

Public Record Office

CLASS TITLE **AIR 27/1728**

CONS

Reduction **x12**

Order No **0076**

Date **9.10.89**

Camera No **4**

Operator **MW**

Crown Copyright Reserved

No reproduction may be made from this
material without the permission of the PRO

PUBLIC RECORD OFFICE

THE PAGES IN THIS VOLUME ARE TOO
TIGHTLY BOUND FOR ALL WORDS TO BE
REPRODUCED IN ENTIRETY

PERMANENT HISTORICAL RECORD

1

ROYAL AIR FORCE
OPERATIONS
RECORD
BOOK

—
FORM 540

—
HEADQUARTERS

AIR HISTORICAL BRANCH
AIR MINISTRY.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. 1.

of (Unit or Formation) No: 332 (N) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	16/1/42		Lieut. Lynneberg, E. (R.N.A.F.) arrived with 92 Norwegian N.C.Os and airmen from No: 3 P.R.C. Bournemouth to form up 332 (N) Squadron. H.Q. R.N.A.F. Postagram JNR/354/42 dated 15/1/42 refers.	
	17/1/42		Major Bull, O (R.N.A.F.) arrived from London. One Spitfire VA Aircraft X.4615 arrived from 121 (E) Squadron, Northweald. H.Q. P.C. Signal Q382 dated 15/1/42 refers. One Spitfire VA Aircraft R7127 arrived from No: 8 M.U. Little Rissington. 41G/17164 refers.	
	18/1/42		Lieut. Urbye, K. (R.N.A.F.) arrived from London to take over duties as Adjutant of the Squadron.	
	20/1/42		One Tiger Moth II Aircraft N9188 transferred from R.A.F. Station Catterick, to the Squadron. H.Q.P.C. Signal Q383 dated 19/1 refers.	
	21/1/42		Lieut. Barkald, S. (R.N.A.F.) and 5500 2nd Lieut. Knudsen, H.B. (R.N.A.F.) arrived from 331 (N) Squadron to take over Engineer Officers' duties with the Squadron. 13 Group Postagram 13G/S1433/4/P.2. dated 19/1/42 refers.	
	23/1/42		Major Bull, O. left Catterick to return to 331 (N) Squadron by rail and air.	
	24/1/42		Capt. Christie, W. (R.N.A.F.) arrived from London. Lieut. Kristiansen, G. (R.N.A.F.) Accountant Officer and 2nd Lieut. Anundskaas, T. (R.N.A.F.) Wireless Operator Mechanic arrived from 331 (N) Squadron.	
	25/1/42		One Spitfire VA Aircraft R6801 arrived from No: 8 M.U. Little Rissington. 41G/17164 refers. One Spitfire VA Aircraft R8038 arrived from No: 38 M.U. Llandow. 41G/Signal A.561 dated 16/1/42 refers.	
	26/1/42		Lieut. Hagerup-svensen, K. (R.N.A.F.) and Sgt. Waage, F. arrived from H.Q. R.N.A.F. to conduct a trade test board. One Spitfire VA Aircraft R7335 arrived from 401 Squadron, Biggin Hill. H.Q.P.C. Signal Q381 dated 15/1/42 refers.	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

PUBLIC RECORD OFFICE

Reference: -

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	Page No.	References to Appendices
	27/1/42		One Spitfire VA Aircraft E720 arrived from R.A.F. Station Gravesend. H.Q.F.C. Signal Q382 dated 26/1/42 refers.		
	28/1/42		Capt. Christie, W. returned to London. Lieut. Mohr, W., Lieut. Aas, S. and 2nd Lieut. Christie, W. arrived from 253 Squadron, 2nd Lieut. Strand, T., 2nd Lieut. Ulstein, E. arrived from 129 Squadron and Sgt. Widerberg, T. arrived from 124 Squadron for flying duties. Two Spitfire VA aircraft P9563 and E7060 arrived from No: 37 M.U. Burtonwood. 41G/17142 refers. One Spitfire VA aircraft W3118 arrived from 452 Squadron, Kenley. H.Q.F.C. Signal Q383 dated 15/1/42 refers, and One Spitfire VA aircraft F7920 arrived from No: 8 M.U. Little Bessington. 41G/17164 refers.		
	29/1/42		Sgt. Liby, S. and Sgt. Werner, T.A. arrived from 72 Squadron for flying duties.		
	30/1/42		Sgt. Gronmark, O.J. arrived from 129 Squadron for flying duties.		
	31/1/42		Major Bull, O., 2nd Lieut. Hagen, E. and 2nd Lieut. Tanberg, U. arrived from 331 (N) Squadron for flying duties. 2nd Lieut. Sunde, A. arrived from 331 (N) Squadron for Intelligence duties. Lieut. Hagerup-svensen, K. and Sgt. Waage, F. returned to H.Q. R.N.A.F. London on completion of trade test board. One Spitfire VA Aircraft X4941 arrived from No: 38 M.U. Llandow. 41G/17143 refers.		

SECRET

13 G. 1006

100155/1008

SECRET

21793 WL 38809/3592 400,000 12/39-MCC & Co-51-5658

1306/55/008

0

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. One.

of (Unit or Formation) 332 (Norwegian) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	1-2-42		Major O. Bull takes over the Squadron from Lieut. Lynneberg E who has been its Commanding Officer since the departure from Canada on the 13th November, 1941. During the day 2nd. Lieut. Jacobsen E arrived from 331(N) Squadron for Electrician I duties, and 2nd. Lieut. Knudsen H proceeded to Messrs Rolls Royce Ltd., Derby for course of instruction on Merlin engines. 2nd. Lieut. From R.E. arrived from 615 Squadron for flying duties. Some annoyance was caused today by orders received to change the code letters of the aircraft from H.G. to A.H. I hope this will be the last time we shall thank heaven for having so few aircraft. In the evening a farewell party was arranged for Lieut. Lynneberg E who has been posted to 331(N) Squadron.	
CATTERICK	2-2-42		Lieut. Lynneberg E proceeded on posting to 331(N) Squadron for Adjutant's Duties. 2nd. Lieut. Mollestad P arrived from 615 Squadron for flying duties. In the hangar everything is being done to service the aircraft ready for flying, and although there is a shortage of skilled men in some trades at present, we hope to have one aircraft in the air within a few days.	
CATTERICK	3-2-42		A very "white morning" thanks to a heavy snowfall during the night. Two feet of snow covered the ground at 0800 hours, and still more was falling during the day. Parties of men were engaged all day clearing the runway. Nineteen Aircrafthands, most of whom had recently crossed the North Sea, arrived today from London to take up duties with the Squadron.	
CATTERICK	4-2-42		A heavy snowfall during the night prevented the one serviceable aircraft from taking off. Most of the Squadron's personnel were occupied during the day with clearing the runways, roads, and dispersal points. 2nd. Lieut. Arundskaas (W.O.M.) today received 25 radio sets which means that he will be quiet for a while. 2nd. Lieut. Piltingsrud G. arrived from 615 Squadron for flying duties.	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK.	5-2-42		A great day in the history of the Squadron: At 1500 hours our first aircraft took off. It was Lieut. Aas A (B Flight Commander) who had the honour, and he managed the zig-zagging between the snowploughs on the runway very well indeed. The pilot circled around the aerodrome and landed after an hours flying. Lieut. Austeen A. and Lieut. Ullestad O. arrived from 124 Squadron for flying duties. In the evening a farewell party was arranged for 145 Squadron who are leaving this Station.	
CATTERICK.	6-2-42		During the day both "A" Flight and "B" Flight were active, Local patrols were flown and the pilots found the planes very good. Total flying for the day was 3 hours and 45 minutes. Lieut. Saether arrived from London for Duties as Medical Officer for the Squadron.	
CATTERICK.	7-2-42		2nd. Lieut. Haabjörn E. arrived from 615 Squadron for flying duties. Four aircraft were serviceable and were flown by twelve pilots on local patrols. Total flying 5 hours and 5 mins. Lieut. Ullestad flew the Tiger Moth just to see that all the "horses" were still in it. Four Spitfire VA aircraft arrived today from 33 M.U. R.7022, R.7267, L.1031, R.6957.	
CATTERICK	8-2-42		Lieut. Kristiansen G. (Accountant Officer) was posted to H.Q., R.N.A.F. A deplorable incident occurred today. One of our men suffering from Cerebro Spinal Meningitis and being dangerously ill was admitted to Darlington Borough Isolation Hospital. To prevent contagion, fifteen men from the same room were placed in quarantine for ten days. This was a big handicap to the Squadron as we are still short of personnel, and need every man. Five aircraft were serviceable and the pilots kept them busy all day. Formation practice, aerobatics and local flying were carried out. Total flying 6 hours and 55 mins.	
CATTERICK.	9-2-42		The weather was not too good in the morning, but cleared up for sometime during the afternoon. A few exercises in formation flying, aerobatics and practice landings were carried out. Total flying. 2 hours.	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) 332 (Norwegian) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	10-2-42		The weather was very much better the same as yesterday; giving very little opportunity to carry out any flying. The days total did not exceed 1 hours and 55 mins. Although it has been mentioned several times, it seems impossible to make our boys walk against oncoming traffic in the black-out and the result did not fail to appear. One man was run over by a service car. It seems to be that wisdom is only learnt by experience. Luckily the man concerned was not hurt.	
CATTERICK.	11-2-42		A lovely morning with bright sunshine and keen frost. An ideal day for practice flying. Formation flying, high flying, aerobatics and interception exercises were carried out. A total of 9 hours and 20 mins might seem rather low on such a good day, but taking into consideration that only six aircraft were serviceable and that daily inspections still take quite a time, as there is a shortage of ground crews, the result is fairly good. Lieut. Saether (M.O) returned to H.Q., R.N.A.F. for temporary duty. One spitfire VA aircraft numbered R.7231 arrived from No. 24 M.U. and was at once taken care of by our maintenance personnel.	
CATTERICK	12-2-42		Again the "Weather Gods" favoured us with a most delightful day. Not a cloud was seen in the sky during the day, and the remaining snow was put to flight by the warm sunshine. In short, it was one of those days that replenishes everybody with energy and consequently happiness. The result did not fail to appear. Total flying of 15 hours and 45 mins. was reached, Flight formation, aerobatics, interception exercises and high flying being the main subjects of the training. 2nd. Lieut. Overlie T. arrived today from H.Q., R.N.A.F. for temporary Wireless Mechanic duties. One spitfire VA aircraft numbered W.3114 arrived from No. 8 M.U. Little Rissington.	
CATTERICK.	13-2-42		The same weather as yesterday. R/T exercises, high flying and sighting practice was carried out during the morning. In the afternoon Section and Flight formation, section attacks and navigation exercises were carried out. Total flying 22 hours and 15 mins. One spitfire VA aircraft numbered	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

PUBLIC RECORD OFFICE

Reference:-

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK.	13-2-42	(cont'd)	P.8706 was received from 43 Group. Major O. Bull (O.C. Squadron) proceeded to H.Q., R.N.A.F. for temporary duty. A mess Dance was arranged in the officers' Mess in the evening.	
CATTERICK.	14-2-42		Another fine day with plenty of sunshine. Continued R/T, high flying, instrument flying was carried out. Section and flight formation flying, single and section attacks, navigation and dog fight exercises were carried out during the afternoon. Total flying 18 hours 25 mins. Five F.M.E's arrived today on completion of course which means a great relief. 2nd. Lieut. Knudsen H. ceased to be attached to Messrs Rolls Royce Ltd., and returned to duty. One Spitfire VA aircraft numbered X.4283 arrived from 43 Group.	
CATTERICK.	15-2-42		The weather was not too good in the morning, but during the day it cleared up and some flying took place. Most of the time was spent on high flying, aerobatics and section formation by "B" Flight. "A" Flight on the other hand spent most of the time carrying out attacks - both single and section ones - sighting and R/T practices were also carried out. Total flying 16 hours and 30 mins. Lieut. Saether (M.O) returned to Squadron from H.Q., R.N.A.F.	
CATTERICK.	16-2-42		About 30 hours flying was carried out today. Formation flying - both section and flight formation, was the main part of the training. In addition R/T, instrument flying and navigation took place. One Spitfire VA aircraft numbered K.9825 arrived from No. 8 M.U. Lieut. Kristiansen O. and 2nd. Lieut. Christie J. arrived from 245 Squadron for flying duties.	
CATTERICK.	17-2-42		A practice scramble was arranged today and two sections took off from "B" Flight. R/T, sighting and interception practice was carried out. Total flying 13 hours and 5 mins. The weather closed in during the afternoon and prevented any further flying.	
CATTERICK.	18-2-42		The training continues with formation flying, aerobatics, dog fights and instrument flying. Total flying for the day. 23 hours and 10 mins.	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2049, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. FIVE.

of (Unit or Formation) 332(Norwegian) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	19-2-42		A Sergeant from the Station Gas Defence Section gave a short briefing of what to do in the case of gas being used by the enemy against the aerodrome. Some practice scrambles took place in the afternoon, together with general flying training. Total flying 28 hours 15 mins. Sgt. Schönberg P. arrived from 124 Squadron for flying duties.	
CATTERICK.	20-2-42		"A" flight carried out some R/T exercises and flight formation flying, while "B" flight carried out cloud flying and aerobatics. The weather was not too good during the day and flying was suspended. Total flying 10 hours and 5 mins.	
CATTERICK.	21-2-42		The weather today was rather like what we are used to in Norway at this time of the year, with thick snow and a keen frost. There was no chance of taking an aircraft off the ground.	
CATTERICK.	22-2-42		Still snowing and again the pilots found the Link Trainer the only way to "get in the air". 2nd. Lieut. Overlie T. left for H.Q., R.N.A.F. today.	
CATTERICK.	23-2-42		There was not as much snow as the two previous days, but poor visibility and low clouds made it necessary to keep the aircraft on the ground. During the morning some instructional films were shown to the pilots by the Station Intelligence Officer. In the afternoon some of the pilots took a "trip" in the Link Trainer, others went for a cross country walk while the remainder stayed in the Mess writing letters and playing billiards.	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	24-2-42		During the afternoon the cloud-cover decreased and it was possible to carry out some flying, although there were showers of light snow all day. For cloud flying exercises it was a good day, and coupled with formation flying, aerobatics, and R/T exercises a total of 14 hours 15 mins was returned. Lieut. Ullestad flew the Tiger Moth to Duxford.	
CATTERICK	25-2-42		Fairly good weather gave opportunity for general training flying. Squadron formation flying was carried out for the first time today, also some air to air firing. Total flying 23 hrs.55 mins.	
CATTERICK	26-2-42		The Air Officer Commanding Royal Norwegian Air Forces, Rear-Admiral Riiser-Larsen; the Air Officer Commanding No.13 Group, Air Vice Marshal J.O. Andrews D.S.O., M.C. and Lieut. Colonel Motzfeldt, Chief of Staff Royal Norwegian Air Force inspected the Squadron. Captain H. Maehre, Officer Commanding, 331(N) Squadron was also present. During the morning the visitors were shown around the camp, and were spectators at an "Air Display" given by the pilots of this Squadron. Lunch was served for the guests in the Officers' Mess. At 1400 hours a parade was held in front of "A" Flight Dispersal, and the Rear Admiral delivered a speech in Norwegian to the personnel of the squadron. Then the Squadron was officially "handed over" to the Royal Air Force under whose supreme command it is now working. The guests were entertained in the Mess during the evening and left the Station later.	
CATTERICK	27-2-42		It was a rather promising morning with blue sky showing through a light mist. However, it closed in during the day and flying was rather restricted, Total 4 hours and 15 mins. Captain Maehre H, Officer Commanding 331(N) Squadron returned for duty with his own Squadron.	
Catterick	28-2-42		During the night there was a gale warning, and the weather this morning was not very good. Visibility was bad, with a low cloud base, and showers of rain during the day. Total 10 hours and 30 mins.	

R.A.F. Form 540

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

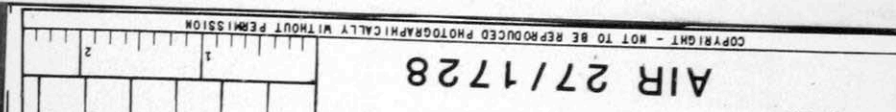
OPERATIONS RECORD BOOK

Page No. Seven

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
			<p><u>General statement on activities for the Month.</u></p> <p>Taking into consideration the lack of well trained ground crews, having some fifteen men in quarantine owing to sickness, and having to detail quite a number of the squadron personnel for snow clearing, it might be said that very good work has been carried out during this Month, resulting in sixteen aircraft being serviceable, of which eleven are operationally serviceable.</p> <p>As seen from the previous pages of this record, the flying training carried out by this Squadron during the past month has included the most varied exercises, so as to give the pilots the experience they necessarily need for operational flying. In addition to the training mentioned, the pilots have received instruction on the Link Trainer, on which some 75 hours training have taken place.</p> <p>With continued intense training, including more air firing, the remaining non-operational pilots are hoped to become operational within a reasonable time. In addition, the daily arrival of ground personnel, now having finished their respective courses, strengthens the belief of the Squadron becoming operational as a whole within a short time.</p>	



R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340, and War Manual, Pt. II., chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. ONE.

of (Unit or Formation) 332(NORWEGIAN) SQUADRON, CATTERICK.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK.	1-3-42		Fog in the morning and slight drizzle, clearing up a little towards midday. In the afternoon the weather just allowed flying, though on a small scale. Both "A" and "B" Flights carried out flight formation practice. "A" Flight had some sections scrambled (practice), whilst "B" Flight carried out cloud and local flying. Total for both flights 14 hours, 15 mins. In addition to the above training, two of the pilots received instruction on the Link Trainer for half an hour each.	
CATTERICK.	2-3-42		Very low clouds and mist in the morning made it impossible to carry out any flying. In the afternoon and towards evening a thick fog developed, and consequently no flying was possible. The pilots found their way to the Link Trainer where practice was carried out for some 4 hours. Lieut. Barkald S. (Engineer Officer) and 2nd. Lt. Jacobsen E. (Elect. I) proceeded on 10 days leave.	
CATTERICK.	3-3-42		The weather has not improved - on the contrary - the fog was even thicker and made it impossible to see from one end of the runway to the other. No flying possible. Some instructional films were shown in the Station Intelligence lecture room. Five pilots received instruction on the Link Trainer for about 30 mins. each. Lieut. Ryg J. and 2nd. Lt. Lindseth E. were posted to this Squadron from 61 O.T.U. for flying duties w.e.f. today.	
CATTERICK	4-3-42		The "Weather Gods" seem to be in a bad mood these days. In addition to the "usual" fog, we had slight snow in the afternoon. No flying. The pilots passed away their time in the Station Intelligence lecture room where some films were shown on sighting, in the mess playing billiards, and in the Link Trainer on which some 5 hours training was carried out. Lieut. Urbye K (Sqn. Adj.) proceeded to London on attachment to H.Q., R.N.A.F. 2nd. Lieut. Amundskaa T. (Signals) proceeded on 10 days leave, Lieut. Ryg J. and 2nd. Lieut. Lindseth E. proceeded on 9 days leave.	
CATTERICK	5-3-42		We were not surprised to find the ground covered with snow today. Still more was falling during the and in addition we had our ration of fog in the afternoon. Again the Link Trainer was used and eight pilots received instruction for a total of 5 hours.	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

2	1

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK.	6-3-42		Still snowing and very poor visibility owing to mist. Another day with no flying. The Link Trainer was again used. 10 Pilots carried out practice for a total of 5hrs.15 mins - Beam Approach being the main subject of the training. Lieut. Urbye K(Sqdn. Adj) ceased to be attached to H.Q.,R.N.A.F.. In the evening a mess dance was arranged in the Officers' Mess and everybody enjoyed themselves very well.	
CATTERICK	7-3-42		No change where the weather is concerned. Slight snow falling most of the day and mist. Towards evening the snow ceased, but low clouds made flying impossible. Instruction was given on the Link Trainer for 3hours.	
CATTERICK	8-3-42		The snow turned to rain. Thick fog in the morning cleared a little towards evening, but no flying was possible. 1 hours practice on the Link Trainer.	
CATTERICK.	9-3-42		Slight rain in the morning but visibility was not too bad, and it was welcomed when the decision was given to carry out some flying. Squadron formation practice together with section and formation flying was carried out by both flights. Low flying exercises, aerobatics, section attacks and air to air firing were practiced. Total flying of the day 37 hrs.5mins. The weather closed in towards evening with fog making visibility poor.	
CATTERICK	10-3-42		The morning was not very promising with light fog and thick clouds, however, in the afternoon it cleared and flying was possible. A Squadron formation was carried out together with cine-gun practices, aerobatics, R/T,D/F and navigation practice, both single and section attacks. Total flying 51 hrs. Two pilots had Link Trainer instruction for 35 mins. each.	
CATTERICK	11-3-42		The weather was foggy during the morning, but cleared towards noon and remained so until the evening when mist occurred. A Squadron formation flight was made together with aerobatics, cine-gun practice, section formation flying, air to sea firing, high flying and R/T practice. Three pilots received half an hours instruction each on the Link Trainer.	
CATTERICK	12-3-42		There was fog during the morning, but it cleared to a very fine mist in the afternoon. The training today consisted of sighting practice, air to sea firing, navigation, cloud and instrument flying. Total flying 22 hrs. 20 mins. Three pilots received instruction on the Link Trainer. The Squadron became operational today, although readiness state does not commence until 19-3-42.	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. Three

of (Unit or Formation) 332(Norwegian) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	13-3-42		Another cloudy day with mist. Flying training was carried out for 28hrs.15mins. The main subjects being air to ground firing, formation flying, attacks and cine gun exercises. 2nd. Lt. Christie J. and 2nd. Lt. Piltingsrud G proceeded on 7 and 9 days leave respectively.	
CATTERICK	14-3-42		There was fog in the morning which did not clear all day. Impossible to do any flying. 2nd. Lt. Mollestad P was attached to No.2 S. of A.N. for No.4 Fighter Command Refresher Course.	
CATTERICK	15-3-42		Cloudy and fog in the morning- haze in the afternoon. 28 hrs. flying training was carried out, cine-gun practice, squadron formation and attacks being the main subjects. Lieut. Ullestad proceeded on 8 days leave. Spitfire VA W.7350 was transferred to No.12 Group Communication Flight. At 1540 hrs. Sgt Grogmark O. on completing some practice flying, made a heavy landing which resulted in the starboard landing leg breaking off. He immediately gave full throttle and took off again circling the aerodrome for 20 mins., and then came in to land again. He made a normal landing, the port landing leg down, but when loosing speed the starboard wing tip touched the ground and the aircraft made a sharp turn. Slight damage was caused to the starboard wing only.	
CATTERICK	16-3-42		Low clouds and fog made flying impossible. Five pilots received instruction on the Link Trainer for a total of 2hrs. and 40 mins. Captain Ramm, Director of the Norwegian Dental Services arrived during the morning on an official visit to the Squadron. The Captain stayed for lunch in the Officers' Mess and left the Station in the afternoon.	
CATTERICK	17-3-42		The "Weather Gods" are still in a bad mood. Slight rain all day. 3hrs.5mins flying. Formation flying, air to air firing and cine gun practice being the main subjects of training. One pilot received 40 mins Link Trainer instruction.	
CATTERICK	18-3-42		Cloudy weather with mist thickening towards late afternoon. 27 hours flying - air to air firing, cine gun exercises, formation flying and cloud flying being the main subjects. Lieut. Thorsager F was posted to this Squadron from 331(N) Squadron. He takes over duties as "A" Flight Commander.	9

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6	7	8	9	10

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	19-3-42		Fog in the morning - clearing up a little in the afternoon. The Squadron had one flight on readiness at 1300 hours. Of this one section was stationed at Thornaby, used as advanced landing ground. No operational flying was carried out during the day. 2hrs.20mins. Link Trainer practice was made by seven pilots.	
CATTERICK	20-3-42		Fog all day - a miserable day. No flying possible, and one section at Thornaby on readiness were unable to return to this Station. The Link Trainer was used for 2hrs.15mins by 4 pilots. 2nd. Lieut. Hagen E. proceeded on 7 days leave.	
CATTERICK	21-3-42		Fog in the morning, clearing up towards 1100 hours. The section at Thornaby was scrambled at 1245 hours as a raid appeared off the Sector Coastline. Owing to bad weather, however, the section was ordered to return to base a few minutes later. The section then returned to this Station. The pilots not on readiness had instruction in formation flying, attacks in sections and aerobatics. Total flying 9 hrs.45 mins. Instruction was given on the Link Trainer for 3hrs. 10 mins to 5 pilots.	
CATTERICK	22-3-42		The weather has not improved and consequently flying training was on a small scale. Formation flying and cine gun practice. Total flying 7 hours. Three pilots had instruction on the Link Trainer for a total of 1hr. 45mins.	
CATTERICK	23-3-42		Fog in the morning but clearing up during the day. One section at readiness at Thornaby was ordered on convoy patrol for 40 mins. No incident. Training was made in formation flying, cine gun practice and aerobatics. Total flying 37 hours. Two pilots had link trainer instruction for a total of 1hr. 50 mins.	
CATTERICK	24-3-42		The weather cleared up towards noon. Flying training was carried out for a total of 26 hrs. Air to air firing and cine gun practice were the main subjects.	
CATTERICK	25-3-42		The weather was not too good. A Squadron formation was flown together with air to air and air to sea firing exercises. Total flying 27hours 30 mins.	
CATTERICK	26-3-42		Visibility was good during the day with no clouds during the morning, but increasing during the afternoon. "A" Flight carried out formation flying, interceptions and B Flight formation flying and aircraft tests. Lt. Mohr flew to St.Luccas and back. Total flying 14hrs.10mins. Two pilots received instruction on the Link Trainer for a total of 1 hr,50mins.	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2949, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. Five.

of (Unit or Formation) 332(Norwegian) Squadron, Catterick.

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

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK.	27-3-42		The weather was not too good in the early morning, but improved during the day with good visibility in the afternoon. "A" Flight carried out formation flying, one gun practice and high flying. "B" Flight was on readiness and had four sections in the air on operational flying during the day. Blue section was the first to be scrambled on its way to forward base. It was ordered to patrol Whitby but nothing was seen. At 1820 Green Section was scrambled-no incident, and at 1825 Blue Section was scrambled but still no incident. At 1910 Blue Section took off on a scramble, but it was changed over to a convoy patrol. Total flying 22 hours. Five pilots received Link Trainer instruction for a total of 3 hours 50 mins. 2nd. Lt. Arundskaaas T proceeded to London on posting. A dance was arranged in the Officers' Mess in the evening.	
CATTERICK	28-3-42		There was some slight rain in the morning but during the day it cleared up and visibility became good for the rest of the day. Total flying 20 hours 40 mins consisting of air to air firing flight formations, and local flying. Lieut Urbye K (Sqn Adj) proceeded to London on leave.	
CATTERICK	29-3-42		Weather not too good with moderate visibility all day. Some training flying was carried out and Lt. Ullestad returned from Liverpool with the Squadron M.O. from Liverpool in the Tiger Moth. Sgt Ringdal had a rather exciting experience today. At 1500 hours on his way back from a practice flight, his engine cut out and failed to pick up again. As he lowered his under-carriage the aircraft lost speed and he made a heavy landing on the aerodrome. Aircraft category "AC" but the pilot was uninjured. Yellow section was ordered on Dusk Patrol. No incidents. Four pilots received Link Trainer instruction for 30 mins each.	
CATTERICK	30-3-42		Rain in early morning with fog. It remained foggy during the afternoon. Very little training flying took place today. One section was scrambled-no incident. Total flying 4 hrs.40 mins. Lieuts Ullestad O. and Austeen proceeded to Hornchurch on posting to 64 Squadron. Three pilots had instruction on the Link Trainer for 30 mins. each.	
CATTERICK	31-3-42		Foggy, with showers of rain in the morning. Visibility was very poor all day. Total Flying 2hrs.	10

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2
AIR 27/1728	
Reference:-	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron.

SECRET

FORM 541.

(7472) Wt. 24229/1650. 180m. 8/40. P.L. 51-7751.

FOR THE MONTH OF March, 1942

PAGE No. ONE

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Remark: The Squadron became operational and took over readiness state on 19-3-42. ✓							
21-3-42	Spitfire VA F-R. 7022	Lt. Kristiansen O.	Scramble	12-56	13-16	Red section was scrambled owing to a hostile raid off	
	L-X. 4238	2nd. Lt. Ullstein	"	12-56	13-16	Saltburn. Was ordered to patrol base and then to land	
						owing to bad weather. No incident.	
23-3-42	R-R. 7060	Lt. Aas S.	Convoy Patrol	19-00	19-42	Blue section ordered to patrol convoy off Sector Coastline.	
		Sgt. Widerberg A.	" "	19-00	19-42	R/T contact was made. Nothing to report.	
27-3-42	O-P. 9563	2/Lt. Christie W.	Scramble	12-00	12-45	Blue section was actually scrambled in the air on its way	
	Y-R. 7234	2/Lt. Christie J.	"	12-00	12-45	to forward base. The section was ordered to patrol Whitby.	
						Visibility was not good-no incident.	
27-3-42	S-L. 1031	2/Lt. Tandberg U.	Scramble	18-20	18-30	Green Section was ordered to land soon after being air-	
	Z-K. 9825	2/Lt. Haabjörn	"	18-20	18-30	borne - no incident.	
27-3-42	O-P. 9563	2/Lt. Christie W.	"	19-10	19-50	Blue Section was scrambled, but was then turned over to	
	D-P. 7920	2/Lt. Christie J.	"	19-10	19-50	Convoy Patrol off Sector coastline. R/T Contact made with	
						convoy. Nothing to report.	
29-3-42	Z-K. 9825	Lt. Aas S.	Scramble	10-00	11-10	These pilots were actually carrying out cloud-flying when	
	O-P. 9563	Lt. Austeen	"	10-00	11-10	at 10-15 they were scrambled. Enemy aircraft 12 miles East	
						of Scarborough going North. Fighters were given different	
						vectors, but nothing was seen.	
29-3-42	J-R. 7335	Lt. Kristiansen O.	Convoy Patrol	19-20	20-10	Yellow section ordered to patrol convoy off Sector coast-	
	D-P. 7920	2/Lt. Ullstein	" "	19-20	20-10	line. Good R/T contact was made. Nothing to report.	
30-3-42	E-X. 4941	2/Lt. Tandberg U.	Scramble	18-49	19-50	Blue Section scrambled as hostile raid appeared off East	
	L-X. 4238	2/Lt. Haabjörn	"	18-49	19-50	Hartlepool. The fighters were given different vectors as	
						raid circled around for sometime probably trying to find	
						convoy in neighborhood. Visibility was very poor with low	
						clouds and nothing was seen of raider. Blue 1 was asked	
						to contact PRIZE at 1904 hours but no contact was obtained.	
						P. T. O.	11

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 2/1728

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

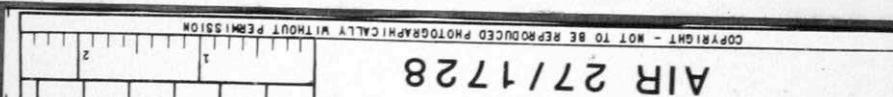
Page No. ONE.

of (Unit or Formation) 332(N) SQUADRON.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Catterick	1-4-42		The weather was not too good during the day. A very strong wind was blowing and there were showers of rain all day. The Norwegian Foreign Minister Trygve Lie visited the squadron. At 1930 hours green section were ordered on convoy patrol-no incident.	
Catterick	2-4-42		Fairly good day with bright periods. Squadron carried out the first night flying programme. 2/Lt. Mollstedt P. completed No. 4 Fighter Command Refresher nav. course. Major Bull proceeded to H.Q., R.N.A.F. on duty. Red section patrolled a convoy for 40 mins - no incident.	
Catterick	3-4-42		Rain for most of the day with very poor visibility. Red section investigated hostile raid off convoy but nothing sighted. Red section continued on convoy patrol. Nothing further to report.	
Catterick	4-4-42		Lt. Aas A. proceeded on seven days leave. Rather a dull day with bright periods in between. A signal was received from H.Q. F.C. Q.177 dated 4-4-42 ordering the squadron to transfer Spitfire VA A/C to Peterhead for 164 Sqn. and to receive sixteen Spitfire VB Aircraft from 605 Sqn., Peterhead.	
Catterick	5-4-42		Rain for most of the day but visibility was fairly good. Dr. Sæther proceeded to H.Q., R.N.A.F. for duty. Red section ordered to investigate raider of Teesmouth. Nothing sighted.	
Catterick	6-4-42		Fairly bright day but clearing in after tea with rain. Lt. Kristiansen O. proceeded on seven days leave.	
Catterick	7-4-42		Visibility moderate. Rather showery.	
Catterick	8-4-42		Fairly clear morning but rain and cloudy in afternoon. Yellow section were ordered to patrol a convoy. Visibility was poor and it was raining. No incidents. Captain Christie J. arrived from H.Q., R.N.A.F. for discussions with Major Bull.	
Catterick	9-4-42		Showery throughout day. Visibility mainly poor. P/O Durn G.W.H. (Double ranking engineer officer) proceeded to H.Q. 44 Group on posting from the squadron. 2/Lt. Sunde A. proceeded on seven days leave.	

12



Place	Date	Time	Summary of Events	References to Appendices
Catterick	10-4-42		Showers until noon. Visibility improved during afternoon. Yellow section carried out a convoy patrol. Good contact made with escort. No further incidents. Dr. Sather returned from H.Q., E.N.A.F. 2/Lt. Christie J. proceeded on three days leave. A meeting of all Norwegian personnel on the Squadron was held in the Station Cinema and Mr. Carl Wright - a member of the Norwegian Parliament - gave a talk on his recent escape from Norway. The meetings are held periodically for talks by prominent Norwegian Speakers, discussions, and entertainment for the Squadron personnel.	
Catterick	11-4-42		Dull day with bad visibility. Red section investigated a raid but nothing sighted. Blue section while on their way to Thornaby were ordered to investigate raid. Nothing to report. 2/Lt. Tandberg U. proceeded on seven days leave.	
Catterick	12-4-42		Fairly good day but cloudy. Visibility fair. No operation flying was carried out today. "B" flight had five pilots up for formation practices.	
Catterick	13-4-42		Rather dull day. Mainly cloudy. Visibility poor. Yellow section carried out a convoy patrol without incident. Red section ordered to investigate raider off Saltburn but raid faded. On their return to Thornaby they were ordered to investigate another raider but nothing was seen. Major Bull O. (Squadron Commander) and Lt. Aas A. ("B" flight Commander) were attached to H.Q. No 11 armoured brigade for army co-operation exercises. Captain Christie J. proceeded to 331(N) Squadron 2/Lt. From R. and Lieut. Thorpger F. proceeded on seven days leave.	
Catterick	14-4-42		Fog in early morning. Clearing during the afternoon closing in at 1700 hours. Black section, while out on a practice flight, were vectored to a raid east of Whitby which faded at 0900 hours. Black section then patrolled a convoy and made good R/T contact. No further incidents.	
Catterick	15-4-42		Good weather. Visibility good. after 1100 hours. Blue section were ordered to patrol convoy as unidentified aircraft was in the vicinity. Aircraft found to be a beaufighter. No further incident. 2/Lt. Jacobsen E. proceeded on posting to No. 3 Radio School to attend radio Mechanics School.	
Catterick	16-4-42		Good weather, Visibility good during day. Major Bull O. and Lt. Aas A. returned from Army Co-operation attachment. Blue section were scrambled at at 1110 but ordered to land after 20 mins. Nothing sighted.	

R.A.F. Form 540

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

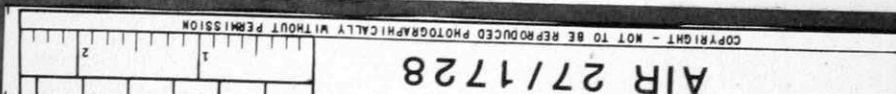
OPERATIONS RECORD BOOK

Page No. THREE.of (Unit or Formation) 332(II) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Catterick	17-4-42		Good weather. Very little cloud. Visibility good. Blue section was ordered to patrol a convoy on account of headless raid. Good contact with escort was made and three Hudsons in the vicinity were identified. Nothing further to report.	
Catterick	18-4-42		Weather closed in at noon. Poor visibility. Fog in the evening. Blue section were on convoy patrol as a raider was sighted. But the raid faded. Visibility 3-4 miles hazy. F/O Colthorpe reported to the Squadron from Biggen Hill for duties as intelligence officer (double banking).	
Catterick	19-4-42		Dull weather with poor visibility. Rain in the evening. Dr. Bather proceeded to Psychological Laboratory R.A.F. Farnborough for course of aviation medicine. An advance party consisting of Lt. Kristiansen O., Sgt. Tenvik H. and 24 men proceeded by road to West Hartlepool to prepare the barracks and dispersal for "A" flight detachment.	
Catterick	20-4-42		Dull weather with poor visibility. The main party consisting of Sgt. Storm A. (N.C.O. I/C flight) and 36 men proceeded by road at 0900 hours to West Hartlepool. Nine pilots under the command of Lt. Thorsager F. flew to West Hartlepool, and the flight was at readiness by 1300 hours.	
Catterick	21-4-42		Rather a dull day with a few bright periods. A party of press representatives visited the Squadron to report on and take photographs of the work in progress. A discussion was held in the C. O.'s office followed by a visit to the flights where a little flying was carried out but poor visibility prevented any extensive exercises. The party was accompanied by F/O Gibbons (13 Group public relations officer) and Mr. Blow (Air Ministry representative). Lt. Mohr W. proceeded to Messrs. Rolls Royce Ltd., Derby for a four day course on engine operation. 2/Lt. Piltingsrud G. proceeded on seven days leave.	
Catterick	22-4-42		Bright day with good visibility. 2/Lt. From R. proceeded to West Hartlepool for flying duties with with detached flight. Lt. Urbye K. proceeded seven days leave. 2/Lt. Sunde A. proceeded to West Hartlepool for intelligence duties with detached flight. Blue section ordered to patrol Scarborough but raid turned out to be friendly.	

13



2 MAY 1942

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron.

SECRET

PAGE NO. ONE.

(7472) Wt. 24229/1650. 1800m. R/40. P.I. 51-7781.

CASILE

FOR THE MONTH OF APRIL 1942. 1306/55/018

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-4-42	Spitfire VA L.1031	2/Lt. Christie W.	Convoy Patrol	1932	2010	Green Section were ordered to patrol off Sector Coastline.	
	P.9563	Sgt. Schønberg B.	" "	1932	2010	Good contact made with escort. No incidents.	
2-4-42	R.7276	Lt. Thorsager F.	Dusk Patrol	1940-	2030	Red Section patrolled convoy off Sector Coastline.	
	R.7022	Sgt. Bergsland P.	" "	1940	2030	Good contact made with escort. No incidents.	
3-4-42	R.7267	Lt. Thorsager F.	Scramble.	0815	0845	Red Section were scrambled as a hostile raid was plotted	
	L.1031	Sgt. Bergsland P.	" "	0815	0845	E.N.E. of a convoy. Raid faded and the Section was ordered	
4-4-42	R.6801	Sgt. Liby S.	Scramble	1620	1710	to patrol. Contact made at 0829 hours and 0830 hours.	
	R.7220	2/Lt. Strand T.	" "	1620	1710	Red Section were scrambled, but ordered to land after a	
4-4-42	K.9825	2/Lt. Christie W.	Scramble	0755	0820	patrol as nothing was sighted.	
	P.9563	Sgt. Schønberg P.	" "	0755	0820	Green Section were ordered to patrol base, but ordered to	
5-4-42	X.1238	2/Lt. Piltingsrud G.	Scramble	0925	1000	land. Nothing sighted.	
	R.7267	Sgt. Bergsland P.	" "	0925	1000	Red Section were ordered to investigate raider off Teesmouth.	
5-4-42	X.1615	2/Lt. Hagen E.	Convoy Patrol	2045	2135	Section orbited Tees Bay but saw nothing.	
	R.7231	Sgt. Baeder N.	" "	2045	2135	Blue Section ordered to patrol convoy. Contact made at	
6-4-42	R.7060	2/Lt. Tandberg H.	Scramble	1020	1025	2053 hours -- No incidents.	
	K.9825	Sgt. Ringdal E.	" "	1020	1025	Section were scrambled but ordered to land soon after	
8-4-42	L.1031	2/Lt. Christie J.	Scramble	0910	0955	being airborne.	
	P.8706	Sgt. Widerberg T.	" "	0910	0955	Green Section ordered to intercept raider. Ordered to	
8-4-42	X.1615	2/Lt. Hagen E.	" "	1840	1915	land as raid faded.	
	R.7231	Sgt. Baeder N.	" "	1840	1915	Raid plotted off Scarborough. Blue Section ordered to	
8-4-42	X.1238	2/Lt. Frow R.	Convoy Patrol	2100	2155	patrol at 2,000 feet. No contact made. Raid later found	
	X.1941	2/Lt. Christie J.	" "	2100	2155	to be Coastal Aircraft.	
10-4-42	R.7235	2/Lt. Hollstad P.	Scramble	1610	1635	Yellow section were ordered to patrol "Prize". Contact	
	R.7220	Sgt. Bergsland P.	" "	1610	1635	made at 2115 hours. Raining hard and very poor visibility.	
	X.1941	2/Lt. Piltingsrud G.	Convoy Patrol	2100	2145	Section were scrambled but ordered to land after making	
	R.7127	Sgt. Liby S.	" "	2100	2145	a patrol. Nothing sighted.	
						Yellow Section ordered to patrol "Lunch". Contact made at	
						2115 hours. No incident.	

1A

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5
---	---	---	---	---

AIR 27/1728

PUBLIC RECORD OFFICE

Reference: -

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
11-4-42	Spitfire VA N.7335	2/Lt. Mollstad P.	Scramble	0850	0940	Red Section were ordered to investigate raid, but it faded before anything was seen.	
	R.7220	Sgt. Bergeland P.	"	0850	0940		
	X.4615 R.9825	Lt. Aas A. Sgt. Widerberg P.	Scramble "	1250 1250	1355 1355		
12-4-42	R.7220	2/Lt. Ulstein M.	Scramble	0820	0915	Red Section were ordered to investigate raider off Saltburn. Raid faded, but on returning to Thornaby, Section was again ordered to investigate but this also faded.	
	R.7335	Sgt. Laby S.	"	0820	0915		
14-4-42	R.7127 Spitfire VB	2/Lt. Mollstad P.	Convoy Patrol	0850	0955	Yellow section were ordered to patrol "Flumb". No incident.	
	AB 911 Spitfire VA	Lt. Kristiansen O.	" "	0850	0945		
	R.7060	2/Lt. Christie W.	Scramble.	1800	1830		
	P.8706	Sgt. Schenber P.	"	1800	1830		
14-4-42	A.7022	2/Lt. Mollstad P.	Patrol	0805	0920	Black Section when on practice flying were vectored to a raid East of Whitby which faded at 0900 hours. Then ordered to patrol "Ocean" which was contacted at 0903 and 0918 hours.	
	R.7220	Sgt. Bergeland P.	"	0805	0920		
15-4-42	L.1031	2/Lt. Hagen E.	Scramble	2015	2035	Blue Section ordered to patrol "Casing" on account of raider. Identified on reaching the coast as a Beaufighter.	
	X.4615 Spitfire VB	Sgt. Raeder H.	"	2015	2035		
17-4-42	EL 894	Lt. Aas A.	Scramble	1750	1810	Blue Section ordered to Patrol "Prize" on account of raid plotted for a few minutes off Whitby. In R/T touch at 1800 hours. Intercepted and identified three Hudsons in vicinity of convoy. Visibility 30 miles no cloud.	
	EL 314	Sgt. Ringdal S.	"	1750	1810		
18-4-42	EL 894	Lt. Aas A.	Convoy Patrol	0925	1005	Blue Section ordered to patrol "Evidence" due to raid which faded. Contact made. Visibility 3 miles - hazy.	
	EL 314	Sgt. Ringdal S.	" "	0925	1005		
18-4-42	AB 911	2/Lt. Strand T.	Scramble	1520	1530	Section scrambled but ordered to land as raider was identified.	
	AB 269	2/Lt. Lindseth E.	"	1520	1530		
22-4-42	EL 634	2/Lt. Hagen E.	Scramble	0830	0945	Blue Section ordered to patrol Scarborough on account of raid. Aircraft identified as friendly.	
	EL 894	Sgt. Raeder H.	"	0830	0945		

DETAIL OF WORK CARRIED OUT

By 232 (Norwegian) Squadron.

FOR THE MONTH OF April 1942

SECRET

PAGE No. Three.

DETAIL OF WORK CARRIED OUT

FORM 541

By 332(Norwegian) Squadron.

SECRET

PAGE No. Three .

(7472) Wt. 24229/1650. 180m. 8/40. P.I. 51-7751.

FOR THE MONTH OF April, 1942

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23-4-42	Spitfire VB AB 144	Lt. Kristiansen O.	Scramble	0820	0830	No incidents to report.	
	BL 690	Sgt. Laby S.	"	0820	0830		
24-4-42	AP 911	2/Lt. Strand T.	Convoy Patrol.	0710	0825	No incidents - Contact made with escort.	
	W.3647	Sgt. Gilhus S.	" "	0710	0825		
25-4-42	AP 911	2/Lt. Ulstein E.	Dawn Patrol	0600	0635	No incidents to report.	
	AD 557	Sgt. Werner T.	" "	0600	0635		
	AP 911	2/Lt. Fron E.	Scramble	0825	0935	No incidents to report.	
	BL 748	Sgt. Laby S.	"	0825	0935		
	DL 960	3/Lt. Strand T.	Scramble	1100	1145	Red Section ordered to patrol Whitby at 20000 ft, and later ordered to intercept raid 686 which was proceeding towards the coast. Permit changed to X686 when about 7 miles off the coast - turned round and went back N.E. gaining height.	
	P. 8720	Sgt. Laby S.	"	1100	1145		
	AD 557	Sgt. Werner T.	Scramble	1205	1305	Red Section ordered to patrol Saltburn at 10000ft, and later at 25000ft on account of raid 610 which was proceeding up the coast. Red Section handed over to G.C.I. at 1225 hours. Red 2 returned owing to oxygen trouble. Red 1 carried on and was handed back to Sector at 1236 hours. Nothing seen.	
	DL 960	2/Lt. Strand T.	"	1205	1255		
	AP 114	2/Lt. Wandberg U.	Scramble	1105	1145	Blue section ordered to patrol Hartlepool. Nothing seen.	
	L. 634	Lt. Ryg J.	"	1105	1145		
	AP 114	2/Lt. Christie W.	Scramble	1330	1445	Blue section ordered to patrol 30 miles E. of Hartlepool in connection with raid 610 travelling N.W. Nothing seen.	
	L. 894	2/Lt. Hauge E.	"	1330	1445		
26-4-42	AD 557	Sgt. Laby S.	Dawn Patrol	0605	0640	A single enemy raider No. 612 came up at 0618 and was plotted at 15,16 and 25000ft, eventually making landfall at Plamborough Head then turning South to Hull and out to sea again. Raid passed out of sector before approaching coast.	
	DL 960	2/Lt. Lindseth T.	" "	0605	0640		
	AP 911	Lt. Kristiansen O.	Convoy Patrol	0630	0735	Red Section patrolled "Parallel"-contacted "Parallel" at 0645. Nothing of interest to note.	
	BL 784	Sgt. Gilhus S.	" "	0630	0735		
	AP 126	2/Lt. Hauge E.	Scramble	0630	0740	Blue Section proceeded to Scarborough. Nothing sighted.	
	L. 214	2/Lt. Christie W.	"	0630	0740		

15

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

1	2
---	---

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
17-4-42	HL 960	Sgt. Laby S.	Dawn Patrol	0625	0740	Yellow Section who were already airborne were ordered to intercept raid 691 which approached the coast off Scarborough. Unfortunately plots faded about 0715 and our A/c carried out a search in the area without success. This section prior to receipt of operational order was vectored to and intercepted a friendly bomber showing S.O.S. and successfully escorted it to its base (Dishforth).	
	AD 911	2/Lt. Lindseth E.	" "				
27-4-42	AD 557	Sgt. Warner G.	Scramble	0720	0750	Red Sect on ordered to patrol evidence on account of raid.	
	HL 784	2/Lt. Hollestad P.	"	0720	0750	Not in R/T touch and nothing sighted.	
	AR 379	Sgt. Grymark O.	Scramble	1845	1915	Red Section ordered to patrol "Prize" at 5000 ft on account	
	AD 269	2/Lt. Hollestad P.	"	1845	1915	of K700 proceeding towards coast, which later turned into a friendly Coastal Command aircraft.	
28-4-42	AD 269	Sgt. Grymark O.	Scramble	0700	0735	Red Section were scrambled and ordered to patrol Seaham at 20,000 ft, and Blue Section were ordered to patrol Scarborough at 25,000ft. Both on account of raid 611 which crossed the coast at Whitby and then proceeded back out to sea.	
	AR 379	2/Lt. Fran R.	"	0700	0735	Nothing seen by either section.	
	HL 894	Lt. Ans A.	"	0705	0745		
	P. 9720	Sgt. Raeder	"	0705	0745		
	AD 269	Lt. Kristiansen O. KRISTIANSEN O.	"	1500	1535	Red section ordered to patrol Whitby at 20000ft on account of hostile raid which did not approach the Sector.	
	AD 557	Sgt. Gilhus	"	1500	1535	Nothing seen.	
	AD 269	Sgt. Laby S.	"	0625	0720	Red Section ordered to patrol Whitby and later to intercept raid 805 plotted at 25000ft. Our A/c were given vectors and brought to within 3 miles of S/A. Then handed to O.C.I. at 0657 who vectored a/c on a stern chase. Red 1 could not overtake but Red 2 closed and gave a burst of machine gun fire. Return fire from hit and splintered Red 2's windscreen and he had to break off combat.	
30-4-42	AD 911	Lt. Kristiansen O.	Dawn Patrol	0605	0730	Airborne on local patrol when ordered to 25600ft on account of raid. Nothing seen by Yellow Section.	
	HL 960	Lt. Thorvager E.	" "	0605	0730		
	AD 911	Lt. Kristiansen O.	Scramble	1140	1250	Red Section ordered to patrol 20 miles N.E. of Hartlepool at 15,000ft. on account of raid approaching coast 50 miles N.E. of Whitby. Raid faded again and nothing was seen.	
	HL 784	2/Lt. Lindseth E.	"	1140	1250		
	HL 126	2/Lt. Nash, J. W. E.	Scramble	1145	1255	Blue section ordered to patrol 10 miles E. of Scarborough, later changed to Whitey on account of 692. Blue section vectored to Tees Mouth. Nothing seen.	
	HL 654	Lt. Vye J.	"	1145	1300		
	P. 9720	2/Lt. Strand E.	"	1245	1250	Yellow section ordered to patrol 6 miles E. of Hartlepool due to hostile raid 692 reappearing 30 miles off Seaham which changed to friendly Coastal Aircraft.	
	AR 379	Sgt. Marceland E.	"	1245	1251		

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

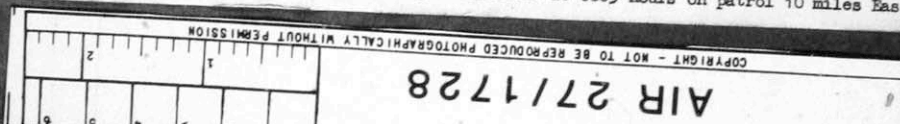
Page No. One.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Catterick.	1-5-42		Weather was cloudy in morning with fog, later becoming fine. Visibility improved from 800 yards in morning to 2000 yards at midday and 4 miles later. The Squadron sent up a mixed bag of sections on operations. At 0610 hours Red section (2/Lt Mollestad and 2/Lt. Strand "A" flight) went up to patrol Seaham and Saltburn to have a look-if possible- at raid 25 proceeding North 50 miles off Coast. Section landed at 0745 - nothing seen. White Section (Lt. Thorsager and Lt. Kristiansen "A" flight) took off on the same mission at 0719 hours with orders to patrol Seaham. Section landed at 0805 - nothing seen.	
Catterick	2-5-42		The day opened fairly cloudy with visibility improving from 6 miles in morning to 12 miles. Yellow section ("A" flight), airborne at 0805 hours were on local flying when they were ordered to intercept Raid 695 at 0820 hours. No result. Red section(Lt. Kristiansen and 2/Lt. Lindseth "A" flight) were scrambled at 0830 hours and a "Tally-ho" followed at 0835 hours. The section were 12 miles off the coast at Seaham when they sighted a Ju.88 at 1000 yards. Almost immediately, the enemy aircraft, which was plotted going East, was lost in clouds. The section saw nothing else and landed at 0900 hours. At 0905 hours Blue section (2/Lt. Christie W. and Sgt. Schønberg "B" flight) took-off to investigate Raid X696. Landed 0950 with nothing to report. Major Bull returned from his 48 hours visit to the Norwegian Headquarters. Three members of the Norwegian Trade Test Board - Lt. Hagerup Svensen, 2/Lt. Øverlie T. and 2/Lt. Waage - arrived on attachment to the Squadron.	
CATTERICK	3-5-42		Lt. Col. Øen and Col. Kristophersen of Headquarters Royal Norwegian Air Forces arrived on a visit of inspection. After lunch P/O. Goldthorpe gave a short talk to the pilots of "B" flight on the function and activities of No.11 Group. At 0745 Red section(2/Lt. Piltingsrud and Sgt. Gilhaus "A" flight) were airborne with orders to patrol Barnard Castle, Raid #47 having been plotted Blackpool-Squires Gate-Lancaster. From the last place a Ju.88 was reported with Spitfire on its tail, and was later confirmed as being shot down(with loss of Spitfire, pilot baling out). Red section landed 0747. Red section was again airborne at 0805 hours on patrol 10 miles East of	

16



Place	Date	Time	Summary of Events	References to Appendices
Catterick	3-5-42	cont'd	of Hartlepool. Raid 654 was plotted 50 miles East of Hartlepool travelling S.E. Further Raid X655 was plotted 25 miles East of Whitby proceeding East. Section landed 0850 hours- no interception.	
Catterick	4-5-42		Similar weather conditions prevailing as on previous day. On their way down from the Orkneys to the "Sunny South", 331(N) Squadron landed at Catterick and refuelled. In all, 17 Spitfires landed, and the excellent condition in which the planes had been kept was noted. Plus section(Lt Aas and Sgt. Widerberg "B" flight) were ordered off at 0629 to patrol Scarborough at 26,000ft with orders to intercept Raid 626. Raid was plotted East of Teesmouth, turning S.E. Section landed at 0720-no result. Red section(2/Lt. Strand and Sgt. Gilhus "A" flight) were scrambled at 1435 hours on patrol 5 miles East of Hartlepool, Raids X667 and X668 having come up off Blyth. Section landed over to G.C.I., but raids turned to friendly. Section landed at 1455 hours.	
Catterick	5-5-42		Cloudy all day, visibility improving from 6 to 12 miles. Operational flying: was limited to two scrambles:- Red section (2/Lt. Mollstad and Sgt. Grønmark "A" flight) took off at 0705 hours and landed at 0745 hours without incident. Red section(2/Lt. Piltinjarud and Sgt. Bergsland "A" flight) again scrambled at 1325 hours and landed 10 minutes later.	
Catterick	6-5-42		Nothing of operational interest to report on this day, which varied from completely overcast to broken clouds with 12 miles visibility. Red section(2/Lt. Mollstad and Sgt. Grønmark "A" flight) carried out the dawn patrol, taking off at 0650 and landing at 0755.	
Catterick	7-5-42		Light rain with cloud most of the day. Visibility 4-6 miles. Red section(2/Lt. Mollstad and Sgt. Bergsland "A" flight) and Blue section(Lt. Hansen and Sgt. Eriksen "B" flight) were scrambled at 1255 to investigate Raid X686 which transpired to be friendly. Red section landed 1315 and Blue Section at 1330. At 1600 hours, Red section(2/Lt. From and 2/Lt. Ulstein "A" flight) were scrambled, several raids having appeared well off the sector coastline. Section was ordered to patrol NUMERAL at cloud base at 1602 hours. By 1618 all raids had turned to X, one raid, however, No. 682 again turning hostile and proceeding South at 2000 ft. Section landed at 1635.	
Catterick	8-5-42.		King Haakon arrived on this day at 1300 hours, when he had lunch with the Station Commander, Major Bull and others. Afterwards, His Majesty and personal attendants(Col. Nordlie, Admiral Riser-Larsen, Lt. Col. Øen, Lt. Col. Motzfeldt, Lt. Cdr. Smith and detective-anonymous) proceeded to "B" flight dispersal.	

Place	Date	Time	Summary of Events	References to Appendices
Catterick	3-5-42	cont'd	of Hartlepool. Raid 654 was plotted 50 miles East of Hartlepool travelling S.E. Further Raid X655 was plotted 25 miles East of Whitby proceeding East. Section landed 0850 hours- no interception.	
Catterick	4-5-42		Similar weather conditions prevailing as on previous day. On their way down from the Orkneys to the "Sunny South", 331(N) Squadron landed at Catterick and refuelled. In all, 17 Spitfires landed, and the excellent condition in which the planes had been kept was noted. Plus section(Lt Aas and Sgt. Widerberg "B" flight) were ordered off at 0629 to patrol Scarborough at 26,000ft with orders to intercept Raid 626. Raid was plotted East of Teesmouth, turning S.E. Section landed at 0720-no result. Red section(2/Lt. Strand and Sgt. Gilhus "A" flight) were scrambled at 1435 hours on patrol 5 miles East of Hartlepool, Raids X667 and X668 having come up off Blyth. Section landed over to G.C.I., but raids turned to friendly. Section landed at 1455 hours.	
Catterick	5-5-42		Cloudy all day, visibility improving from 6 to 12 miles. Operational flying was limited to two scrambles:- Red section (2/Lt. Mollstad and Sgt. Grønmark "A" flight) took off at 0705 hours and landed at 0745 hours without incident. Red section(2/Lt. Filtingsrud and Sgt. Bergsland "A" flight) again scrambled at 1325 hours and landed 10 minutes later.	
Catterick	6-5-42		Nothing of operational interest to report on this day, which varied from completely overcast to broken clouds with 12 miles visibility. Red section(2/Lt. Mollstad and Sgt. Grønmark "A" flight) carried out the dawn patrol, taking off at 0650 and landing at 0755.	
Catterick	7-5-42		Light rain with cloud most of the day. Visibility 4-6 miles. Red section(2/Lt. Mollstad and Sgt. Bergsland "A" flight) and Blue section(Lt. Hansen and Sgt. Eriksen "B" flight) were scrambled at 1255 to investigate Raid X686 which transpired to be friendly. Red section landed 1315 and Blue Section at 1330. At 1600 hours, Red section(2/Lt. From and 2/Lt. Ulstein "A" flight) were scrambled, several raids having appeared well off the sector coastline. Section was ordered to patrol NUMERAL at cloud base at 1602 hours. By 1618 all raids had turned to X, one raid, however, No. 682 again turning hostile and proceeding South at 2000 ft. Section landed at 1635.	
Catterick	8-5-42.		King Haakon arrived on this day at 1300 hours, when he had lunch with the Station Commander, Major Bull and others. Afterwards, His Majesty and personal attendants(Col. Nordlie, Admiral Riiser-Larsen, Lt. Col. Jøen, Lt. Col. Motzfeldt, Lt. Cdr. Smith and detective-anonymous) proceeded to "B" flight dispersal.	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. 3

of (Unit or Formation) 332(N) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Catterick	8-5-42	cont'd	<p>The whole Squadron was on parade, and the inspection took place under warm sunny conditions - one of the few sunny periods during an otherwise cloudy day: each pilot received the King's handshake and congratulations. In a short speech, the King thanked the pilots and ground crews alike for their part in the war. The King then went to the dispersal hut, where a "pilots" tea - sandwiches, cake and tea - was awaiting him. The royal party did full justice to the tea and the occasion. The practice formation flight which followed greatly interested the King: so, too, did the practice scramble which was "staged" later. The royal party next toured the Norwegian quarters on the Station, visiting the cookhouse and barrack blocks: from there to the operations room. Their visit ended with an informal reception at 1945 hours in the Officers' Mess, when the King renewed past acquaintance and made new friends by his easy and understanding manner. Dinner at 2000 hours - and a very excellent dinner too. His Majesty left at 2300 hours. Today was also notable for an early morning interception. Red section (2/Lt. Filtingsrud and 2/Lt. Ulstein "A" flight) took off at 0705 with orders to patrol Hartlepool, Raid 644 having come up. Although flying at 28,000ft and ordered to intercept and plotted together at times, Red section were unlucky. At 0707 Blue section (2/Lt. Hansen and Sgt. Eriksen "B" flight) were ordered to patrol Scarborough at 24,000ft and at 0715 to intercept raid 644. Blue Section were vectored and told raid was four miles to starboard. Section immediately sighted an E/A about four miles ahead; our section was then showing about 180 A.S.I. E/A dived and Blue section followed. Combat followed, section closing to 400 yards and diving at 400 m.p.h. Blue 1 attacked dead astern, Blue 2 astern from above, both pilots trying their utmost to catch up with E/A before it went into cloud. Return fire - missing our aircraft well to port - was experienced. As a result of this combat, no claim was made. The E/A (which was incidentally, a Ju.88) succeeded in making a quick getaway under cover of cloud, and though it was once again sighted, it proved impossible to re-engage E/A. Weather was cloudy for most of the day, visibility improving from 12 miles in morning to 30 miles.</p>	17

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
Catterick	9-5-42		Nothing of operational interest to report. XXXXXXXXXX Weather- partly cloudy all day, visibility improving from 6 - 20 miles.	
Catterick	10-5-42		Weather was cloudy all day, with visibility improving from 6-12 miles. Red section(Lt. Ktistiansen and Sgt. Grønmark "A" flight) were scrambled at 1305 and landed 1320. Blue section(2/Lt. Christie W. and Sgt. Schönberg "B" flight) were scrambled at 0710 and landed at 0730. Green section(Lt. ^{As} and Sgt. Widerberg "B" flight) were scrambled for 35 minutes from 0725. There is nothing to report from these operations. Instructions were received from the A.O.C. 13 Group that the "B" flight were to return to a non-operational state.	
Catterick	11-5-42		At 0716 Yellow section(Lt.Thorsager and Sgt.Werner "A" flight) were ordered to patrol FLUM with reference to Raid 643 and at 0715 Red section(Lt. Mohr and Sgt.Bergsland "A" flight)(scrambled at 0705) were ordered to patrol on same raid. Raid changed to X658 and faded. Red section (2/Lt. Piltingsrud and 2/Lt. Mollestad "A" flight) were scrambled at 1520 with orders to intercept raid 646. Raid proceeded towards AGENT just South of Flamborough, went down to sea level and bombed at 1545 hours. Red section with White section of 167 Squadron ,circled the convoy for some time but failed to sight E/A, which had disappeared into cloud, going East. Yellow section(2/Lt.From and 2/Lt. Strand "A" flight) scrambled on convoy patrol at 1610, over AGENT at 1630. No contact made. Weather-cloudy all day with rain;visibility 2000-6000 yards.	
Catterick	12-5-42		Day was cloudy with rain, visibility improving from 2000-4000 yards at midday, later clearing to 6-12 miles. Red section(2/Lt. From and 2/Lt.Strand "A" flight) were scrambled at 0730 and patrolling Scarborough at 0734. Raid 602, which came up at 0711 at 18,000ft, 50 miles S.E. of Flamborough proceeded up coast in N.W. direction, descending to 8,000ft off Newcastle. Nothing further to report. Red section(Lt.Mohr and 2/Lt.Mollestad "A" flight) were scrambled at 1625 but landed again at 1630. "B" flight saw combat and interrogation films during the afternoon.	
Catterick	13-5-42		Nothing of operational interest to report. In the evening F/Lt. McIntyre talked to the pilots on Watch Office procedure and responsibilities in general - landing, taking-off, flare path etc. Cloudy for best part of day, visibility improving from 4-6 miles.	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. 5

of (Unit or Formation) 332(N) Squadron, Catterick

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Catterick	14.5.42		At 0650 red section (2/Lt. Piltingsrud and 2/Lt. Strand "A" Flight) were scrambled and ordered to intercept raid 615 then 20 miles off Scarborough and turning East at 2000 feet . Red section ordered to land at 0706. Red Section again scrambled at 0945 with orders to patrol Blyth below cloud. X 672 came up ten miles N.E. of Blyth at 0941 and proceeded up coast, keeping slightly in land. Owing to extremely unfavourable weather, red section were not able to intercept (40/40 th. cloud at 400 feet with visibility 3 miles). Later in the day 2/Lt. Synde left for 3 weeks Intelligence course. During the afternoon, most of the pilots of "B" flight witnessed an extremely realistic attack by fighters, bombers, artillery, tanks and infantry on prepared "enemy" positions. An excellent idea of the force behind such an attack was gained. No expence spared in the matter of live ammunition, shells and bombs, and the site chosen for the attack could not have been improved. Mainly fine throughout day, after fog and rain in the morning, visibility improving to 6 miles.	
Catterick	15.5.42		Nothing whatever of interest. Cloudy with fog in the morning, visibility improving to 6 miles.	
Catterick	16.5.42		Red section (2/Lt. Piltingsrud and 2/Lt. Ulstein "A" Flight) scrambled at 1355 and ordered to investigate raid Y1 proceeding up coast off Saltburn. Raid changed to X522 and faded. Red section landed at 1415 . Cloudy during day, with fog and rain. Visibility improving from 600 - 1200 yds. in morning to 4-6miles .	
Catterick	17.5.42.		Red section (Lt. Kristiansen and 2/Lt. Ulstein "A" flight) scrambled at 1920 on convoy patrol. NUMERAL contacted at 1937. Patrol proceeded without incident. Weather over NUMERAL- Poor visibility, low cloud and rain. Red section again scrambled at 2145 on NUMERAL patrol. NUMERAL contacted at 2203. Weather-showery, visibility fairly good. This was Norway's National Day; the Squadron celebrated in the appropriate manner.	
Catterick	18-5-42		No operational flying on this day, weatner being cloudy with intermittent rain with visibility improving to 6 miles.	
Catterick	19-5-42		Weather again dull- mainly cloudy all day, with visibility improving from 6-20 miles. Two very short scrambles by "A" flight, both devoid of incident. The first, by 2/Lt. Mollstad and Sgt. Gilhus took off 0925 and landed 0930. The second, 2/Lt. Piltingsrud and 2/Lt. Lindseth took-off 1100 and landed 1110.	
Catterick	20-5-42		Cloudy until 1500 hours, followed by fog and rain. Visibility 12 miles gradually deteriorating to 700 yards. No operational flying. In the evening a Squadron party was held to wish Major Odd Bull success and happiness on his departure from the Squadron to the Norwegian Headquarters, and to present him with a gift from the pilots and Officers of 332(N) Squadron. The new Squadron C.O. Captain Mohr W. was welcomed and congratulated by everyone present.	
Catterick	21-5-42		Again there was no operational flying. Weather - rain and fog until 1500 hours, cloudy for the rest of the day, visibility improving to 18 miles.	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2
---	---

AIR 27/1728

Reference -

Place	Date	Time	Summary of Events	References to Appendices
Catterick	22-5-42		No operational flying. Slight mist in the morning, visibility improving from 1500 to 2200 yards at 1300 hours. In the evening, all members of "B" flight went to the Station Cinema to attend a meeting of the Norwegian Club. Mr. Adriansen, the guest of the evening, gave a very interesting and well received talk on Norway, its present condition and hardships under German domination. The speaker followed the talk with some excellent photographs of the Norwegian countryside and people.	
Catterick	23-5-42		"B" became operational again, one section taking over readiness at 1300 hours. At 1315 Blue section (2/Lt. Haabjorn and Sgt. Ringdal "B" flight) were scrambled on patrol of Baynard Castle in connection with raid 192 which was proceeding down the West Coast. Section were later ordered to patrol Dishforth at 20,000ft. Nothing seen. At 1450 Red section (2/Lt. Piltingsrud and 2/Lt. Lindseth "A" flight) were scrambled on an uneventful patrol. Weather - Until 1500 hours, mainly slight mist, partly cloudy, fair, visibility 4-6 miles. Later, rain with slight mist, visibility improving from 4,000 yards to 4 miles.	
Catterick	24-5-42		Cloudy with visibility improving from 8-18 miles by 0900 hours. Slight intermittent rain, cloudy with visibility improving to 12 miles until 1300 hours. Rest of day cloudy, visibility 18 miles. At 0653 Red section (2/Lt. Mollstad and 2/Lt. Strand "A" flight) were ordered to patrol Hartlepool in connection with Raid 650 coming down from the North. At 0717, section was handed over to Seaton. A few minutes later, after a final vector of 240 degrees, a twin-engined aircraft was sighted 8 miles slightly to starboard about 3,000ft below. Closing in, section recognised aircraft as a Ju.88 - Section then flying at 26,000ft. E/A made a complete turn, thus turning against our aircraft as section turned in. Our aircraft closed in to approx. 250 yards, when Red 1 gave a very short burst of cannon and machine gun fire. When section were dead astern, Red 2 leading, opened fire at 250 yards and Red 1 saw smoke issuing from starboard and slightly from port engines of E/A. The Ju.88 took violent evasive action, Red 1 closed in to 250 yards and opened fire with a number of very short bursts, when ammunition ceased with one short burst. As a result of this burst, the wing tip of the Ju.88 fell off and machine gun strikes were observed along the fuselage, and to avoid a collision with the E/A owing to its reduced speed, Red 1 had to evade violently. Return fire from the E/A caused slight damage to Red 1's aircraft: Red 2's aircraft was hit in the coolant system, and during the combat Red 1 noticed white smoke coming from Red 2's aircraft. The Ju.88 was left making a steep turn to starboard and going into cloud at 11,000ft, his speed greatly reduced. Red 1 landed at W, Hartlepool at 0744. Red 2 crash landed as a result of enemy action, by Whyte Leys Hospital, South Shields, with minor injuries and suffering from shock. Red 2 exposed film of combat. When airborne (0725) on practice flight, Yellow section (2/Lt. Piltingsrud and 2/Lt. Lindseth "A" flight) were handed over to G.C.I. from 0743 to 0752 and to C.H.L. 0752 to 0808. Nothing sighted. White section (Lt. Thorsager and 2/Lt. From "A" flight) ordered to scramble at 0819 in connection with Raid 650 going out. E/A too far out, however, to be intercepted. Captain Mohr, Lt. Barkald 2/Lt. Mollstad and P/O Goldthorpe went to visit 2/Lt. Strand in hospital and his wrecked machine near Ouston.	
Catterick	25-5-42		Early morning scramble. Blue section (Lt. Aas and Sgt. Schenberg "B" Flight) took off at 0635 with orders to patrol Hartlepool at 15,000ft, Raid 602 having come up. Raid proceeded North from Flamborough Head 40 miles off coast, then turned East and out to sea. Nothing sighted. Cloudy weather, with intermittent rain. Visibility improving from 4000 yards in the morning to 4 miles in the evening.	
Catterick	26-5-42		Mainly cloudy all day. From 1600 hours cloudy, with slight rain. Visibility 6-7 miles. No operational flying on this day. At 1815 hours, the whole of "A" flight was ordered on readiness as a considerable number of E/A came up further south. Nothing, however, came this way. At 1730 several films of topical interest were shown to the pilots and ground crew of "A" flight in the Intelligence office.	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. Seven.of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
Catterick	26-5-42	cont'd.	A small party was held in the Officers' Mess to celebrate the promotion of 2/Lt. Christie J, 2/Lt. Christie W, 2/Lt. Hagen E, 2/Lt From R and 2/Lt. Haabjorn E to the rank of Lieutenant.	
Catterick	27-5-42.		No operational flying by either flight. Weather was cloudy and showery, with rain from 1800 hours onwards. Visibility- cleared from 4 miles to 12 miles at midday and then deteriorated to 4 miles. Combat film of 24/5, taken by 2/Lt.Strand, arrived late in the day and was at once shown to pilots. Film showed admirable shooting from 400 yards range closing in to 200 yards. During film, another Spitfire (Red 1 2/Lt. Mollestad) was clearly visible engaging the E/A at much closer range. Captain Mohr visited Sgt. Idby in hospital and found him quite comfortable, with every chance of retaining sight of his injured eye.	
Catterick	28-5-42		Blue section(Lt.Ryg and Sgt.Lofsgaard "B" flight) took off at 0605 on a convoy patrol. Section ordered to patrol BOOTY at 10,000ft or cloud base, and BOOTY was contacted at 0620. Patrolled without incident. Visibility 6 miles, 10/10ths cloud at 3,500ft. Weather during day; rain in early morning, cloudy for the rest of the day with showers in the evening. Visibility improving from 4-30 miles at midday, then deteriorating to 4 miles later.	
Catterick	29-5-42		No operational flying today. During the night of 29/30 May, 8 hours night flying training was carried out. In the evening some recognition films of British and American aircraft were shown to some of the pilots. Day opened cloudy with slight mist and visibility of 4 miles. Rain until midday, afterwards cloudy with visibility 12-18 miles.	
Catterick	30-5-42		Again no operational patrols. Night flying practice was again carried out for a total of 13½ hours. Partly cloudy all day; visibility improving from 12-18 miles.	
Catterick	31-5-42		Green Section(Lt Ryg and Sgt. Schønberg "B" flight) (airborne 0606) on practice flying, were ordered to contact OCEAN. Between 0635 and 0645 OCEAN was called five times, but no reply was received. Green section was flying between 3000-3000ft. Weather was fine with small amount of cloud and haze on coast. Section landed at 0715. Blue section(2/Lt. Haabjorn and Sgt.Schønberg "B" flight) were scrambled at 1500 and ordered to patrol Whitty at 13000ft on account of Raid 692. Raid proceeded down coast East of Berwick and turned out to sea. Section were handed over to G.C.I. at 1513, and taken over again by sector at 1524. Nothing seen. A brief scramble by Green Section (Lt.Aas and Lt.Ryg "B" flight airborne 1515, landed 1527) resulted in nothing. The following three pilots were made night operational by Capt Mohr W.- 2nd/Lt. Ulstein E, Sgt. Werner T. and Sgt. Bergaland P.	

19

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Reference -

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, Catterick.

SECRET

PAGE No. One.

(7472) W. 24229/1650. 1804 8/40. P.I. 51-7751.

FOR THE MONTH OF , 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
1-5-42	Spitfire VB W.3647	Lt. Thorsager F.	Scramble	0720	0805	Scrambled to patrol Seaham on account of raid 25 proceeding North 50 miles off coast.	
	AD.557	Lt. Kristiansen O.	"	0720	0805	Nothing to report.	
	P.8720	2/Lt. Mollestad P.	"	0610	0745	Scrambled to patrol Seaham and Saltburn in connection with the same raid as mentioned above. Nothing seen.	
	AB.911	2/Lt. Strand T.	"	0610	0745		
2-5-42	AD.557	Lt. Kristiansen O.	"	0800	0900	Red section were scrambled and a "Tally-ho" followed at 0835 hours. The section were 12 miles off the coast at Seaham when they sighted a Ju.88 at 1000 yards. Almost immediately, the E/A, which was plotted going East, was lost in clouds. Nothing else was sighted.	
	W.3647	2/Lt. Lindseth E.	"	0800	0900		
	BL.314	2/Lt. Christie W.	"	0905	0950	Blue section were scrambled to investigate Raid X.696 but nothing was seen.	
3-5-42	BL.386	Sgt. Schönberg P.	"	0905	0950		
	BL.675	2/Lt. Piltingsrud	"	0705	0745	Red section were scrambled with orders to Patrol Barnard's Castle, Raid 417 having been plotted Blackpool-Squires Gate-Lancaster. From the last place, a Ju.88 was reported with a Spitfire on its tail, and was later confirmed as being shot down (with loss of Spitfire, Pilot baling out).	
	AB.911	Sgt. Gilhaus N.	"	0705	0745		
	BL.675	2/Lt. Piltingsrud	"	0805	0855	Red section were ordered to patrol 10 miles East of Hartlepool. Raid X.654 was plotted 50 miles East of Hartlepool travelling S.E. Further raid X655 was plotted 25 miles East of Whitby proceeding East. No interception.	
4-5-42	AB.911	Sgt. Gilhaus N.	"	0805	0855		
	BL.960	Lt. Aas A.	"	0630	0720	Blue section were ordered to patrol Scarborough at 26,000ft and to intercept raid 626. Raid was plotted East of Teesmouth, turning S.E. Nothing seen on this flight.	
	BL.386	Sgt. Widerberg A.	"	0630	0720		
	AB.911	2/Lt. Strand T.	"	1435	1455	Red section were ordered to patrol 5 miles East of Hartlepool, Raids X667 and X668 having come up off Blyth. Section handed over to G.C.I., but raids turned to be friendly.	
5-5-42	AR.379	Sgt. Gilhaus N.	"	1435	1455		
	AR.379	2/Lt. Mollestad P.	"	0705	0745	Red section were scrambled but there is nothing of interest to report.	
	AB.911	Sgt. Grønmark O.	"	0705	0745		
	BL.675	2/Lt. Piltingsrud	"	1325	1335	Red section were scrambled but ordered to land almost immediately.	
7-5-42	P.8784	Sgt. Bergsland T.	"	1325	1335		
	BL.675	2/Lt. Mollestad P.	"	1255	1315	Red section were scrambled to investigate raid X686 which turned out to be friendly.	
	AB.184	Sgt. Bergsland T.	"	1255	1315		
	BL.314	2/Lt. Hansen E.	"	1255	1330	Blue section were scrambled together with Red section as mentioned above.	
	BL.533	Sgt. Eriksen M.	"	1255	1330		

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

PUBLIC RECORD OFFICE

Reference:-

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
8-5-42	Spitfire VE AR. 379	2/Lt. Piltingsrud	Scramble	0705	0815	Red section were scrambled at 0705 with orders to patrol Hartlepool, Raid 644 having come up. Although flying at 28,000ft and ordered to intercept and plotted together at times, Red section were unlucky. Blue section were ordered to patrol Scarborough at 24,000 ft. and at 07.15 to intercept raid 6.44. Blue Section were vectored and told raid was 4 miles starboard. Section immediately sighted an E/A about 4 miles ahead; our section was then showing about 180 A.S.I. E/A dived and Blue section followed. Combat followed, section closing to 400 yards and diving at 400 m.p.h. Blue 1 attacked dead astern, Blue 2 astern from above, both pilots trying their utmost to catch up with E/A before it went into cloud. Return fire-missing our aircraft well to port- was experienced. As a result of this combat, no claim was made. The E/A (which was 100 incidentally, a J4F88) succeeded in making a quick getaway under cover of cloud, and though it was once again sighted, it proved impossible to reengage E/A. Weather was cloudy for most of the day, visibility improving from 12 miles in morning to 30 miles.	
	AB.911	2/Lt. Ulstein E.	"	0705	0815		
	BL. 314	2/Lt. Hansen K.	"	0705	0805		
	BL.960	Sgt. Eriksen	"	0705	0805		
10-5-42.	BL 314	2/Lt. Christie W.	Scramble	07.10	07.30	Blue and Green sections were scrambled but there is nothing to report from this flights.	
	BL 960	Sgt. Schönberg P.	"	07.10	07.30		
	BL 894	Ltn. Aas A.	"	07.25	08.00		
	BL 386	Sgt. Widerberg A.	"	07.25	08.00		
	AR. 379.	Ltn. Kristiansen O.	"	13.05	13.20		
	W 3833	Sgt. Grønmark O.	"	13.05	13.20	Red section was scrambled but there is nothing to report.	
11-5-42.	BL. 675	LtN. Mohr W.	"	07.05	08.00	Red section was ordered to intercept together with Yellow Section were ordered to patrol PLUM on account of raid 643. Raid changed to X658 and faded. Red section were scrambled with orders to intercept raid 646. Raid proceeded towards AGENT just South of Flamborough, went down to sea level and bombed at 1545 hours. Red section with White section of 167 Squadron, circled the convoy for some time but failed to sight E/A, which disappeared into cloud, going East. Yellow section were ordered on patrol and were over AGENT at 1630. No contact made. Weather was cloudy with rain-visibility 2000-6000 yards.	
	AB 269	Ltn. Thorsager F.	"	07.35	08.20		
	AD 557	Sgt. Wearner T.	"	07.35	08.20		
	AB 269	2/Lt. Piltingsrud	"	1520	1635		
	P.8784	2/Lt. Hollestad	"	1520	1635		
		AB.911	2/Lt. From R.	Convoy Patrol	1610		1710
	BL.675	2/Lt. Strand T.	"	1610	1710		
12-5-42	BL.675	2/Lt. From R.	Scramble	0730	0815	Red section were scrambled and ordered to patrol Scarborough on account of raid 602 which came up at 0711 at 18,000ft, 50 miles S.E. of Flamborough and proceeded up coast in N.W. direction. Nothing sighted.	
	AD.557	2/Lt. Strand T.	"	0730	0815		

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, Catterick.

SECRET

PAGE No. Three

DETAIL OF WORK CARRIED OUT
By 332 (Norwegian) Squadron, Catterick.

SECRET

PAGE No. Three

(7473) W/L 24228/1650. 1800h. 8/40. P.L. 81-7751.

FOR THE MONTH OF May 19 42.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-5-42	Spitfire VB W.3647	Lt. Mohr W.	Scramble.	1625	1630	Scrambled (Red section), but ordered to land almost at once.	
	AD.557	2/Lt. Mollestad P.	"	1625	1630		
14-5-42	AB.184	2/Lt. Piltingsrud G	"	0650	0720	Red section were scrambled and ordered to intercept Raid 615, then 20 miles off Scarborough and turning East at 2,000 ft. Nothing to report.	
	AD.557	2/Lt. Strand T.	"	0650	0720		
	AB.184	2/Lt. Piltingsrud G.	"	0945	1015	Red section again scrambled at 0945 with orders to patrol Blyth below cloud. Raid X672 came up ten miles N.E. of Blyth at 0941 and proceeded up coast, keeping slightly inland. Owing to extremely unfavourable weather, Red section were not able to intercept (10/10ths cloud at 400 feet with visibility 3 miles).	
	AD.557	2/Lt. Strand T.	"	0945	1015		
16-5-42	BL.675	2/Lt. Piltingsrud G.	Scramble	1355	1415	Red section was scrambled at 1355 and ordered to investigate Raid Y1 proceeding up coast off Saltburn. Raid changed to X.522 and faded. Cloudy during day, with fog and rain. Visibility improving from 600-1200 yards.	
	W.3647	2/Lt. Ulstein E.	"	1355	1415		
17-5-42	BL.675	Lt. Kristiansen O.	Convoy Patrol	1920	1950	Red section ordered to patrol NUMERAL. NUMERAL contacted at 1937. Patrol proceeded without incident. Weather over NUMERAL-poor visibility, low clouds and rain.	
	AR.379	2/Lt. Ulstein E.	" "	1920	1950		
	BL.675	Lt. Kristiansen O.	" "	2155	2230	Red section were again ordered to patrol NUMERAL. NUMERAL contacted at 2203. Weather showery, visibility fairly good. Patrol proceeded without incident.	
	AR.379	2/Lt. Ulstein E.	" "	2155	2230		
19-5-42	AR.379	2/Lt. Mollestad P.	Scramble.	0925	0930	} Both these scrambles were of very short duration and there is nothing of interest to report.	
	BL.675	Sgt. Gilhuus.	"	0925	0930		
	AB.269	2/Lt. Piltingsrud G.	"	1100	1110		
	AB.911	2/Lt. Lindseth E.	"	1100	1110		
23-5-42	BM. 126	2/Lt. Haabjörn E.	"	1315	1355	Blue section were scrambled on patrol of Barnard Castle in connection with raid 192 which was proceeding down the West Coast. Section were later ordered to patrol Dishforth at 20,000ft. Nothing seen.	
	BL.386	Sgt. Kingdal H.	"	1315	1355		
	BL.675	2/Lt. Piltingsrud G.	"	1450	1535	Red section were scrambled on an uneventful patrol. Weather- until 1500 hours, mainly slight mist, partly cloudy, fair, visibility 4-6-miles.	
	AB.911	2/Lt. Lindseth E.	"	1450	1535		
24-5-42	AR.379	2/Lt. Mollestad P.	"	0650	0745	} Red section were ordered to Patrol Hartlepool in connection with raid 650 coming down from the North. At 0717, section was handed over to Seafin. A few minutes later, after a final vector of 240 degrees, a twin-engined aircraft was sighted 8 miles slightly to starboard about 3000ft below. Closing in, section recognised aircraft as Ju.88 - section then flying at 26,000ft. E/A made a complete turn, thus turning against our aircraft as section turned in. Our aircraft closed in to approx. 250 yards, when Red 1 gave a very short burst of cannon and machine gun fire. When section were dead astern, Red2 leading, opened fire at 250 yards and Red 1 saw smoke issuing from, starboard and slightly	
	AB.911	2/Lt. Strand T.	"	0650	Crashed 0730		

21

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
24-5-42	Spitfire VB. AR. 379	2/Lt. Mollstad P.	Scramble.	0650	0745	<p>(cont'd) and slightly from port engines. The Ju.88 took violent evasive action, Red 1 closed in to 250 yards and opened fire with a number of very short bursts, when ammunition ceased with one short burst. As a result of this burst, the wing tip of the Ju.88 fell off and machine gun strikes were observed along the fuselage, and to avoid a collision with the E/A owing to its reduced speed, Red 1 had to evade violently. Return fire from the E/A caused slight damage to Red 1's aircraft; Red 2's aircraft was hit in the coolant system, and during the combat Red 1 noticed white smoke coming from Red 2's aircraft. The Ju.88 was left making a steep turn to starboard, and going into cloud at 11000ft, his speed greatly reduced. Red 1 landed at West Hartlepool at 0744, Red 2 crash landed as a result of enemy action by Whyte Lays Hospital South Shields with minor injuries and suffering from shock. Red 2 exposed film of combat.</p>	
	AB.911	2/Lt. Strand T.	"	0650	0730		
25-5-42	BL.634	Lt. Aas A.	Scramble	0635	0715	<p>Blue section took off at 0635 with orders to patrol Hartlepool at 15000ft, Raid 602 having come up. Raid proceeded North from Flamborough Head, 40 miles off coast, then turned East out to sea. Nothing sighted.</p>	
	BL.314	Sgt. Schønberg P.	"	0635	0715		
28-5-42	BL.894	Lt. Ryg J.	Scramble.	0605	0720	<p>Blue section took off at 0605 on a convoy patrol. Section ordered to patrol BOOTY at 10,000ft or cloud base, and BOOTY was contacted at 0620. Patrolled without incident.</p>	
	BL.386	Sgt. Løfsgaard	"	0605	0720		
31-5-42	BN.126	Lt. Ryg J.	Scramble.	0605	0715	<p>Green section were on practice flying when ordered to contact OCEAN. Between 0635 and 0645 OCEAN was called 5 times, but no reply was received. Green section was flying between 2000-3000ft. Weather was fine, with small amount of cloud and haze on coast.</p>	
	BL.634	Sgt. Schønberg P.	"	0605	0715		
	BN.126	2/Lt. Haabjörn	Scramble.	1500	1540	<p>Blue section were ordered to Patrol Whitty at 13000ft on account of Raid 692. Raid proceeded down coast East of Berwick and proceeded out to sea. Section were handed over to G.C.I. at 1513, and taken over again by sector at 1524. Nothing seen.</p>	
	BL.386	Sgt. Schønberg P.	"	1500	1540		
	BL.634	Lt. Aas A.	Scramble	1515	1530	<p>A brief scramble by Green section resulted in nothing,</p>	
	BL.985	Lt. Ryg J.	"	1515	1530		

R.A.F. Form 540

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

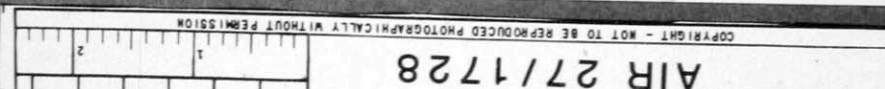
OPERATIONS RECORD BOOK

Page No. ONE

of (Unit or Formation) 332(H) Squadron, Catterick.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	1-6-42		Mainly cloudy all day, with visibility improving from 4000 yards to 4 miles. Dawn patrol was undertaken by Green Section "B" Flight (Lieut. Ryg J. and Sgt. Løfsgaard J) from West Hartlepool, without incident. At 1015 hours Blue section, same pilots, were scrambled and ordered to patrol Seaham at 20,000ft on account of Raid 631 proceeding 60-70 miles off the coast in South direction. Blue section were ordered to land at 1045. Nothing seen. "A" and "B" Flight Commanders-Lieut. Thorsager F. and Lieut. Aas A - left during the day to attend Lieut. Hagen's wedding at St. George's, Hanover Square. 2nd. Lieut. Mollstad P proceeded on seven days leave.	
CATTERICK	2-6-42		Slight rain in the morning with showers all day. Green section "B" Flight (2/Lt. Hansen H and Sgt. Ringdal N.) carried out the dawn patrol 0625 - 0730 without incident. Green section "B" flight (Lieut. Ryg J. and Sgt. Løfsgaard J.) patrolled at 18,000 ft, taking off at 1040 and landing 1125 without incident. Lieut. Hagen E. undertook major operation today. He was married at St. George's Church, Hanover Square.	
CATTERICK	3-6-42		There was slight mist during the morning, turning to cloud in the afternoon. Blue Section "B" Flight (Lieut. Ryg J and Sgt. Ringdal N) was at 0910 hours ordered to patrol Whitby at 6,000 ft on account of Raid X.698 travelling a S.W. Course some 60 miles East of Scarborough. Raid later turned to a friendly coastal aircraft and the section was ordered to land at 0917 hours. Green section "B" Flight (Sgt. Widerberg A. and Sgt. Eriksen M) were scrambled at 1445 and landed at 1610. Nothing seen.	
CATTERICK	4-6-42		A very good day for weather with clear skys. Nothing of operational interest to report.	
CATTERICK	5-6-42		Mainly fair all day with haze in the morning. At 1346 hours Blue section (Lieut. Ryg J. and Sgt. Løfsgaard J) who were already airborne, were ordered to patrol Scarborough at 17,000 ft on account of Raid X.696 proceeding S.S.W. towards the Humber. Raid changed to friendly coastal aircraft and Blue section was ordered to land at 1420 hours.	
CATTERICK	6-6-42		Mainly fair for the whole of the day, visibility moderate. At 0555 hours Green section "B" Flight (2/Lt. Hansen H. and Sgt. Schønberg P) were ordered to patrol East of Saltburn. The section was handed over to G.C.I. at 0610 hours on account of Raid 638 which was going North out of range. Orders were given to land and the section landed at 0715. At 0654 Blue Section "B" Flight (Lieut. Ryg J. and Sgt. Løfsgaard J) were ordered up owing to Raid X.651. There was only one plot for this raid and the section was ordered to land at 0702, having seen nothing. Lieut. Haabjærn E. and 2/Lt. Piltingsrud G. left the Squadron today to take over duties with 56 Squadron.	22



Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	7-6-42		<p>Weather was clear in the early morning, turning cloudy during the day, and clearing again in the evening. There was a strong wind blowing all day. 2nd. Lieut. Sunde A. returned for duty on completion of an Intelligence Course. At 0701 hours Blue Section "B" Flight (2nd. Lt. Hansen H. and Sgt. Schönberg P.) were ordered on a scramble. Sgt. Schönberg P. failed to return from this flight and is reported missing, believed killed. See Appendix 1 for full details. At 1334 Blue Section, (Lieut. Aas A and Sgt. Widerberg A.) were ordered to patrol Whitby at 10,000 ft on account of Raid X.657 which later turned to be a friendly aircraft. Blue Section landed at 1355, having seen nothing else. The search for Sgt. Schönberg P. continued throughout the day.</p>	
CATTERICK.	8-6-42		<p>Weather was fair early in the morning, becoming cloudy with rain showers during the day, but improving to fair during the evening. Blue section (Lieut. Aas A and Sgt. Nygaard S) was scrambled for a short period from 1000 to 1020, but nothing was seen.</p>	
CATTERICK	9-6-42		<p>Weather was fair in the early morning, then became cloudy and remained so all day. At 0604 hours Blue Section "B" Flight (2/Lt. Tandberg U and Sgt. Eriksen M.) was ordered up from W. Hartlepool to patrol "PINNACE" at 2,000 ft on account of Raid 663, which was first plotted in No.12 Group as a friendly fighter proceeding Northwards. Blue section was handed over to Doeskin (OHL) at 0622. Raid then faded and Blue Section was handed back at 0632 hours and ordered to land at 0633 hours. Nothing was seen. Green Section "B" Flight (Lieut. Christie W and Sgt. Ringdal N) also ordered to patrol "PINNACE" at 0604 hours on account of above mentioned raid and were ordered to land at 0633. Nothing was seen. A further patrol by Blue Section "B" Flight (Lt. Christie W. and Sgt. Ringdal N.) was undertaken without incident, whilst a scramble by Red Section "A" (Sgt. Waerner T. and Sgt. Grønmark O.) resulted in nothing seen.</p>	
CATTERICK	10-6-42		<p>Slight rain with haze in the morning, clearing up a little during the day. Light North wind. At 1845 hours Blue Section "B" Flight (Lt. Ryg J. and Sgt. Løfsgaard J.) were ordered to patrol Hartlepool at 20,000 ft- order later changed to patrol convoy "PROTTEN" between Whitby and Scarborough on account of raid X.668, which was proceeding towards the coast off Saltburn from a N.E. direction. On reaching the coast, aircraft was identified as friendly. Section landed at 1920 hours. At 1850 Red section (Lt. Kristiansen O. and Sgt. Widerberg A) were ordered to intercept Raid X.668. Section landed at 1925. nothing seen.</p>	
CATTERICK	11-6-42		<p>Very nice weather until the evening, when it became cloudy. A Squadron formation was flown after lunch. Dawn patrol by Lt. Ryg J and Sgt. Løfsgaard J. (Blue Section) undertaken without incident. 0630 to 0715. The same section was ordered to patrol West Hartlepool at 4,000 ft at 1243 hours on account of an X.Raid 40 miles off coast. Raid later changed to friendly coastal aircraft.</p>	
CATTERICK	12-6-42		<p>Cloudy with intermittent rain all day. Miserable for pilots and operations. Green Section "B" flight (Sgt. Nygaard S. and Løfsgaard J) carried out a dawn patrol from 0600 to 0705. At 0706 Blue Section "B" (2nd. Lieut. Hansen H. and Sgt. Raeder B.) were ordered to patrol 10 miles East of W. Hartlepool at 15,000 ft on account of Raid X.627, 40 miles East of Flamborough Head. Blue section (which was already airborne at 0702 on local flying) was later ordered to patrol "BANTER" at cloud base. Raid faded and nothing was seen. Green section "B" flight (Sgt. Lofsgaard J. and Sgt. Nygaard S.) were ordered to patrol "BANTER" at cloud base on account of Raid 676 which transpired to be a friendly coastal aircraft. At 1100 hours Blue section "B" flight (2nd. Lt. Hansen H. and Sgt. Raeder B) were ordered to patrol Hartlepool below cloud. These orders were later changed to patrol Tynemouth, as Raid X.677 was proceeding South 12 miles East of Blyth. Blue section were ordered to intercept: raid, however, was identified as a Iysander by the Observer Corps.</p>	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) 332(N) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
CATTERICK	13-6-42		A filthy day - rain, low clouds and a cold wind. Blue section (Lt. Aas A. and Sgt. Nygaard S.) was scrambled at 0730 hours with orders to patrol "MAKE-UP" at cloud base on account of an X. Raid which had appeared off the sector coast. Blue section were at the patrol line at 0745 hours and landed at 0820 as raid had faded.	
CATTERICK	14-6-42		Nothing of operational interest to report. Contradictory signals were received of the Squadrons impending move.	
Catterick	15-6-42		Again nothing of interest to report. No operational flying. Position regarding Squadrons move is still not clear. Further instructions are awaited.	
CATTERICK	16-6-42		Two scrambles on this day - Blue section 2nd. Lt. Mollstad P and 2nd. Lt. Lindseth E, and Blue section Lt. Christie W. and Sgt. Raeder B - resulted in nothing. The first section took off at 0645 and landed 0715. The second section took-off 2155 and landed 2245. The days activities- what there were of them - were, however swamped by the good news that the Squadron would be moving to North Weald. Headquarters Fighter Command Signal P.578 dated 16-6-42 stated that the Squadron should move on 18-6-42, complete with all equipment.	
CATTERICK	17-6-42		Nothing of operational interest to report. Part of the Squadron proceeded to North Weald. F/O. Goldthorpe J. and 2/Lt. Sunde A. leaving Catterick in the Formers car at 1630 hours, whilst 2nd. Lt. Tandberg U. and Knudsen H, left Catterick by rail at 2222 hours in charge of the advance party of 45 men. Officers and men arrived at North Weald early on the following morning. During the day, slight wind, little cloud - a fine day, improving and growing warmer down South.	
CATTERICK	18-6-42		Bad weather delayed the arrival of the pilots and aircraft of the Squadron at North Weald. Two scrambles took place. Red section (Lt. Christie W. and Sgt. Eriksen M.) took off at 1830 and landed 1840. Lieut. Hansen H. took off at 1750 and landed 1835. Nothing of interest to report from either of these scrambles. The main party of airmen, with Lieut. Barkald S. (Engineer Officer) in charge, left Catterick at 2200 hours by special train, arriving at North Weald early on the following morning.	
CATTERICK	19-6-42		The pilots remained on readiness at Catterick for the morning, and the weather slowly cleared to fairly good conditions. At 1345 the Squadron aircraft arrived at North Weald, and after a brief visit to Dispersals, proceeded to their various messes. 2nd. Lt. Ulstein together with 25 men and some equipment, left Catterick by air transport at 1400 hours and arrived at North Weald at 1530 hours. Red section were scrambled from West Hartlepool at 0545 and landed at 0630. There is nothing to report on this flight which was carried out by Lt. Aas A. and Sgt. Raeder B.	
NORTH WEALD+	20-6-42		The weather was fine and hot all day. The pilots attended lectures during the day on intelligence matters of the sector, and general instructions for operating from this station. Ground crews were active in establishing themselves and the aircraft in their new dispersal points.	

23

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald	21-6-42		Sector reconnaissance and general flying practice was carried out by the pilots. There was nothing of operational interest to report. 2/Lt. Mollestad P. and 2/Lt. Hansen H. were promoted Lieutenants today. Lecture on escape and evasion was given to all pilots of the Squadron by S/Ldr. Hogben, S.I.O. Fairly good weather, though cloudy.	
North Weald	22-6-42		The first operation in this Group took place today. 11 Spitfires of our Squadron, with W/Odr. Scott-Malden leading, took off on Ramrod 35 at 1247 hours to RV with 12 Bostons at Martlesham Heath. As Wing (331 and 222 Squadrons) approached the Belgian Coast, 332 Squadron took up its position in the middle. The bombers split into two boxes, one proceeding to bomb Dunkirk, the other turning left to Nieuport with one section of 332 Squadron detailed to escort them. The remainder of 332 Squadron turned back and met the Bostons coming out at Nieuport. Bombs were seen to burst in the town and docks at Dunkirk, where seven or eight small ships and a number of barges were observed. No enemy aircraft were seen. Very intense red flak at bombers' height. Weather:- 5/10 cloud at 18,000ft- visibility 10-15 miles. No claims or casualties. Squadron landed by 1355 hours.	
North Weald	23-6-42		Again an operation -this time a Rodeo(No.77)- and a very early one. 11 spitfires lead by W/Odr. Scott-Malden, took-off at 0505 hours. RV was made at N.Foreland, where only one Squadron of the Debden Wing was seen. The Belgian Coast was crossed 10 miles East of Dunkirk at 15,000ft, and recrossed between Ostend and Blankenberghe at 18,000 ft. No Enemy aircraft were seen. Weather;-Slight sea haze, cloudless, good visibility. Later in the day at 1450 hours - 11 of our aircraft took-off on Ramrod 36, joining 12 Spitfires of 121(Eagle) Squadron. The operation proceeded as planned, the twelve Bostons unloading their bombs over Dunkirk where smoke and flames were seen in the area of basins 4,5 and 6. No enemy aircraft were seen. Heavy flak was observed bursting at bombers height. Squadron landed by 1610 hours. No losses, no claims. Weather:- Haze up to 6,000ft, 4/10 cloud layer at 16,000ft. Visibility Ex.	
North Weald	24-6-42		Plenty of practice flying, but no operations. An uneventful day.	
North Weald	25-6-42		Again a quiet day, with nothing worthy of record. Fine weather but cloudy occasionally.	
North Weald	26-6-42		Squadron took off at 1715 hours on a Wing operation. Led by W/Odr. Scott Malden, our 11 Spitfires patrolled Beachy Head during Circus Op.194, crossing to within three miles of Berck at 2,000 ft and following the coast up to Ambleteuse, where they turned overland and crossed out at St.Inglevert. The Squadron landed by 1845 hours. Nothing was seen. In the morning, our first fighter pilot(A Flight Sergeant) to escape from a German Prison Camp and return to England, gave an extraordinarily interesting talk on his experiences. With the talks and advice they have already received, the pilots should now be very well equipped for the possibility of that unlucky day when they are forced to come down on the wrong side of the Channel.	
North Weald.	27-6-42		Bright day and very hot. Release day for the Squadron. Lt. Aas A. and Sgt. Bergsland P carried out a patrol to escort some German bombers which had been visiting this Station.	
North Weald.	28-6-42		Five aircraft of this Squadron, took off at 1500 hours with aircraft from 331(N)Squadron to Flushing on an anti-shipping operation. Some flak was experienced from the land around Flushing and three tugs were seen, but no action was taken against these ships, and the aircraft returned to base without further incident. Six sections carried out convoy patrols during the day, but there is	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. Five.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	28-6-42		nothing of any operational interest to report.	
North Weald	29-6-42		Squadron took off at 1550 hours as part of North Weald Wing to act as rear support for bombers that were to attack Hazebrouck. The French coast was crossed just South of Calais. When crossing the Coast at 25,000ft, Sgt. Bergsland's engine cut and he turned for home, and he was followed by Sgt. Waerner T. After a couple of minutes, Sgt. Bergsland's engine started again and the two pilots landed at North Weald at 1700 hours. Later during the operation Sgt. Eriksen M, flying as Blue 2 had some engine trouble and decided to brake off for home. Lt. Aas A. Blue 1, broke off to follow Blue 2, but soon after they were attacked from astern by five F.W.s 190. Blue turned immediately, but must have been hit, as Blue 2 saw his aircraft dive down with smoke pouring from it. This took place between Cape Grin Nez and Calais, some five miles out to sea. Sgt. Eriksen M. took evasive action, as he was being followed by four F.W.s 190 and landed at Manston for re-fuelling. Sgt. Ringdal, who landed at Gravesend for re-fuelling, reported to have seen a Spitfire go down in the above mentioned area and the pilot baled out. The Squadron landed by 1740 hours. Lt. Aas A. ("B" Flight Commander) is reported missing from this operation. The Squadron was composed as follows:- Capt. Mohr W. Lt. Aas A. Lt. Thorsager P. Sgt. Eriksen M. Lt. Hansen H. Sgt. Nygaard S. Sgt. Ringdal N. Sgt. Bergsland P. Lt. Christie W. Sgt. Waerner T. Lt. From R. and 2nd Lt. Lindseth E.	
North Weald.	30-6-42		All the pilots, Squadron aircraft, Engineer Officer, Medical Officer, Intelligence Officer (British), together with five Sergeants and 97 other ranks from the ground crews, left by air and road for R.A.F. Station "X", on movement of part of the Squadron under the authority of H.Q., No. 14 Group and S.H.Q., R.A.F. Station, North Weald. Owing to the secret nature of this move, there is nothing further to add for this day.	

M. Nygaard
Lieut. and Adj.
for Officer Commanding,
332(N) Squadron.

24

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron.

SECRET

PAGE No. ONE

(7472) WL 24229/1050. 180M. 8/40. P.I. 51-7751.

FOR THE MONTH OF JUNE, 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-6-42	SPITFIRE VB EM.126	Lt. RYE J.	Scramble	1015	1045	Blue section were ordered to patrol Seaham at 20,000ft on account of Raid 631 proceeding 60-70 miles off coast in South direction. Nothing was seen on this flight.	
	BL.386	Sgt. Løfsgaard J.	"	1015	1045		
2-6-42	BL.960	Lt. RYE J.	Patrol	1040	1125	Green section were ordered to patrol at 18,000 ft, but there is nothing of interest to report.	
	BL.985	Sgt. Løfsgaard J.	"	1040	1125		
3-6-42	BL.960	Lt. RYE J.	Scramble	0910	0945	Blue section was ordered to patrol Whitby at 6,000ft on account of Raid X.698 travelling a S.W. course some 60 miles East of Scarborough. Raid turned to friendly aircraft.	
	BL.894	Sgt. Ringdal N.	"	0910	0945		
	EM.126	Sgt. Widerberg A.	"	1445	1610		
	AB.449	Sgt. Eriksen M.	"	1445	1610		
5-6-42	AB.449	Sgt. Løfsgaard J.	"	1340	1420	Blue section who were already airborne, were ordered to patrol Scarborough at 17,000ft on account of Raid X.696 proceeding S.S.W. towards the Humber. Raid changed to friendly aircraft.	
	BL.386	Lt. RYE J.	"	1340	1420		
6-6-42	BL.894	2nd.Lt.Hansen H.	Scramble	0600	0715	Green section were ordered to patrol East of Saltburn, and were handed over to G.C.I. at 0640 on account of Raid 638 which was going North out of range. Nothing to report.	
	AB.449	Sgt. Schönberg P.	"	0600	0715		
	EM.126	Sgt. Løfsgaard J.	"	0700	0715		
	BL.386	Lt. RYE J.	"	0700	0715		
7-6-42	BL.386	2nd.Lt. Hansen H.	Scramble	0700	0805	Blue section were scrambled, but Sgt.Schönberg P failed to return. See appendix 1 for full report.	
	EM.126	Sgt. Schönberg P.	"	0700	-----		
	BL.960	Lt. Aas A.	Scramble	1335	1355		
	W.3631	Sgt. Widerberg A.	"	1335	1355		
8-6-42	BL.314	Lt. Aas A.	Scramble	1000	1020	There is nothing of interest to report from this flight.	
	AB.449	Sgt. Nygaard S.	"	1000	1020		
9-6-42	BL.634	2nd.Lt.Tandberg U.	Convoy Patrol	0610	0650	Blue section was ordered to patrol "PINNACE" at 2,000 ft on account of Raid 663, which was first plotted in No.12 Group as a friendly fighter proceeding Northwards. The section was handed over to Doeskin(CHL)at 0622. Raid faded and nothing further was seen.	
	AB.449	Sgt. Eriksen M.	" "	0610	0650		
	BL.314	Lt. Christie W.	Scramble	0605	0650		
	W.3631	Sgt. Ringdal N.	"	0605	0650	Blue section were ordered up on account of the above mentioned raid, but nothing was seen. This section was ordered up again at 0705 and landed at 0800 having seen nothing.	

25

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-6-42	SPITFIRE VB BL.894	Lt. Ryg J.	Convoy Patrol	1845	1920	Blue section was ordered to patrol Hartlepool at 20,000ft - order later changed to patrol convoy "PROTIE" between Whitby and Scarborough on account of Raid X.668, which was proceeding towards the coast off Saltburn from a N.E. direction. On reaching the coast the aircraft was identified as friendly.	
	BL.634	Sgt. Løfsgaard J.	" "	1845	1920		
11-6-42	BL.634	Lt. Ryg J.	Scramble	1245	1300	Blue section was ordered to patrol W.Hartlepool at 4,000 ft on account of Raid X.40 miles off the coast. Raid changed to friendly aircraft.	
	BL.374	Sgt. Løfsgaard J.	" "	1245	1300		
12-6-42	AB.269	2/Lt.Hansen H.	Scramble	0700	0805	Blue Section were ordered to patrol 10 miles East of W. Hartlepool at 15,000 ft on account of Raid X.627, 40 miles East of Flamborough Head. The section was later ordered to patrol "BANTER" at cloud base. Raid faded and nothing was seen.	
	BL.314	Sgt. Raeder E.	" "	0700	0805		
	BL.985	Sgt. Løfsgaard J.	Scramble	0810	0825		
	BL.386	Sgt. Nygaard S.	" "	0810	0825		
	BL.985	2nd.Lt. Hansen H.	Scramble	1100	1135		
	BL.314	Sgt. Raeder E.	" "	1100	1135		
13-6-42	BL.985	Lt. Aas A.	Scramble	0730	0820	Blue section were ordered to patrol "MAKE-UP" at cloud base on account of Raid X. which had appeared off the sector coast. Blue section were on the patrol line at 0745 and landed at 0820 as raid had faded.	
	BL.634	Sgt. Nygaard S.	" "	0730	0820		
18-6-42	P.8720	Lt. Christie W.	Scramble	1830	1840	There is nothing of operational interest to report from these flights.	
	W.3647	Sgt. Eriksen E.	" "	1830	1840		
	AB.269	2nd.Lt.Hansen H.	" "	1750	1835		
22-6-42	AB.202	W/Odr.Scott-Malden.	Ramrod 35.	1230	1400	W/Odr. Scott Malden led 11 Spitfires from this Squadron on Ramrod 35 to BV with 12 Bostons at Hartleham Heath. As Wing(331 and 222-Squadrons) approached the Belgian Coast, 332 Squadron took up the position in the middle of the Wing. The bombers split into two boxes, one proceeding to bomb Dunkirk, the other turning left to Nieuport with one section of 332 Squadron detailed to escort them. The remainder of 332 turned back and met the Bostons coming out of Nieuport. Bombs were seen to burst in the town and docks of Dunkirk, where seven or eight small ships and a number of barges were observed. No enemy aircraft were seen. Very intense red flak at bombers' height.	
	AB.269	2/Lt. Ulstein E.	" "	1230	1400		
	BL.910	Capt. Mohr W.	" "	1230	1400		
	W.3833	Lt. Kristiansen O.	" "	1230	1400		
	AB.184	Lt. Thorsager E.	" "	1230	1400		
	AB.557	Lt. Mollstad P.	" "	1230	1400		
	W.3634	Lt. Aas A.	" "	1230	1400		
	BL.985	Sgt. Eriksen E.	" "	1230	1400		
	BL.314	Lt. Hagen E.	" "	1230	1400		
	BL.894	Sgt. Raeder E.	" "	1230	1400		
	BL.960	Lt. Christie W.	" "	1230	1400		
	W.3502	Sgt. Ringdal H.	" "	1230	1400		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

F. FORM 541.

SECRET

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

PAGE No. Three

(7472) Wg 24229/1650. 1800. 8/40. P.I. 51-7751.

FOR THE MONTH OF June 1942. 19.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
23-6-42	SPITFIRE VB AB.202	W/Cdr. Scott-Malden	Rodeo No.77	0500	0635	11 Spitfires from this Squadron led by W/Cdr.Scott-Malden took off at 0500 hours, RV was made at North Foreland, where only one Squadron of the Debden Wing was seen. The Belgian coast was crossed 10 miles East of Dunkirk at 15,000ft and was recrossed between Ostende and Blankenburghe at 18,000ft. No enemy aircraft were seen. Weather:- light sea haze, cloudless, good visibility.	
	W.3647	Sgt. Bergsland P.	" "	0500	0635		
	AB.184	Lt. Thorsager F.	" "	0500	0635		
	AB.557	Sgt. Waerner T.	" "	0500	0635		
	AR.379	Lt. Mollestad P.	" "	0500	0635		
	EL.910	Sgt. Gilhus J.	" "	0500	0635		
	W.3125	Capt. Mohr W.	" "	0500	0635		
	BL.634	Lieut. Ryg J.	" "	0500	0635		
	BL.894	" Hagen E.	" "	0500	0635		
	AB.449	Sgt. Raeder E.	" "	0500	0635		
	W.3634	Lt. Christie W.	" "	0500	0635		
	W.3502	Sgt. Ringdal N.	" "	0500	0635		
	AB.202	W/Cdr. Scott-Malden	Ramrod 36	1450	1605		
	AB.184	Lt. Thorsager F.	" "	1450	1605		
	W.3125	Capt. Mohr. W.	" "	1450	1605		
	W.3647	Sgt. Bergsland P.	" "	1450	1605		
	AR.379	Lt. Mollestad P.	" "	1450	1605		
	AB.557	Sgt. Waerner T.	" "	1450	1605		
	W.3634	Lt. Aas A.	" "	1450	1605		
	BL.985	Sgt. Widerberg A.	" "	1450	1605		
	BL.960	Lt. Hansen H.	" "	1450	1605		
	W.3502	Sgt. Nygaard S.	" "	1450	1605		
	EL.634	Lt. Ryg J.	" "	1450	1605		
	BL.314	Sgt. Løfsgaard J.	" "	1450	1605		
	EL.910	Sgt. Gilhus J.	Convoy Patrol	1015	1200	Red section, were on convoy patrol but there is nothing of operational interest to report. They were relieved by Yellow section, who have nothing to report.	
	AB.269	2nd.Lt. Ulstein E.	" "	1015	1200		
	AR.379	Lt. Mollestad P.	" "	1120	1200		
	W.3647	Sgt. Bergsland P.	" "	1120	1200		

26

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
23-6-42	SPITFIRE VB. BL.314	Lt. Hagen E.	Convoy Patrol	0720	0800	Blue section carried out a convoy patrol without incident.		
	BL.634	Sgt. Raeder B.	" "	0720	0800			
	BL.386	Lt. Christie W.	" "	1240	1340			
	BL.985	Sgt. Ringdal N.	" "	1240	1340			
26-6-42	AB.202	W/Cdr. Scott-Malden	Circus 194	1715	1835	Squadron took off at 1715 hours on a Wing operation led by the Wing Commander. Our Spitfires patrolled Beachy Head during circus operation 194 crossing to within 3 miles of Berck at 2,000ft, and following the coast up to Ambleteuse, where they turned overland and turned out at St. Inglevert. No enemy aircraft were seen. Sgt. Staubg returned to base early owing to oxygen trouble and Lt. From acting as escort.		
	P.8720	2nd. Lt. Ulstein E.	" "	1715	1835			
	AB.184	Capt. Mohr W.	" "	1715	1835			
	W.3833	Lt. Kristiansen O.	" "	1715	1825			
	EL.910	Lt. From R.	" "	1715	1825			
	AB.269	Sgt. Staubg J.	" "	1715	1825			
	BL.386	Lt. Aas A.	" "	1715	1835			
	BL.985	Sgt. Eriksen M.	" "	1715	1835			
	BL.314	Lt. Hagen E.	" "	1715	1835			
	EE.634	Sgt. Løfsgaard J.	" "	1715	1835			
	W.3631	Lt. Christie W.	" "	1715	1835			
	BL.960	Lt. Hansen H.	" "	1715	1835			
	W.3502	Sgt. Waerner T.	Convoy Patrol	1250	1420		Black section.	These three sections carried out convoy patrols, and acted as relief for each other. The patrols were made without incident.
	W.3634	Sgt. Nygaard S.	" "	1250	1420		" "	
AB.449	Lt. Aas A.	" "	1050	1220	Blue section.			
W.3631	Sgt. Eriksen M.	" "	1850	1220	" "			
BL.386	Lt. Hagen E.	" "	1155	1320	Green section.			
BL.985	Sgt. Raeder B.	" "	1155	1320	" "			
BL.314	Lt. Hagen E.	" "	1155	1320	" "			
28-6-42	P.8720	Capt. Mohr W.	Anti-shipping Op.	1500	1640	Five aircraft from this Squadron took off at 1500 hours with aircraft from 331(N) Squadron to Flushing. Approaching Flushing some flak was experienced from the land and three tugs were observed, although no action was taken against these ships. The aircraft returned to base without any further incident.		
	AR.379	2/Lt. Lindseth E	" " "	1500	1640			
	AB.184	Lt. Kristiansen O.	" " "	1500	1640			
	BL.314	Lt. Aas A.	" " "	1500	1640			
	BL.634	Sgt. Djøgne O.	" " "	1500	1640			

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron.

SECRET

Page No. Five

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

PAGE No. Five.

(3472) Wc. 24229/1650. ISOM. 8/40. P.L. 51-778L.

FOR THE MONTH OF June 1942, 19.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
28-6-42	SPITFIRE VB. EP.283	Lt. Thorsager F.	Convoy Patrol	1250	1410	Red section.	These six sections carried out convoy patrol duty, and acting as reliefs for each other. None of the sections have anything of operational interest to report.
	AB.557	Sgt. Waerner T.	" "	1250	1410	" "	
	EL.910	Lt. Mollestad P.	" "	1335	1510	Yellow section.	
	W.3125	Sgt. Gilhms J.	" "	1335	1510	" "	
	AB.269	2/Lt. Ulstein E.	" "	1420	1600	White section.	
	AR.379	Sgt. Staubo J.	" "	1420	1600	" "	
	EP.283	Lt. Thorsager F.	" "	1505	1645	Red section	
	AB.557	Sgt. Waerner T.	" "	1505	1645	" "	
	EL.910	Lt. Mollestad P.	" "	1545	1730	Yellow section.	
	W.3125	Sgt. Gilhms J.	" "	1545	1730	" "	
	BL.314	Sgt. Raeder B.	" "	1640	1800	" "	
	BL.634	Sgt. Eriksen M.	" "	1640	1800	Blue section.	
29-6-42	EP.177	Capt Mehr. W.	Circus.	1550	1720	The Squadron took off at 1550 hours as part of the North Weald wing, to act as rear support for bombers going to attack Hazebrouck. The French coast was crossed just South of Calais. When crossing the coast at 25,000ft, Sgt. Bergslands engine cut and he turned for home, followed by Sgt. Waerner T. Soon after Sgt. Bergslands engine started again and the two pilots landed at North Weald at 1700 hours. Later, during the operation Sgt. Eriksen M, flying as Blue 2, had some engine trouble and decided to break off for home. Lt. Aas A. broke away to follow Blue 2, but they were attacked from astern by five F.Ws 190. Blue 1 turned immediately, but must have been hit as Blue 2 saw his aircraft diving down with smoke pouring from it. This took place between Cape Grin Nez and Calais, some five miles out to sea. Blue 2 took evasive action as he was followed by four F.W.190 and landed at at Manston for refuelling. Sgt. Ringdal, who landed at Gravesend for refuelling reported to have seen a Spitfire go down in the above mentioned area, and the pilot bale out. Lt. Aas A. ("B" Flight Commander) is reported missing.	
	AR.379	Sgt. Bergsland P.	"	1550	1700		
	EP.283	Lt. Thorsager F.	"	1550	1705		
	AB.557	Sgt. Waerner T.	"	1550	1700		
	AB.269	Lt. From R.	"	1550	1725		
	AB.184	2/Lt. Lindseth E.	"	1550	1720		
	AB.449	Lt. Aas A.	"	1550	Did not return.		
	W.3631	Sgt. Eriksen M.	"	1550	1800		
	BL.314	Lt. Hansen H.	"	1550	1740		
	BL.960	Sgt. Nygaard S.	"	1550	1740		
	W.3502	Sgt. Ringdal N.	"	1550	1755		
	W.3634	Lt. Christie W.	"	1550	1720		

27

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ONE

of (Unit or Formation) 332(N) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	1-7-42		The Squadron aircraft, pilots and a part of the ground staff are now operating from R.A.F. Station; Manston. Two sections were scrambled - Red (2/Lt. Ulstein E and Sgt. Gilhus J.) airborne at 1825 and landed 1850, Pink (Sgt. Bergsland P. and Sgt. Fuglesang J.) airborne at 1825 and landed at 1840. No incidents to report. The weather was cloudy. Sgt. Widerberg A. and Sgt. Ringdal N. were promoted to 2nd. Lieutenants w.e.f. today.	
North Weald.	2-7-42		Again two scrambles without incident:- Red section Lieut. Christie W. and Sgt. Staubo took off at 2000 hours and landed 2045, and Lieut. Hagen E and Sgt. Djonne O. took off at 1655, landed 1735.	
North Weald.	3-7-42		The weather was fine, and a number of scrambles were undertaken. Red section, Lt. Christie W. and Sgt. Staubo, took off 0555, landed 0740. Nothing to report. Blue section, Lt. Hansen H. and Sgt. Nygaard S. were scrambled on a convoy patrol at 1005. Convoy was contacted and patrolled without incident, section landed at 1140. Prior to this, Blue section, Lt. Hagen E. and Sgt. Bjonne were airborne on Scramble from 0900 to 1030. Green and Yellow sections - Lt. Ryg J. and Sgt. Eriksen M. and Sgts Bergsland P and Fuglesang J. were airborne at 1105 and 1200, and landed at 1235 and 1240 respectively. There was a further early scramble; Yellow section, 2nd. Lt. Ulstein E. and Sgt. Gilhus J. took off 0715, landed 0840. There was nothing to report from any of these scrambles. The weather was fine.	
North Weald.	4-7-42		Two uneventful scrambles today. Red section, Lt. Hansen H. and Sgt. Nygaard S. took off at 1410 and were airborne for five minutes. The section, Lt. Mollestad P. and Sgt. Gilhus J. again took off at 1740 and landed at 1830.	
North Weald.	5-7-42		Three convoy patrols and two scrambles were carried out today. The first convoy patrol took place at 0615, Blue section, Sgts Bergsland P and Staubo, taking off at that time and landing at 0745: Green section, Lt. Ryg J and 2/Lt. Ringdal H took off at 0740, landed 0845, and Blue section, Lt. From and Sgt. Lofsgaard J. took off at 0915; landed 0935. Convoys were duly contacted and patrolled, without incident. Pink section, 2/Lt. Ulstein E. and Sgt. Fuglesang J. were scrambled at 0755 for fifteen minutes. Red section, Lt. Mollestad P. and Sgt. Gilhus J. took off at 0925 on scramble and landed at 0955. Nothing to report from either scramble.	
North Weald.	6-7-42		Nothing of operational or any other interest to report.	
North Weald.	7-7-42		Nothing of operational interest on this day which was dull and cloudy. The Squadron aircraft, pilots and ground crews returned to North Weald from R.A.F. Station, Manston.	
North Weald.	8-7-42		One convoy patrol by one section without incident. Red section, Lt. Thorsager F. and Sgt. Tandberg, scrambled at 1355, landed 1435 hours. Otherwise nothing of operational interest to report on this day.	
North Weald.	9-7-42		No operational flying. Nothing of interest to report.	
North Weald.	10-7-42		Again no operational flying.	

28

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	11-7-42		Only practice flying. Lieut. Mollstad P. proceeded on five days leave.	
North Weald.	12-7-42		<p>Very busy day. Convoy patrols began at 0500 hours, when Red section, Lt. Kristiansen O. and Sgt. Gilhaus J. were scrambled, landing at 0635. White section, Captain Mohr W. and Sgt. Bergsland P. were scrambled on the same duty at 0550, landing at 0735. Further convoy patrols were as follows: Yellow section, 2/Lt. Ulstein E. and Sgt. Fuglesang J., airborne at 0645, landed 0825. Red section, Lt. Kristiansen O. and Sgt. Gilhaus J., airborne 0740, landed 0920. Blue section, Lt. From R. and 2/Lt. Widerberg A. airborne at 0845, landed 1015. Green section, Lt. Hagen E. and Sgt. Eriksen M., airborne 0945, landed 1125. Black section, Sgt. Raeder B. and Sgt. Nygaard S., airborne 1025, landed 1125, and 1200 respectively. Blue section, Lt. From R. and 2/Lt. Widerberg A., airborne 1120, landed 1310. Yellow section, 2/Lt. Ulstein E. and Sgt. Fuglesang J., airborne 1040, landed 1220. Red section, Lt. Kristiansen O. and Sgt. Gilhaus J., airborne 1140, landed 1325 and 1455 respectively, 2/Lt. Lindseth E. later taking off on the same patrol at 1200, and landing at 1325. White section, Sgts. Waerner T. and Bergsland P., airborne at 1220, landed 1405.</p> <p>Rodeo:- In company with 331(N) Squadron, 11 Spitfires of 332(N) Squadron, led by W/Cdr. Scott Malden took off from North Weald at 1535 and joined up with 121 (Eagle) Squadron over Southend. Course was set for Folkstone for a point five miles W. of Le Touquet. The Squadron climbed to 14,000 feet. On being informed that enemy aircraft were in the Abbeville area, the Squadron climbed to 19,000 feet with 331(N) Squadron and 121 Squadron, each stepped up a thousand feet above. The Wing crossed the coast at Boulogne and made a left hand sweep, emerging at Calais. No flak experienced and no enemy aircraft seen. Weather 7/10 cumulus cloud in Channel at 6000 feet, clear South of Boulogne. 10/10 cloud in the North Sea. Squadron landed at 1655 hours. The following pilots took part:- Red section, Captain Mohr W. and Sgt. Bergsland P. Yellow section, Lt. Thorsager F. and Sgt. Waerner T. White section, Lieut. Kristiansen O. and Sgt. Tanøberg O. Blue, Lt. From R. and Sgt. Løfsgaard J. Black section, Sgts Nygaard S. and Lt. Hansen E. Sgt. Raeder B. flew as No 2 to the Wing Co.</p> <p>Circus 192. 11 aircraft of the Squadron, led by W/Cdr. Scott Malden, took off from North Weald at 1845 with 331(N) Squadron, joining up with 121 (Eagle) Squadron over Southend. The operation - Target Support Wing - went according to plan. Three aircraft of the wing were forced to return owing to engine trouble, none, however, from 332(N) Squadron. No enemy aircraft seen, no flak experienced. Weather clear over South Channel; slight haze, 5/10 cumulus cloud over France; large cloud bank over Somme between coast and Abbeville. Squadron landed by 2015 hours. The following pilots took part in the operation:- Red section, Wing Co. and Sgt. Gilhaus J. Yellow section, Captain Mohr W. and 2/Lt. Lindseth E. White section, Lt. Thorsager F. and Sgt. Waerner T. Blue section, Lt. From R. and Sgt. Løfsgaard J. Green section, Lt. Hagen E. and Sgt. Raeder B. Black section, Lt. Ryg J. and Sgt. Nygaard S.</p>	
North Weald.	13-7-42		<p>A fairly busy day with one Circus and one Shipping Recco. Circus 199:- Twelve Spitfires of this Squadron in company with 331(N) Squadron and 222 Squadron with W/Cdr. Scott Malden leading, took off from North Weald at 1408 hours for Boulogne. The operation went according to plan, R/V being made at Pevensey with the six Boston Bombers, 332(N) Squadron escorting the rear of the bomber formation. No enemy aircraft were seen, intense and accurate heavy, and red marker, flak was directed at bombers at the way in and out, one bomber in the front box being hit. Weather fine, visibility 20 miles. Squadron landed by 1530 hours. No casualties, no claims. The following pilots took part:- Red section, Captain Mohr W. and Sgt. Gilhaus J. Yellow section, Lt. Thorsager F. and 2/Lt. Ulstein E. White section, Lt. Christie W. and 2/Lt. Lindseth E. Black section, Lt. Hagen E. and Sgt. Raeder B. Green section, Lt. From R. and Sgt. Løfsgaard J. Blue section, Lt. Ryg J. and Sgt. Djøgne O.</p>	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 332(N) Squadron, North Weald.

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

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	13-7-42	Cont'd.	Squadron shipping recco(T.O. 0955) Ostend - Flushing, bore no results. The following pilots took part and landed at 1145:- Red section. Captain Mohr W. and Sgt. Staubo J. White section. Lt. Kristiansen O. and Sgt. Fuglesang O. Yellow section. Lt.Thorsager F. and Sgt. Wasner T. Blue section. Lt From R. and Sgt. Løfsgaard J. Green section. Lt.Hansen H. and 2/Lt. Widerberg A. Black section. Lt. Ryg J. and Sgt. Nygaard S.	
North Weald.	14-7-42		No operational flying on this day, and nothing of interest to report. Sgt. Sørensen joined the Squadron.	
North Weald.	15-7-42		Today was notable for two Wing Operations, the first one, <u>A Mass Rhubarb</u> . All four North Weald Squadrons 332,331,222,121, operated, taking off at 1155, W/Cdr. Scott Malden leading 332(N) Squadron. Wing climbed to 8000-10000 feet before crossing the French Coast, South of Berck and sweeping Northwards. Wing recrossed near Le Touquet and turned North towards Boulogne. There was no flak. Two ships were investigated off Abbeville, but not attacked. An empty dinghy was seen 10 miles off Coast between Le Touquet and Berck, later a dinghy with pilot 7 miles N.W. of Boulogne circled by a number of Spitfires. On the course for home, S/Ldr Kennard, 121 Squadron, sighted a green patch 6 miles S.W. of Boulogne, on investigation, a pilot not in a dinghy was discovered. A fix was given and search made for rescue boats. Two H.S.L. were found and these were directed by North Weald Controller(S/Ldr.Grice) towards spot and were last seen 2/300 yards away from dinghy. Weather 5/10 cumulus at 4000 feet. Visibility excellent. Squadron landed by 1320 hours. No casualties and no claims. The following pilots took part:- Red section. W/Cdr.Scott Malden and 2/Lt. Lindseth E. Blue Section. Captain Mohr W. and 2/Lt. Widerberg A. Black section. Lt.Hagen E. and 2/Lt. Ringdal N. White section. Lt.Christie W. and Sgt. Staubo J. Yellow section. Lt.Thorsager F. and Sgt. Fuglesang J. Green section Lt. From R. and Sgt. Løfsgaard J. <u>Fighter Roadstead</u> . Again all four Squadrons of the North Weald Wing operated, W/Cdr. Scott-Malden leading 331(N) Squadron, taking off by 1750 hours. Course was set for Ostend at sea level, all Squadrons except 121 remaining at sea level. Coast was followed five miles off shore and shipping located three miles West of Walcheren(West Kapelle) were a 500 ton tug was seen towing a floating target, with a 45 ft, yellow decked motor boat along side. 332(N) Squadron attacked after 121, leaving heavy black smoke, flames and steam along the vessel which was sinking rapidly. Yellow section. 332 Squadron attacked the motor boat and saw cannon strikes all along the water-line. Slight return fire from tug, later silenced, and slight inaccurate heavy flak from shore. Considerable construction of concrete gun emplacements reported along Walcheren coast. Weather; no cloud, slight sea haze, good visibility. Squadron landed by 1935 hours. No claims, no casualties. The following pilots took part in this operation:- Red section. Captain Mohr W. and Lt. Møllestad P. Yellow section. Lt.Thorsager F. and Sgt. Gilhus J. White section. Lt. Christie W. and Sgt. Tandberg O. Blue section. Lt.From R. and Sgt. Løfsgaard J. Green section. 2/Lt.Ringdal N. and Sgt. Raeder E. Black section. Lt. Ryg J. and Sgt. Eriksen M.	
North Weald	16-7-42		No operational flying. Sgt. Liby S. returned to the Squadron after convalescence. His eye injured eye is perfectly cured and he appears quite well. A new pilot, Sgt. Rønne S.(Danish), arrived today. 2/Lt. Ulstein E. proceeded on five days leave. Lt. Barkald S. left the Squadron to go to Canada. 2/Lt. Knudsen H.B. took over the duties as Squadron Engineer Officer in place of Lieut. Barkald S.	29

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	17-7-42		No operational flying. 332(N) Squadron held a party at their Mess, Hillington House, and a very enjoyable evening was spent by all. Lieut. Saether R. (Squadron M.O.) left on 10 days leave.	
North Weald.	18-7-42		Again no operational flying. Sgt. Pilot Malm R. joined the Squadron.	
North Weald.	19-7-42		A pretty busy day. At 1245 the Squadron proceeded to Debden, landing there at 1300 hours. At 1430, the Wing were airborne again from Debden on a circus. Circus. Captain Mohr W. leading the Squadron in company with the rest of the North Weald Wing. The English coast was crossed at Glaston at 1430 hours at zero feet and crossing made at zero feet. At Glaston another Spitfire (74 Squadron) tacked on to Yellow section of 332(N) Squadron and went out with the Wing. The wing arrived off Dunkirk 10 minutes early - i.e. at 1450 hours. Squadron turned left and proceeded off coast to Newport. Height was gained to 1000 feet, when 332 acted as cover to 331(N) Squadron. Squadron returned down coast, reaching Dunkirk where fairly intense inaccurate medium flak was experienced. Squadron went up coast again. Enemy aircraft were reported as coming down out of clouds over coast, but no enemy aircraft engaged or attacked. Squadron returned down coast, where medium flak - this time accurate - was again experienced from Dunkirk. Captain Mohr W. and several pilots of the Squadron witnessed a short combat between unknown Spitfire (presumably 74 Squadron) and an P.W.190 just North of Dunkirk, when two P.W.190 dived to attack. One of the P.W.190 swung head on into the sights of the Spitfire and a short burst sent the enemy aircraft diving into the sea. The other P.W.190 made off towards the coast. Combat took place approximately 7-10 minutes before wing turned for home at 1525 hours, 3-5 miles off coast. Twelve Spitfires landed at Harston at 1550 hours. The following pilots took part:- Red section, Captain Mohr W. and Sgt. Fuglesang O. Yellow section, Lt. Thorsager P. and Sgt. Warner T. White section, Lt. Mollersted P and Sgt. Stumbo J. Blue section, Lt. From P. and Sgt. Ipfgaard J. Green section, 2/Lt. Eiderberg A. and Sgt. Eriksen M. Black section, 2/Lt. Ringdal N. and Sgt. Bjorne O.	
North Weald	20-7-42		No operational flying on this day.	
North weald	21-7-42		A massive Harbort operation was undertaken by the four Squadrons of the North Weald Wing with favourable results, and only one of our pilots lost! The details were as follows:- Mass Harbort. 332(N) Squadron, in company with W/Odr. Scott Malden, 222 Squadron, 121 Squadron and 331(N) Squadrons airborne from North Weald at 1615 hours. Course was set from Frinton at sea level, 332 covering 331 Squadron. 331 and 332 Squadrons turned West when the Belgium coast was crossed at Ba Fosse. Squadrons then circled to the right, recrossing coast near Dunkirk, completing operation and emerging East of Dunkirk. As they turned West, 331 were ahead of their covering Squadron (332), and the latter were unable to regain contact owing to the R/T failure of their leader, 332 therefore, went into attack two barge concentrations of the aircraft propelled by's on the canal West of Furnes. No activity was observed on Furnes aerodrome. Meanwhile, 331 had attacked a variety of objectives. Lt. Isifaeth (331 Squadron) was seen to crash in flames on sandhills West of Dunkirk and Lt. Sen. 331 Sgt. baled out over the channel and was picked up from his dingy by a rescue launch after his No. 2 had circled the spot and given a fix. Intense light flak was met by the Wing as they entered Belgium, this flak following them intermittently into Belgium several aircraft were hit. Heavy black-bursting flak out to sea, particularly in the Dunkirk area. No enemy aircraft seen. Weather hazy, visibility moderate. Eight aircraft of 332 Squadron landed at Harston, four landed at North Weald by 1740 hours. The following pilots took part:- Red section, Captain Mohr W. and Sgt. Bergsland P. Yellow section, Lt. Thorsager P. and Sgt. Malm R. White section, 2/Lt. Ulstein B. and Sgt. Tandberg O. Blue section, Lt. From P. and Sgt. Eriksen M. Green section, Lt. Regen P. and Sgt. Haeder B. Black section, 2/Lt. Ringdal N. and Sgt. Nygaard S.	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. FIVE

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	22-7-42		<p>Only one section engaged on operations today. <u>Rhubarb</u>. Lt. Christie W. and Sgt. Staubo J. (Purple 1 and 2) took off from North Weald at 1240. Belgian coast was crossed at zero feet at 1325, East of Dunkirk. Section attacked three barges on bend of Bergues-Fernes canal, S.W. of Bergues, with cannon and m.g. - no strikes actually seen on barges. Section turned North of Bergues, Purple 1 using cannon and purple 2 m.g. to shoot up camouflaged wooden buildings, presumably a hangar on Coxyde aerodrome: strikes were seen on the doors. Before locating the barges, purple 2 turned to port and found a fairly large factory midway between Bergues and Fernes which he attacked, giving a long burst with m.g. along the side of the main building. Section recrossed the Belgian coast N.W. of Fernes at 1330 hours, when purple two saw a small amount of inaccurate heavy flak bursting behind our aircraft. Weather over target, 7/10 clouds at 6-7000 feet, not very thick. Visibility 15 miles. Weather over channel 10/10 cloud at 4-5000 feet. Visibility good. The section landed at North Weald at 1405 hours.</p>	
North Weald.	23-7-42		<p>Another <u>Rhubarb</u> operation and a few scrambles and convoy patrols. <u>Rhubarb</u>. Lt. Mollestad P. and Sgt. Waerner T (Pink 1 and 2) took off from North Weald 1145 hours, crossed English coast at Manston and proceeded on course at sea level. Belgian coast crossed 1215 over East outskirts of Dunkirk where section met intense light flak of all kinds. Proceeded inland to Dunkirk-Fernes canal; following canal for a short way, then pink 2 attacked five barges and observed cannon and mg. strikes. A factory near the canal and midway between Dunkirk and Fernes was then attacked by both pilots: stikes seen on windows and structure of the main building. Factory had two chimneys and two conspicuous grey-white pillars. Further South, pink 2 attacked two airscrew propelled barges, seeing strikes. Pink 2 attacked a small wooden barge which was left listing and on fire. Heavy concentration of light flak experienced on route from coast. Section turned East and attacked further airscrew propelled barges. Just before crossing the coast, pink 1 attacked German soldiers working with horses and carts and saw men and horses fall. Crossing the coast just N.W. of Fernes, pink 2 attacked a gun post and saw the sand bagged emplacement disintegrate. Pink 2 also attacked and destroyed the top of a pylon carrying overhead cables. Course set for home at about 1225 at sea level. Both aircraft landed at North Weald at 1305 hours. Green section, 2/Lt. Ringdal N. and Sgt. Rynhof took off on convoy patrol at 1415 hours and landed 1550; Blue Section. Lt. Hagen E. and Sgt. Sprensen took off on same duty at 1515 hours, landed 1455. Patrol uneventful. Two scrambles completed the days work. Black section. 2/Lt. Widerberg A. and Sgt. Nygaard S. scrambled at 1505. Blue section. Lt. Hagen E. and Sgt. Djønne O scrambled at 1955. Sections landed at 1545 and 2040 hours respectively after patrolling without incident.</p>	
North Weald.	24-7-42		<p>Norway's Crown Prince paid both Norwegian Squadrons on the Station a short visit, arriving in the late afternoon and leaving in the evening. In a talk with the pilots, he informed the two Squadron Commanders that they would be promoted to the rank of Major w.e.f. today and the four Flight Commanders would be promoted to the rank of Captain. Black section, 2/Lt. Widerberg A. and Sgt. Nygaard S. took off on a convoy patrol at 0855 and landed 1035 without incident. <u>Rhubarb</u>: Pink section, Sgt. Eriksen M. and Sgt. Malm E. No 1 and 2 respectively, took off from North Weald at 1415 hours, setting course at sea level for the Belgian coast and crossing just South of Ostende at 1450 hours. On the dunes, two gun posts were seen and attacked with m.g. and cannon, Pink 1 hitting three soldiers and observing strikes on gunpost. Pink 1 was hit in front of top petrol tank from a gun post farther inland and, as smoke was entering cockpit, he climbed to check his aircraft, followed by Pink 2. At 700 feet the aircraft seemed</p>	30

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	24-7-42	Cont'd.	<p>undamaged, so he went down to ground level S. of Ostende. Between Hageberg and Dudenberg they noticed a large gang of workmen wading to them from the canal banks. Pink 1 then followed the Ostende-Bruges canal with pink 2 to starboard following the railway. A stationary goods train was seen three miles W. of Bruges and both pilots attacked it head on with cannon and m.g. seeing strikes along trucks and locomotive; they then turned for a second attack. At this point Pink 1 saw pink 2 going into attack very low, and after his own attack did not see him again nor did he get any R/T reply. Pink 1 saw strikes on the locomotive and black smoke issuing from it. He orbited area, looking for pink 2, but saw no trace of him, so made a third head on attack, seeing flames at the other end of train before he opened fire, flames may possibly have been from tank wagon, possibly from crashed aircraft, though neither were positively seen. Pink 1 continued to Bruges where he experienced intense light flak when passing over South of the town. He first attacked one barge 1/2 mile N. of Bruges then, with m.g. and cannons, buildings South of Bruges aerodrome where he saw smoke and scattering airmen. Pink 1 continued North on Bruges-Knooke canal and saw wooden barges lying on the bottom of the dry section of the canal. He then turned West, attacking a Nissen hut near a gun post 2 miles W. of Blankerberghe into which troops were running; black smoke seen. No flak was experienced inland except S. of Bruges, but intense light flak followed Pink 1 out. He set course for home at sea level landing at North Weald at 1545 hours. Weather: clear in Channel; over Belgian coast; 4/10 cloud at 3000 feet. Visibility good. Enemy casualties nil. Our casualties one Spitfire VB and pilot (Sgt. Malm) missing.</p>	
North Weald.	25-7-42		<p>No operational flying today. Released for organized games.</p>	
North Weald.	26-7-42		<p>Two scrambles and a number of convoy patrols, all without incident. Otherwise an uneventful day. Red section. Lt. Kristiansen O. and Sgt. Waerner T. scrambled at 2050, landed 2230. Yellow section. Lt. Mollstad P. and Sgt. Gilhaus J. scrambled at 2200 hours, landed 2250. The following are brief particulars of the convoy patrols. Red section. Lt. Kristiansen O. and Sgt. Gilhaus J. took off at 1255, landed 1425. Yellow section. Lt. Mollstad P. and Sgt. Waerner T. took off at 1345, landed 1510. White section. 2/Lt. Ulstein E. and Sgt. Fuglesang J. took off 1425, landed 1555. Red section. Lt. Kristiansen O. and Sgt. Gilhaus J. took off 1505, landed 1635. Yellow section. Lt. Mollstad P. and Sgt. Waerner T. took off 1545, landed 1720. White section. 2/Lt. Ulstein E. and Sgt. Fuglesang J. took off 1620, landed 1755. Green section. Lt. Hansen H. and Sgt. Djaene O. took off 2200, landed 2250. Blue section. Sgt. Lofgaard J. and Sgt. Sorenson took off</p>	
North Weald	27-7-42		<p>One sweep today with details as follows:- <u>Rodeo</u>: 11 aircraft of 332(N) Squadron with W/Odr. Scott-Malden leading, took off North Weald at 1840 hours with 331(N) Squadron, joining 121(Eagle) Squadron at Southend. English coast was crossed at Shoeburyness; proceeded at sea level to Ostende, where Wing turned left up to Hamstede, 332(N) Squadron following behind at sea level three miles off coast. Nothing seen. Coast was retraced as far down as Calais. Slight heavy flak experienced from Dunkirk, Calais and Ostende. Weather- broken cloud at 2000 feet, 5/10 deteriorating towards Flushing (10/10 with base 400 feet and rain). Squadron landed at North Weald by 2035 hours. No enemy aircraft seen, no claims or casualties. The following pilots took part:- Red section. W/Odr. Scott-Malden, 2/Lt. Lindseth E. Yellow section. Captain Thorsager P. and 2/Lt. Ulstein E. White section. Lt. Kristiansen O. and Sgt. Fuglesang J. Blue section. Major Mohr W. and Sgt. Djaene O. Green section. Lt. Hansen H. and Sgt. Laby S. Black section. Captain Fromt. and Sgt. Ringdal N.</p>	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. Seven.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	28-7-42		<p>Today's operations consisted of a Rodeo. Rodeo. 11 Spitfires of the Squadron led by W/Cdr. Scott-Malden, together with the rest of the North Weald Wing, took off from North Weald at 1400 hours. The squadron proceeded up coast from Ostende-Walcheren, then back to Gravelines at sea level. No enemy aircraft were seen and only slight heavy flak experienced at Ostende and Dunkirk. One small ship seen outside Zeebrugge Mole. Weather cloudless. Squadron landed by 1540. These pilots took part:- Red section. W/Cdr. Scott-Malden, Sgt. Gilhus J., Yellow section. Major Mohr W. and Sgt. Bergsland P., White section. Captain Thorsager F. and Sgt. Tandberg O., Blue section. Captain From K. and Sgt. Lofsgaard J., Green section. Lieut. Hagen E., and Sgt. Liby S., Black section. Lieut. Ryg J. and Sgt. Eriksen M.</p>	
North Weald	29-7-42		<p>Operations today were limited to one convoy patrol. Green section. Lieut. Ryg J. and Sgt. Sorenson, took off at 1250, landed 1335 without incident.</p>	
North Weald.	30-7-42		<p>A very busy day for the whole squadron. Operations began with a Rodeo. 12 spitfires of the Squadron led by Major Mohr W. took off with the rest of the North Weald Wing led by W/Cdr. Scott-Malden from North Weald, at 1445 hours. The English coast was crossed at Pevensey Bay at zero feet and course made at sea level over Channel, height being made when about 15 miles off French coast. The squadron then orbited left off Le Touquet and went in over the French coast in the Berck area. Two left hand orbits were made at 15000 feet over the French coast, during which enemy aircraft were reported coming up from the south. On the order to orbit to port, Yellow 1 turned a little too quickly and, with his section, became separated from the rest of the Squadron and returned to base without regaining the main formation. The order was given to rest of Wing to go straight out over France and return to base after orbiting. In the Le Touquet area, Green section, Sgt. Lofsgaard J. and Sgt. Eriksen M No 1 and 2 respectively, were engaged at 18000 feet by several M.E.109's in line abreast from 6 o'clock and above. Both pilots made to engage but couldn't do so owing to the steep climb of the M.E.109's. Green 2 was then engaged by four more M.E.109's (F): he turned steeply to port and called up his No. 4 but got no answer. Eriksen turned three or four times, during which time one of the E/a fired a wide deflection shot and hit the tail of Green 2's aircraft. Eriksen then got into position and gave one of the e/a a long burst from extreme range without result. Green 2 was being pursued, so he turned on his back and dived through the clouds at 3000 feet. He set course for home. South of Le Touquet, Eriksen saw two F.W.190's going South at zero feet. He pursued the last one, giving him a three second burst from 350-300 yards. Green 2, however, had to stay out to sea on account of flak from shore. He saw smoke coming from the F.W.190; then he saw him crash land at full speed with wheels up on the sand banks just N. of Berck; the e/a bounced violently several times and then dived straight into the sea. When the order was given to set course for home, the wing turned and came out at Le Touquet at 20000 feet, and at this juncture 332 Squadron Leader (Major Mohr W.) warned Wing of the presence of eight e/a coming out inland from Boulogne. Green 1, on coming out, had lost his number 2. He saw an F.W.190 at 11 o'clock when 15-20 miles off French coast. The F.W.190 was flying on an opposite course. From 12000 feet Sgt. Lofsgaard half rolled and got the e/a in his sights at 400 yards. The e/a was then gradually pulling away, Green 1 opened fire with cannons and m.e. and followed e/a back over French Coast between Le Touquet and Boulogne. Heavy, non-dispersing smoke was seen coming from the F.W.190. On account of expenditure of ammunition, Green 1, then at 2000 feet had to break away over French coast; he set course for home at sea level. Green 2 landed at Tangmere, refuelled and landed North Weald 1440. Remainder of the squadron had landed by 1335 hours. Claims:- Sgt. Eriksen 1 F.W.190 Destroyed. Sgt. Lofsgaard 1 F.W.190 damaged. (Both pilots took cine camera films). Weather:- clear sky, mist up to 5000 feet and poor visibility up</p>	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald	30-7-42		<p>to approximately 10 miles over French coast, thence inland, 5/10 cumulus with very good visibility. Pilots taking part were. Red section. Major Mohr W. and Sgt. Ruglesang J., Yellow section. Lt. Kristiansen O and Sgt. Tandberg O., White section. 2/Lt. Ulstein E. and Sgt. Gilhus J. Blue section. Lt. Hagen E. and Sgt. Baeder E. Green section. Sgt. Lofsgaard J. and Sgt. Eriksen M. Black section. 2/Lt. Ringdal and Sgt. Liby S.</p> <p>2nd. Rodeo. 12 aircraft of 332(N) Squadron with the rest of the North Weald Wing, W/Odr Scott-Malden leading, took off from North Weald at 1735 hours. Course was set from Clacton at sea level to 2 miles west of Gravelines, crossing French coast at 2000 feet. Climbed to 12000 -17000 feet over St. Omer. No e/a seen on Fort Rouge aerodromes. 1 aircraft seen on Longuenes aerodromes. No other e/a seen. Slight heavy flak over St. Omer area. Weather- 3/10 cloud inland 8-10000 feet, clear over channel and coastal areas. Very good visibility. All aircraft landed by 1925.</p> <p>Pilots taking part were Red section. Major Mohr W. and 2/Lt. Lindseth E., Yellow section. Lt. Kristiansen O. and Sgt. Bergsland., White section. Lt. Christie W. and Sgt. Staubb J. Blue section. Lt. Hagen E. and Sgt. Baeder E. Green section. Lt. Ryg J. and Sgt. Eriksen M. Black section. Lt. Hansen H and Sgt. Nygaard S.</p> <p>Other activities during the day included two convoy patrols. Red section. Lt. Kristiansen O. and Sgt. Tandberg O. up at 0815 and landed at 0945 without incident, Black section. 2/Lt. Ringdal N. and Sgt. Liby S. up at 0915 landed 1400 without incident. Three air sea rescue patrols resulted in nothing seen. Green section. Lt. Ryg J. and Sgt. Djorne O. up at 0850 landed 0920, and the same section again took off 0935, Green 1 landing at 1105 and Green 2 at 1120, and same section again operating 1405-1430.</p>	
North Weald.	31-7-42		<p>One Rodeo was the extent of the operational flying today. 12 Spitfires VB of 332(N) Squadron took off with the North Weald Wing at 1745 hours. Squadron crossed the English coast at Revensey Bay at zero feet, crossing channel at zero feet and gaining height approx. mid channel. The French coast was crossed somewhat S. of Berck-sur-Mer at about 15000 feet, 332 Squadron stepped up on top of wing, with Lt. Hagen E., Lt. Hansen H., Sgt. Nygaard S. and Sgt. Tandberg O. to starboard. The wing made inland to the forest of Crecy-en-Ponthieu, there turned North and up over Pointe-Haut-Banc coming round in a wide orbit over the Cayeux-Le Crotoy area. Our fighters were reported to be engaged by e/a, and the wing was ordered down and from approx. this point dogfights developed. See appendices 2, 3 and 4. The squadron was split up during the combat, and all had finally landed by 1635 hours. White Section were forced to return early owing to engine trouble. Claims:- Sgt. Liby S. 1 M.E. 109F destroyed. Sgt. Warner S. 1 F.W. 190 destroyed. Major Mohr W. 1 F.W. 190 damaged. Our casualties were Lieut. Hagen E., Lieut. Hansen H., Sgt. Nygaard S. and Sgt. Tandberg O missing and four spitfire VB missing. Major Mohr W. Major Mohr W. was slightly injured by cannon shell splinters in the left leg and left cheek, but he managed to bring his aircraft back to base and make a belly landing owing to the flaps and under carriage failing to work. The following pilots took part.</p> <p>Blue section. Lieut. Hagen E. and Sgt. Warner S. Green section. Lieut. Hansen H. and Sgt. Liby S. Black section. Sgt. Baeder E. and Sgt. Nygaard S. Red section. Major Mohr W. and Sgt. Rønhof E. Yellow section. Lt. Kristiansen O. and Sgt. Tandberg O. White Section. 2/Lt. Lindseth E. and Sgt. Gilhus J.</p>	

M. Mohr
 for Officer Commanding,
 332(N) Squadron.

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron.

SECRET

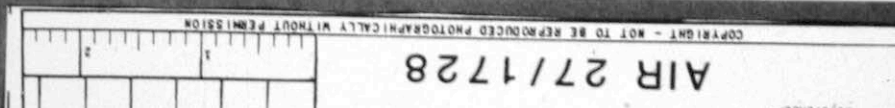
PAGE No. 0018.

(7472) Wk 2422(165) 1806. 490. P.1. 81-7281.

FOR THE MONTH OF JULY 1942. 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
1-7-42	Spitfire VB. AB.269	2/Lt. Ulstein E.	Scramble.	1825	1850	} Nothing of interest to report from these two scrambles.		
	W.3833	Sgt. Gilhus J.	"	1825	1850			
	W.3125	Sgt. Bergsland P.	"	1825	1840			
	AD.557	Sgt. Fuglesang J.	"	1825	1840			
2-7-42	EN.910	Lt. Christie W.	"	2000	2045	} Nothing of interest to report from these two scrambles.		
	W.3647	Sgt. Staub J.	"	2000	2045			
	BL.314	Lt. Hagen E.	"	1655	1735			
3-7-42	EN.901	Sgt. Djøhne O.	"	1655	1735	} Nothing of interest to report from these two scrambles.		
	EN.910	Lt. Christie W.	Convoy Patrol	0555	0740			Convoy was contacted and patrolled without incident.
	W.3647	Sgt. Staub J.	" "	0555	0740			
	AB.269	2/Lt. Ulstein E.	Scramble	0715	0840			Nothing of interest to report.
	W.5833	Sgt. Gilhus J.	"	0715	0840			
	BL.314	Lt. Hagen E.	Convoy Patrol	0900	1030			Convoy was contacted and patrolled without incident.
	BL.894	Sgt. Djøhne O.	" "	0900	1030			
	AB.906	Lt. Hansen H.	" "	1005	1140			Convoy was contacted and patrolled without incident.
	BL.386	Sgt. Nygaard S.	" "	1005	1140			
	BL.960	Lt. Ryg J.	" "	1105	1235			Convoy was contacted and patrolled without incident.
	W.3631	Sgt. Eriksen H.	" "	1105	1235			
	W.3125	Sgt. Bergsland P.	" "	1200	1310			Convoy was contacted and patrolled without incident.
	AD.557	Sgt. Fuglesang J.	" "	1200	1310			
	4-7-42	P.8720	Lt. Hansen H.	Scramble	1410			1415
BL.960		Sgt. Nygaard S.	"	1410	1415			
P.8720		Lt. Møllestad P.	"	1740	1830	Nothing to report.		
BL.960		Sgt. Nygaard S.	"	1740	1830			
5-7-42	BL.894	Sgt. Bergsland P.	Convoy Patrol	0615	0745	Convoy was contacted and patrolled without incident.		
	BL.960	Sgt. Staub J.	" "	0615	0745			
	BL.985	Lt. Ryg J.	" "	0710	0845			
	AB.906	2/Lt. Ringdal H.	" "	0710	0845	Convoy was contacted and patrolled without incident.		

32



DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5-7-42	Spitfire VB P.8720	2/Lt. Ulstein E.	Scramble	0755	0810	Nothing of interest to report.	
	AD.557	Sgt. Fuglesang J.	"	0755	0810		
	AD.557	Lt. From R.	Convoy patrol	0915	0935	Convoy was contacted and patrolled without incident.	
	P.8720	Sgt. Lofsgaard J.	" "	0915	0935		
	AD.557	Lt. Mollestad P.	Scramble.	0925	0955	Nothing of interest to report.	
8-7-42	AB.906	Sgt. Gilhuus J.	"	0925	0955		
	AB.184	Lt. Thorsager F.	Convoy Patrol	1355	1435	Convoy contacted and patrolled without incident.	
12-7-42	AM.557	Sgt. Randberg O.	" "	1355	1435		
	EP.283	Lt. Kristiansen O.	" "	0500	0635	Convoy contacted and patrolled without incident.	
	W.3833	Sgt. Gilhuus J.	" "	0500	0635		
	EP.177	Capt. Mohr W.	" "	0550	0735	Convoy contacted and patrolled without incident.	
	W.3125	Sgt. Bergsland P.	" "	0550	0735		
	AB.269	2/Lt. Ulstein E.	" "	0645	0825	Convoy contacted and patrolled without incident.	
	P.8720	Sgt. Fuglesang J.	" "	0645	0825		
	EP.283	Lt. Kristiansen O.	" "	0740	0920	Convoy contacted and patrolled without incident.	
	W.3833	Sgt. Gilhuus J.	" "	0740	0920		
	EN.901	Lt. From R.	" "	0845	1015	Convoy contacted and patrolled without incident.	
	W.3631	2/Lt. Widerberg A.	" "	0845	1015		
	AB.906	Lt. Hagen E.	" "	0945	1125	Convoy contacted and patrolled without incident.	
	BL.985	Sgt. Eriksen M.	" "	0945	1125		
	BL.311	Sgt. Raeder B.	" "	1025	1125	Convoy contacted and patrolled without incident.	
	BL.386	Sgt. Nygaard S.	" "	1025	1200		
AB.269	2/Lt. Ulstein E.	" "	1040	1220	Convoy contacted and patrolled without incident.		
EN.910	Sgt. Fuglesang J.	" "	1040	1220			
EN.901	Lt. From R.	" "	1120	1310	Convoy contacted and patrolled without incident.		
W.3631	2/Lt. Widerberg A.	" "	1120	1310			
AB.184	Lt. Kristiansen O.	" "	1140	1155	Convoy contacted and patrolled without incident.	Lt. Kristiansen	
AD.557	Sgt. Gilhuus J.	" "	1140	1325	was forced to return owing to a technical fault and 2/Lt. Lindseth	took over his place on the patrol.	
EP.177	2/Lt. Lindseth E.	" "	1200	1325			

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

Page No. Three.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. Three.

(7472) W/L 24229/1650. 180M. 8/40. P.L. 51-7751.

FOR THE MONTH OF JULY 1942. , 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.	
				UP	DOWN			
12-7-42	Spitfire VB BL.894	Sgt. Waerner T.	Convoy Patrol	1220	1405	Convoy contacted and patrolled without incident.		
	W.3125	Sgt. Bergsland P.	" "	1220	1405			
	AB.202	W/Cdr.Scott-Malden	Rodeo.	1535	1655	In company with 331(N) Squadron 11 Spitfires of 332(N) Sqdn, led by W/Cdr. Scott-Malden took off from North Weald at 1535 hours and joined up with 121(Eagle) Squadron over Southend. Course was set for Folkstone for a point 5 miles W. of Le Touquet. The Squadron climbed to 4000 feet. On being informed that enemy aircraft were in the Abbeville area, the Squadron climbed to 19000 feet with 331 (N) Squadron and 121 Squadron, each stepped up a thousand feet above. The Wing crossed the coast at Boulogne and made a left hand sweep, emerging at Calais. No flak experienced, and no enemy aircraft seen. Weather 7/10 cumulus cloud in Channel at 6000 feet, clear South of Boulogne. 10/10 cloud in the North Sea.		
	EN.901	Lt. From R.	"	1535	1655			
	BL.985	Sgt. Løfsgaard J.	"	1535	1655			
	BL.894	Sgt. Raeder B.	"	1535	1655			
	AB.906	Lt. Hansen H.	"	1535	1655			
	BL.386	Sgt. Nygaard S.	"	1535	1655			
	EP.177	Capt. Mohr W.	"	1535	1655			
	W.3125	Sgt. Bergsland P.	"	1535	1655			
	EN.910	Lt. Thorsager F.	"	1535	1655			
	AR.379	Sgt. Waerner T.	"	1535	1655			
	AB.269	Lt. Kristiansen O.	"	1535	1655			
	P.8720	Sgt. Tandberg O.	"	1535	1655			
	AB.202	W/Cdr. Scott-Malden.	Circus 19B.	1845	2015		11 aircraft of the Squadron, led by W/Cdr. Scott-Malden, took off from North Weald at 1845 with 331(N) Squadron, joining up with 121(Eagle) Squadron over Southend. The operation - Target Support Wing - went according to plan. Three aircraft of the wing were forced to return owing to engine trouble, none, however, from 332(N) Squadron. No enemy aircraft seen, no flak experienced. Weather clear over South Channel; slight haze, 5/10 cumulus cloud over France: Large cloud bank over Somme between coast and Abbeville. Squadron landed by 2015 hours.	
	W.3833	Sgt. Gilhuus J.	" "	1845	2015			
	EP.177	Capt. Mohr W.	" "	1845	2015			
	W.3125	2/Lt. Lindseth E.	" "	1845	2015			
	EN.910	Lt. Thorsager F.	" "	"	"			
	AD.557	Sgt. Waerner T.	" "	"	"			
	EN.901	Lt. From R.	" "	"	"			
	BL.985	Sgt. Løfsgaard J.	" "	"	"			
	AB.906	Lt. Hagen E.	" "	"	"			
	BL.894	Sgt. Raeder B.	" "	"	"			
	BL.960	Lt. Ryg J.	" "	"	"			
	BL.386	Sgt. Nygaard S.	" "	"	"			

33

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
13-7-42	Spitfire VB							
	HL 901	Lt. From R.	Shipping Recon.	0955	1145	Squadron shipping Recon. Ostend - Flushing, here no results.		
	HL 985	Sgt. Lefsgaard J.	"	"	"			
	AB 906	Lt. Hansen E.	"	"	"			
	W 3631	2/Lt. Widerberg A.	"	"	"			
	HL 960	Lt. Ryg J.	"	"	"			
	W 3502	Sgt. Nygaard C.	"	"	"			
	AB 184	Lt. Thoranger E.	"	"	"			
	AR 379	Sgt. Warner E.	"	"	"			
	HP 283	Lt. Kristiansen O.	"	"	"			
	W 3125	Sgt. Fuglesang J.	"	"	"			
	HL 910	Capt. Mohr W.	"	"	"			
	P 8720	Sgt. Staub J.	"	"	"			
	HP 177	Capt. Mohr W.	Circus 199	1410	1530		12 Spitfires of this Squadron in company with 134(H) Squadron and 222 Squadron with W/Odr. Scott-Walden leading, took off from North Weald at 1410 hours for Boulogne. The operation went according to plan, R/V being made at Ferency with the six Boston Bombers, 332(H) Sqdn, escorting the rear of the bomber formation. No enemy aircraft were seen, intense and accurate heavy, and red marker, flak was directed at bombers on the way in and out, one bomber in the front box being hit. Weather fine, visibility 20 miles. Squadron landed by 1530 hours. No casualties, no claims.	
W 3833	Sgt. Gillman J.	"	"	"				
W 3647	Lt. Thoranger F.	"	"	"				
AB 269	2/Lt. Ulstein R.	"	"	"				
HL 940	Lt. Christie W.	"	"	"				
P 8720	2/Lt. Lindsaeth E.	"	"	"				
HL 901	Lt. From R.	"	"	"				
HL 985	Sgt. Lefsgaard J.	"	"	"				
W 3502	Lt. Hagen W.	"	"	"				
EC 894	Sgt. Ræder E.	"	"	"				
HL 960	Lt. Ryg J.	"	"	"				
W 3631	Sgt. Djalma G.	"	"	"				
15-7-42	HL 177	Capt. Mohr W.	Mass Harbour	1155	1320	All four North Weald Squadrons, 332, 331, 222 and 121 Squadron operated, taking off at 1155, W/Odr. Scott-Walden leading 332 Sqdn. King climbed to 8-10000 feet before crossing the French coast, South of Bardt and sweeping Northwards. King recrossed near Le Touquet and turned North towards Boulogne. There was no flak. Two ships were investigated off Abbeville, but not attacked. An empty dingy was seen 10 miles off coast between Le Touquet and Bardt, later a dingy with pilot 7 miles N.W. of Boulogne circled by a number of Spitfires. On the course for home, S/Ldr. Kennard, 121 Squadron, sighted a green patch six miles S.W. of Boulogne, on investigation, a pilot not in a dingy was discovered. A fix was given and search made for rescue boats. Two H.B.L. were found and these were directed by North Weald Controller (S/Ldr. Grace) towards the spot, and were last seen 2-300 yards away from dingy. Weather 5/10 cumulus at 4000 feet. Visibility excellent. No casualties and no claims.		
	W 3631	2/Lt. Widerberg A.	"	"	"			
	HL 901	Lt. From R.	"	"	"			
	HL 985	Sgt. Lefsgaard J.	"	"	"			
	AB 906	Lt. Hagen W.	"	"	"			
	W 3502	2/Lt. Ringdal N.	"	"	"			
	AB 202	W/Odr. Scott-Walden.	"	"	"			
	AR 379	2/Lt. Lindsaeth E.	"	"	"			
	AB 184	Lt. Thoranger E.	"	"	"			
	W 3125	Sgt. Fuglesang J.	"	"	"			
	HL 910	Lt. Christie W.	"	"	"			
W 3833	Sgt. Staub J.	"	"	"				

DETAIL OF WORK CARRIED OUT

332(Norwegian) Squadron.

SECRET

PAGE No. Five.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
21-7-42	Spitfire VB					A massive Rhubarb operation was undertaken by the four Squadrons of the North Weald Wing with favourable results, and only one of our pilots lost: The details were as follows. 332(N) Sqn, in company with W/Odr.Scott-Malden, 222 Sqn, 121 Sqn and 331(N) Sqdns airborne from North Weald at 1615 hours. Course was set from Frinton at sea level, 332 covering 331 Sqn. 331 and 332 Squadrons turned West when the Belgian coast was crossed at La Panne. Squadrons then circled to the right, recrossing coast near Dunkirk, completing operation and emerging E. of Dunkirk. As they turned West, 331 were ahead of their covering Sqn(332), and the latter were unable to regain contact owing to the R/T failure of their leader, 332 therefore, went into attack two barge concentrations of the airscrew propelled type on the canal West of Furnes. No activity was observed on Furnes aerodrome. Meanwhile, 331 had attacked a variety of objectives. Lt.Leifseth 331 Sqn, was seen to crash in flames on sandhills W. of Dunkirk and Lt. Sem, 331 Sqn, baled out over the channel and was picked up from his dinghy by a rescue launch after his No.2 had circled the spot and given a fix. Intense light flak was met by the wing as they entered Belgium, this flak followed them intermittently into Belgium: several aircraft were hit. Heavy black bursting flak out to sea, particularly in the Dunkirk area. No enemy aircraft seen. Weather hazy, visibility moderate. Eight aircraft of 332 Sqn landed at Manston, four landed at North Weald by 1740 hours.	
	EP.177	Capt. Mohr W.	Mass Rhubarb	1615	1740		
	W.3125	Sgt. Bergsland P.	" "	"	"		
	EP.283	Lt. Thorsager F.	" "	"	"		
	W.3647	Sgt. Halm E.	" "	"	"		
	AR.379	2/Lt. Ulstein E.	" "	"	"		
	EN.910	Sgt. Tandberg O.	" "	"	"		
	EN.904	Lt. From R.	" "	"	"		
	BL.985	Sgt. Eriksen L.	" "	"	"		
	AB.184	Lt. Hagen E.	" "	"	"		
BL.894	Sgt. Raeder B.	" "	"	"			
W.3502	2/Lt. Ringdal N.	" "	"	"			
W.3631	Sgt. Nygaard S.	" "	"	"			
22-7-42	EN.910	Lt. Christie W.	Rhubarb.	1250	1405	Lt. Christie W. and Sgt. Staubø J. Purple 1 and Purple 2 respectively, crossed the Belgian coast at zero feet at 1325, East of Dunkirk. The section attacked three barges on bend of Bergues-Fernes Canal, S.W. of Bergues, with cannon and m.g. - no strikes actually seen on barges. Section turned North of Bergues, Purple 1 using cannon and purple 2 using m.g. to shoot up camouflaged wooden building, presumably a hangar on Coxyde aerodrome: strikes were seen on the doors. Before locating the barges, purple 2 turned to port and found a fairly large factory midway between Bergues and Fernes which he attacked, giving a long burst with m.g. along the side of the main building. Section recrossed the Belgian coast N.W. of Fernes at 1330 hours, when purple 2 saw a small amount of inaccurate heavy flak bursting behind our aircraft. Weather over target, 7/10 clouds at 6-7000 feet, not very thick. Visibility 15 miles. Weather over Channel 10/10 cloud at 4-5000 feet. Visibility good.	
	W.3833	Sgt. Staubø J.	"	"	"		
23-7-42	W.3502	2/Lt. Ringdal N.	Convoy Patrol	1415	1550	Patrol uneventful.	
	BL.985	Sgt. Rønne K.	" "	1415	1550		
	BL.894	Lt. Hagen E.	" "	1315	1455	Patrol uneventful.	
	BL.960	Sgt. Sprensen R.	" "	1315	1455		

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. Seven.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. Seven.

(7472) Wc 14229/1650. 180M. 8/40. P.I. 51-775L

For THE MONTH OF JULY 1942, 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
23-7-42	AB.906	2/Lt. Widerberg A.	Scramble	1505	1545	Patrol carried out without incident.	
	AB.184	Sgt. Hygaard S.	"	"	"		
	AB.906	Lt. Hagen E.	"	1955	2040	Patrol carried out without incident.	
	BL.960	Sgt. Djøfne B.	"	"	"		
EN.910	Lt. Mollestad P.	Rhubarb	1145	1305	Lt. Mollestad P and Sgt. Waerner T (Pink 1 and 2) crossed the English Coast at Manston and proceeded on course at sea level. Belgian coast was crossed 1215 hours over East outskirts of Dunkirk where section met intense light flak of all kinds. Proceeded inland to Dunkirk-Fernes canal, following canal for a short way, then pink 2 attacked 5 barges and observed cannon and m.g. strikes. A factory near the canal and midway between Dunkirk and Fernes was then attacked by both pilots; strikes seen on windows and structure of the main building. Factory had two chimneys and two conspicuous grey-white concrete pillars. Further South, pink 2 attacked two airscrew propelled barges, seeing strikes. Pink 2 attacked a small wooden barge which was left listing and on fire. Heavy concentration of light flak experienced on route from coast. Section turned East and attacked further airscrew propelled barges. Just before crossing the coast, pink 1 attacked German soldiers working with horses and carts and saw men and horses fall. Crossing the coast just N.W. of Fernes, pink 2 attacked a gun post and saw the sand-bagged emplacement disintegrate. Pink 2 also attacked and destroyed the top of a nylon carrying overhead cables. Course set for home at about 1225 at sea level.		
	AD.557	Sgt. Waerner T.	"	"			"
24-7-42	W.3631	2/Lt. Widerberg A.	Convoy Patrol	0855	1035	Patrol was carried out without incident.	
	BL.386	Sgt. Hygaard S.	" "	0855	1035		
	W.3631	Sgt. Eriksen H.	Rhubarb.	1415	1545	Pink section. Sgt. Eriksen H. and Sgt. Malm E. No 1 and 2 respectively, took off from North Weald at 1415 hours setting course at sea level for the Belgian coast and crossing just S. of Ostende at 1450 hours. On the dunes, two gun posts were seen and attacked with m.g. and cannon, pink 1 hitting three soldiers and observing strikes on gun post. Pink 1 was hit in front of top petrol tank from a gun post further inland, and as smoke was entering cockpit, he climbed to check his aircraft, followed by pink 2. At 700 feet, the aircraft seemed undamaged, so he went down to ground level S. of Ostende. Between Hageberg and Dudenberg they noticed a large gang of workmen waving to them from the banks of the canal. Pink 1 then followed the Ostende-Bruges canal with pink 2 to starboard following the railway. A stationary goods train was seen 3 miles W. of Bruges and both pilots attacked it head-on with cannon and m.g. seeing strikes along the trucks and locomotive; they then turned for a second attack. At this point pink 1 saw pink 2 going in to attack very low, and after his own attack did not see him again nor did he get any R/T reply. Pink 1 saw strikes on the locomotive and	
	W.3833	Sgt. Malm E.	"	"	"		

35

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
24-7-42	W. 3631	Sgt. Eriksen M.	Whubarb	1415	1545	black smoke issuing from it. He orbited area, looking for pink 2, but saw no trace of him, so made a third head on attack, seeing flames at the other end of train before he opened fire, flames may possibly have been from tank wagon, possibly from crashed aircraft, though neither were positively seen. Pink 1 continued to Bruges where he experienced intense light flak when passing over S. of the town. He first attacked one barge 1/4 mile N. of Bruges then, with M.G. and cannons, buildings S. of Bruges aerodrome where he saw smoke and scattering airmen. Pink 1 continued North on Bruges-Knocke canal and saw wooden barges lying on the bottom of the dry section of the canal. He then turned West, attacking a Nissen hut near a gun post 2 miles W. of Blankenberghe into which troops were running; black smoke seen. No flak was experienced inland except S. of Bruges, but intense light flak followed pink 1 out. He set course for home at sea level, landing at North Weald at 1545 hours. Weather clear in Channel; over Belgian coast 1/10 cloud at 3000 feet. Visibility good.	
	W. 3833	Sgt. Malm E.	"	"	"		
25-7-42.	EP. 283	Lt. Kristiansen O.	Scramble.	2050	2230	Nothing of interest to report.	
	AD. 557	Sgt. Waerner T.	"	"	"		
	AR. 379	Lt. Hollestad P.	"	2200	2250	Nothing of interest to report.	
	W. 3125	Sgt. Gilhaus J.	"	"	"		
	EP. 283	Lt. Kristiansen O.	Convoy Patrol	1255	1425	No incidents to report.	
	W. 3125	Sgt. Gilhaus J.	" "	"	"		
	AR. 379	Lt. Hollestad P.	" "	1345	1510	No incidents to report.	
	AD. 557	Sgt. Waerner T.	" "	"	"		
	AB. 269	2/Lt. Ulstein E.	" "	1425	1555	No incidents to report.	
	W. 3647	Sgt. Fuglesang J.	" "	"	"		
	EP. 283	Lt. Kristiansen O.	" "	1505	1635	No incidents to report.	
	W. 3125	Sgt. Gilhaus J.	" "	"	"		
	AR. 379	Lt. Hollestad P.	" "	1545	1720	No incidents to report.	
	AD. 557	Sgt. Waerner T.	" "	"	"		
	AB. 269	2/Lt. Ulstein E.	" "	1620	1755	No incidents to report.	
	W. 3647	Sgt. Fuglesang J.	" "	"	"		
	AB. 906	Lt. Hansen H.	" "	2200	2250	No incidents to report.	
	DL. 894	Sgt. Djerne O.	" "	"	"		

DETAIL OF WORK CARRIED OUT

B-332 (Norwegian) Squadron, North Weald.

SECRET

Page No. Nine.

DETAIL OF WORK CARRIED OUT

Bv32 (Norwegian) Squadron, North Weald.

SECRET

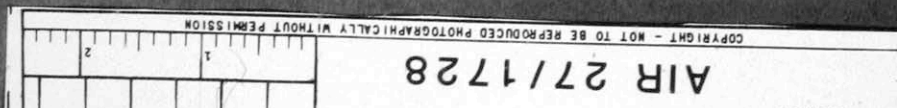
PAGE No. Nine.

(7472) W/L 24229/1650. 180m. 8/40. P.L. 51-7751.

FOR THE MONTH OF JULY 1942, 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
27-7-42	W. 3125	2/Lt. Lindsæth E.	Rodeo.	1840	2035	11 aircraft of 332(N) Squadron with W/Cdr. Scott Malden leading, took off from North Weald at 1840 hours with 331 Sqn, joining 121 (Eagle) Sqn at Southend. The English coast was crossed at Shoeburyness; proceeded at sea level to Ostende, where Wing turned left up to Hamstede, 332 Sqn following behind at sea level 3 miles off coast. Nothing seen. Coast was retraced as far down as Calais. Slight heavy flak experienced from Dunkirk, Calais and Ostende. Weather - broken cloud at 2000 feet, deteriorating towards Flushing, (10/10 with base at 400 feet and rain). Squadron landed at North Weald by 2035 hours. No enemy aircraft seen, no claims or casualties.	
	EP. 283	Capt. Thorsager F.	"	"	"		
	AB. 269	2/Lt. Ulstein E.	"	"	"		
	AR. 379	Lt. Kristiansen O.	"	"	"		
	W. 3647	Sgt. Fuglesang J.	"	"	"		
	EP. 477	Major. Mohr W.	"	"	"		
	BL. 960	Sgt. Djøgne O.	"	"	"		
	BL. 985	Lt. Hansen H.	"	"	"		
	BL. 386	Sgt. Liby S.	"	"	"		
	AB. 184	Capt. From R.	"	"	"		
W. 3502	2/Lt. Ringdal N.	"	"	"			
28-7-42	AB. 202	W/Cdr. Scott-Malden	Rodeo.	1400	1540	11 Spitfires of the squadron led by W/Cdr. Scott-Malden, together with the rest of the North Weald Wing, took off from North Weald at 1400 hours. The squadron proceeded up coast from Ostende to Walcheren, then back to Gravelines at sea level. No enemy aircraft were seen and only slight heavy flak experienced at Ostende and Dunkirk. One small ship seen outside Zebrugge Mole. Weather - cloudless. Squadron landed by 1540.	
	W. 3647	Sgt. Gilhus J.	"	"	"		
	EP. 477	Major Mohr W.	"	"	"		
	W. 3125	Sgt. Bergsland P.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
	AB. 269	Sgt. Tandberg O.	"	"	"		
	EP. 901	Capt. From R.E.	"	"	"		
	BL. 985	Sgt. Løfsgaard J.	"	"	"		
	BL. 386	Lt. Hagen E.	"	"	"		
	BL. 394	Sgt. Liby S.	"	"	"		
BL. 960	Lt. Ryg J.	"	"	"			
BL. 634	Sgt. Eriksen H.	"	"	"			
29-7-42	BL. 960	Lt. Ryg J.	Convoy Patrol	1250	1335	Patrol carried out without incident.	
	BL. 386	Sgt. Sørensen	" "	"	"		
30-7-42	AR. 379	Lt. Kristiansen O.	Convoy Patrol	0815	0945	Patrols were carried out according to instructions but nothing was sighted.	
	AB. 269	Sgt. Tandberg O.	" "	"	"		
	BL. 314	2/Lt. Ringdal N.	" "	0915	1100		Patrol carried out without incident.
	BL. 985	Sgt. Liby S.	" "	"	"		
	BL. 960	Lt. Ryg J.	Air Sea Rescue	0850	0920		
	BL. 386	Sgt. Djøgne O.	" " "	"	"		
	BL. 960	Lt. Ryg J.	" " "	0935	1405		
	BL. 386	Sgt. Djøgne O.	" " "	0935	1120		
	BL. 960	Lt. Ryg J.	" " "	1405	1430		
	BL. 386	Sgt. Djøgne O.	" " "	"	"		

36



DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
30-7-42	EP.177 AD.557 EP.283 AR.379 AB.269 W.364.7 KB.906 BL.894 BL.985 BL.314 W.3507 W.3125	Major Mohr W. Sgt. Fuglesang J. Lt. Kristiansen O. Sgt. Tandberg O. 2/Lt. Ulstein E. Sgt. Gilhuus J. Lt. Hagen E. Sgt. Raeder E. Sgt. Løfsgaard J. Sgt. Eriksen M. 2/Lt. Ringdal N. Sgt. Lily S.	Rodeo. " " " " " " " " " " "	1145 " " " " " " " " " " "	1335 " " " " " " " " " " "	<p>12 Spitfires VB of the Squadron led by Major Mohr W. took off with the rest of the North Weald Wing led by W/Cdr. Scott-Malden, took off from North Weald, at 1145 hours. The English coast was crossed at Pevensey Bay at zero feet and course made at sea level over channel, height being made when about 45 miles off French coast. The Squadron then orbited left off Le Touquet and went in over the French coast in the Berck area. Two left hand orbits were made at 15000 feet over the French coast, during which enemy aircraft were reported coming up from the South. On the order to orbit to port, Yellow 1 turned a little too quickly and with this action came separated from the rest of the squadron and returned to base without regaining the main formation. The order was given to rest of Wing to go straight out over France and return to base after orbiting.</p> <p>In the Le Touquet area, Green section (Sgt. Løfsgaard J. and Sgt. Eriksen M) No1 and 2 respectively, were engaged at 18000 feet by several M.E.109's in line abreast from 6-9'clock and above, both pilots made to engage but could not do so owing to the steep climb of the M.E.109's. Green 2 was then engaged by four more M.E. 109's; he turned steeply to port and called up his number 1 but got no answer. Eriksen turned three or four times during which time one of the e/a fired a wide deflection shot and hit the tail of green 2's aircraft. Eriksen then got into position and gave one of the e/a a long burst from extreme range without result. Green 2 was being pursued, so he turned on his back and dived through the clouds at 3000 feet. He set course for home. South of Le Touquet, Eriksen saw two F.W.190 going South at Zero feet. He pursued the last one, giving him a three second burst from 350-300 yards. Green 2, however, had to stay out to sea on account of flak from shore. He saw smoke coming from the F.W.190; then he saw him crash land at full speed with wheels up on the sand banks just North of Berck; the e/a bounced violently several times and then dived straight into the sea. When the order was given to set course for home, the Wing turned and came out at Le Touquet at 20000 feet, and at this juncture 332 Squadron Leader (Major Mohr W) warned Wing of the presence of 8 e/a coming out inland from Boulogne. Green 1, on coming out, had lost his No.2. He saw an F.W.190 at 11-0'clock when 15-20 miles off French coast. The F.W.190 was flying on an opposite course. From 12000 feet, Sgt. Løfsgaard J. half rolled and got the e/a in his sights at 400 yards. The e/a was then gradually pulling away, Green 1 opened fire with cannons and m.g. and followed the e/a back over the French coast between Le Touquet and Boulogne. Heavy non-dispersing smoke was seen coming from the F.W.190. On account of expenditure of ammunition, Green 1, then at 2000 feet had to break away over French coast; he set course for home at sea level. Green 2 landed at Tangmere, refuelled and landed at North Weald at 1440. The remainder of the Squadron had landed at 1335 hours. Claims:- Sgt. Eriksen M. one F.W.190 destroyed. Sgt. Løfsgaard J. one F.W.190 damaged. (Both pilots took cine camera films). Weather clear sky, mist up to 5000 feet and poor visibility up to approx. 10 miles off French coast, thence inland, 5/10 cumulus with very good visibility.</p>	

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

Page No. Eleven.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

PAGE No. Eleven.

(7472) Wc 24229/1650, 180M, 8/40, P.L. 51-7751.

FOR THE MONTH OF JULY, 1942

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
30-7-42	EP.177	Major Mohr W.	Rodeo	1735	1925	12 aircraft of 332(N) Squadron with the rest of the North Weald Wing, W/Cdr. Scott-Malden leading, took off from North Weald at 1735 hours. Course was set from Clacton at sea level to 2 miles West of Gravelines, crossing French coast at 2000 feet. Climbed to 42000-47000 feet over St. Omer. No e/a seen on Fort Rouge aerodrome. 1 aircraft seen on Longuenes aerodrome. No other e/a seen. Slight heavy flak over St. Omer area. Weather- 3/10 cloud inland 8-10,000 feet, clear over channel and coastal areas. Very good visibility. All aircraft landed by 1925.	
	AD.557	2/Lt. Lindseth E.	"	"	"		
	EP.283	Lt. Kristiansen O.	"	"	"		
	W.3125	Sgt. Bergsland P.	"	"	"		
	AB.269	Lt. Christie W.	"	"	"		
	W.3647	Sgt. Staub J.	"	"	"		
	W.3507	Lt. Hagen E.	"	"	"		
	BL.894	Sgt. Raeder E.	"	"	"		
	BL.960	Lt. Rye J.	"	"	"		
	AR.379	Sgt. Eriksen M.	"	"	"		
	AB.906	Lt. Hansen H.	"	"	"		
	BL.634	Sgt. Nygaard S.	"	"	"		
31-7-42	EP.177	Major Mohr W.	Rodeo	1415	1635	12 Spitfires VB of 332(N) Squadron took off with the North Weald Wing at 1415 hours. Squadron crossed the English coast at Revensey Bay at zero feet, crossing channel at zero feet and gaining height approx. mid channel. The French coast was crossed somewhat S. of Berck-sur-Mer at about 45000 feet, 332 Squadron stepped up on top of wing, with Lt. Hagen E., Lt. Hansen H., Sgt. Nygaard S. and Sgt. Tandberg O. to starboard. The wing made inland to the forest of Crecy-en-Ponthieu, there turned North and up over Pointe Haut Banc coming round in a wide orbit over the Cayeux Le Crotoy area. Our fighters were reported to be engaged by e/a, and the wing was ordered down and from approx. this point dog fights developed. See appendices 2,3 and 4. The squadron was split up during the combat, and all had finally landed by 1635 hours except the four which are reported missing. White section were forced to return early owing to engine trouble. Claims:- Sgt. Liby S. 1 M.E.109F destroyed. Sgt. Waerner T. 1 F.W.190 destroyed. Major Mohr W. 1 F.W.190 damaged. Our casualties were:- Lieut. Hagen E. Lieut. Hansen H. Sgt. Nygaard S. and Sgt. Tandberg O. missing, and four Spitfire VB missing. Major Mohr W. was slightly injured by cannon shell splinters in the left leg and left cheek, but he managed to bring his aircraft back to base and make a belly landing owing to the flaps and under carriage failing to work.	
	EN.901	Sgt. Rønne K.	"	"	Did not return		
	BL.960	Lt. Hagen E.	"	"	"		
	W.3125	Sgt. Waerner T.	"	"	1635		
	AB.906	Lt. Hansen H.	"	"	Missing.		
	BL.634	Sgt. Liby S.	"	"	1635		
	W.3507	Sgt. Raeder E.	"	"	"		
	BL.386	Sgt. Nygaard S.	"	"	Missing.		
	EP.283	Lt. Kristiansen O.	"	"	1635		
	AR.379	Sgt. Tandberg O.	"	"	Missing.		
	P.8720	2/Lt. Lindseth E.	"	"	1540		
	W.3647	Sgt. Gilhus J.	"	"	1540		

37

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ONEof (Unit or Formation) 332(N) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	1-8-42		Fine weather in morning-no clouds and warm. Became cloudy in the afternoon. Very little activity today as this is the Squadrons release day. The pilots had organised games and P.T. in the afternoon.	
North Weald.	2-8-42		Heavy rain in the morning, lasting for most of the day. No operational flying at all. A/P/O Goldthorpe J.A.K. (Intelligence Officer) proceeded on attachment to R.A.F. Station, Croydon.	
North Weald.	3-8-42		Weather improved slightly from yesterday, but no operational flying took place. Five Spitfires VB were received today to replace those lost in combat on the 31-7-42. Today was the 70th Birthday of His Majesty King Haakon the 7th of Norway. Lieut. Ryg J. and 2nd.Lieut.Ulstein E. together with 25 N.C.O's and other ranks represented the Squadron in a procession of the Norwegian Forces. King Haakon took the salute and later addressed a meeting in the Royal Albert Hall. 239 Sgt. Johannesen T. 149 Sgt. Johansen B. and 5317 Sgt. Gulbrandsen G. attended a demonstration at R.A.F. Station, Northolt on the decontamination and turn round of aircraft under gas conditions.	
North Weald.	4-8-42		4-8/10ths of cloud during day and good visibility. At 1345 hours 11 aircraft of this Squadron led by W/Cdr. Scott-Malden proceeded to Marston. At 1500 hours, 10 aircraft of this Squadron still led by W/Cdr.Scott-Malden took off with the remainder of the North Weald Wing on a Fighter Roadstead to the Dunkirk-Boulogne area. Sgt. Eriksen M. did not take off owing to pressure failure. Course was set at Sea Level for Dunkirk. A few miles from the French Coast, 6 aircraft of 331(N) Squadron climbed ahead to 1500 feet. The remaining aircraft followed at Sea Level, 121 Squadron leading then 332(N) Squadron and the other 6 aircraft of 331(N) Squadron behind. The Wing proceeded a few miles North of Dunkirk, keeping 3 miles off the coast. The Wing then turned-the Squadrons keeping the same positions-and continued South to Boulogne-still well off the Coast. No shipping was seen. 2 Enemy aircraft were seen but were too far away to be intercepted by our Squadron. No flak was experienced. The squadron, which consisted of W/Cdr.Scott-Malden, Capt.From R. Lt.Ryg J. Lt.Mollestad P. Lt.Christie W. 2/Lt. Widerberg A. 2/Lt. Ulstein E. Sgt. Staubo J. Sgt. Sørensen E. Sgt. Eriksen M. Sgt. Waerner T. and Sgt. Bergsland P.	
North Weald.	5-8-42		Weather cloudy all day with no sunshine. The following convoy patrols were carried out without incident. Red section, Lt.Christie W. and Sgt. Bergsland P. took off at 0735 and landed at 0905. Blue section, Lt.Ryg J. and Sgt.Eriksen M. took off at 0835 and landed at 1010. Green section, Sgt. Liby S. and Sgt. Rønhoj K. took off at 0935 and landed 1105. Black section, 2/Lt.Ringdal N. and Sgt. Sørensen E. took off at 1035 and landed at 1205. White section, 2/Lt. Ulstein E. and Sgt. Staubo J. took off at 1140 and landed at 1220. Lieut. Hagerup-Svensen and 2/Lt. Waage arrived from London to conduct a Norwegian Trade Test Board. The Officers moved from Hillingdon Hall down to the Officers' Mess. Though Hillingdon Hall was very pleasant, it was too far away for comfort.	
North Weald.	6-8-42		Slight rain in early morning, becoming fair in the afternoon. Some training flying was carried out during the day, but no operational flights undertaken.	

20

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	7-8-42		Slight rain and mist all day giving no opportunity to carry out any operational flying.	
North Weald.	8-8-42		Rain and mist in the morning. During the afternoon visibility improved, but showers of rain continued. The pilots were released for P.T. during the afternoon. No flying at all. Lieut. Ullestad O. reported for flying duties with this Squadron from No. 64 Squadron.	
North Weald.	9-8-42		Fair in the morning with 5/10ths of cloud. At midday some showers of rain. Visibility mainly good. At 1050 hours the Squadron together with 331(N) Squadron took off on a Fighter Roadstead. Rendezvous was made with 6 aircraft of 121 Squadron over Southend at 1100 hours. Course was set at Sea Level for Belgian Coast. When about 5 miles off Dunkirk, the Wing turned North up to Flushing-keeping some miles off the coast. On the way along the Coast, the Wing experienced some heavy accurate flak from Blankenberg and Zeebrugge shore batteries. No shipping was seen except large dredger about a mile off Zeebrugge mole, and West of Flushing Siebel Ferry (resembling two barges lashed together) opening intense fire when preparations were made to attack it. A small E.S.L. was operating between this and the Coast. A wreck was observed a mile off Ostende. This consisted of a fairly large vessel with only the funnel, masts, and superstructure showing above the water. The Squadron, which consisted of W/Odr. Scott-Malden, Sgt. Bergsland P. Major Mohr W. Sgt. Waerner T. Lieut. Mollstad P. 2/Lt. Lindseth E. Capt. From R. Sgt. Lofsgaard J. Lieut. Ryg J. Sgt. Eriksen M. Sgt. Iiby S. and Sgt. Sorenson E. landed at North Weald at 1240 hours.	
North Weald.	10-8-42		Bad weather all day with rain and mist. No flying carried out. One Spitfire VB.W. 3634 was received from 43 Group Deposit Account, Manston.	
North Weald.	11-8-42		Another bad day with rain all day. One aircraft test and one sector recon. was the only flying carried out today.	
North Weald.	12-8-42		Fair in the early morning becoming cloudy towards noon and then showers of rain in the afternoon and local thunder storms. No operational flying was undertaken, but the pilots managed to do some practice flying.	
North Weald.	13-8-42		Rain in the early morning, remaining cloudy all day. At 1730 hours, 12 aircraft of 332(N) Squadron took off to undertake a roadstead operation on the French Coast with the rest of the North Weald Wing. On the way out towards the English Coast, Blue 1 Capt. From R. had trouble with the electrical system and had to return to base. He was followed home by his No. 2 Sgt. Eriksen M. The rest of the squadron continued and crossed the English coast at zero feet near Dungeness. 242 Squadron, led by W/Odr. Scott-Malden first, then 331(N) Squadron followed by 332(N) Squadron and in the rear 121 Squadron slightly stepped up. Course was set at 145 degrees. When 3-4 miles off Le Touquet, the Wing turned South following Coast at some distance. Two e/a, believed to be F.W. 190's were observed over the Dieppe area. Also a very small ship-probably a fishing vessel-was observed here. No flak experienced. The Wing continued with the Squadrons in the same positions down South to Pecamp, where course was set for home. The English Coast was crossed just North of Beachy Head. The Squadron consisted of Major Mohr W. Capt. From R. Lieut. Kristiansen O. Lieut. Ullestad O. Lieut. Christie W. 2/Lt. Widerberg A 2/Lt. Lindseth E. Sgt. Eriksen M. Sgt. Fuglesang J. Sgt. Raeder B. Sgt. Djerne O. and Sgt. Bergsland P. and landed at North Weald at 1915 hours. In the evening the Squadron paraded at the Dispersal point, and personnel were detailed for the move of part of the Squadron to R.A.F. Station "X", on the next day.	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2549, and War Manual, Pt. II., chapter XX., and
note in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. Threeof (Unit or Formation) 332(N) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald. and Manston.	14-8-42		Clear in the morning and quite warm, becoming cloudy in the afternoon. Visibility very good all day. At 0830 hours, three lorries and the C.O.'s car with the M.O. Lieut. Saether, 27 N.C.O.'s and men and some equipment left North Weald for R.A.F. Station "X", with 2/Lt. Sunde A. (Intelligence Officer) in charge. At 0925, two Harrow transport planes took off from North Weald to fly Sgt. Pilots, N.C.O.'s and men, 45 in all, and equipment to R.A.F. Station "X". 2/Lt. Knudsen H.B. (Engineer Officer) was in charge. At 1030 hours, Capt. Thorsager F. Lieut. Christie W. and at 1035 hours Capt. From R. Sgt. Løfsgaard J. 2/Lt. Widerberg A. and Sgt. Raeder B. took off from North Weald to fly to R.A.F. Station, "X". Major Mohr W. Lieut. Ryg J. Lieut. Ullestad O. Lieut. Kristiansen O. 2/Lt. Lindseth E. Sgt. Eriksen M. Sgt. Bergsland P. and Sgt. Liby S. left North Weald at 1040 hours. The personnel arrived at R.A.F. Station "X" during the day, and immediately set to work to bring the Squadron down to readiness. The Squadron were released at 1900 hours.	
Manston.	15-8-42		Fair weather in the morning with about 5/10ths cloud at 2000 feet, becoming more cloudy at 1100 hours. The weather became fairer again during the afternoon. At 1415 hours the Squadron took off as a part of the North Weald Wing on a roadstead operation to the Flushing area. 242 Squadron led by W/Odr. Scott-Malden were in the lead, then 331(N) Squadron followed by 332(N) Squadron. 121 Squadron joined the Wing later. The Wing flew at zero feet in sight of Coast from Ostende to Walcheren. 332(N) Squadron made some circles off shore, whilst 242 Squadron attacked a Motor Launch steering for coast. 332(N) Squadron then climbed to 3000 feet, to cover 242 Squadron. Intense light and heavy flak was experienced from shore. The squadron which consisted of Major Mohr W. Capt. Thorsager F. Capt. From R. Lieut. Ryg J. Lieut. Ullestad O. Lieut. Kristiansen O. 2/Lt. Lindseth E. Sgt. Bergsland P. Sgt. Raeder B. Sgt. Eriksen M. Sgt. Fuglesang J. and Sgt. Løfsgaard J. landed at Manston at 1555 hours. At 1540 Pink section (Station Defence) Lieut. Christie W. and Sgt. Staubo J. were scrambled and orbited base. No incident to report. Section landed at 1615.	
Manston	16-8-42		Heavy rain and mist in the morning, with 10/10ths cloud at 700 feet. Squadron had been ordered to readiness at 0445 hours. This was cancelled at 0410 hours and Squadron remained at 30 minutes availability during the morning and up to 1300 hours. During the afternoon the weather cleared up and it stopped raining. Towards evening it became clear with bright sunshine. During the afternoon and early evening the Squadron carried out some convoy patrols all without incident. Blue section, Lieut. Ryg J. and Sgt. Eriksen M. took off at 1320, and landed 1445. Black section, Sgt. Liby S. and Sgt. Rønne K. took off at 1420 and landed 1555. Green section, 2/Lt. Widerberg A. and Sgt. Djønne O. took off at 1525 and landed 1550. Forced to land early owing to Green 2's hood being out of action. Blue section, Capt. From R. and Sgt. Løfsgaard J. took off at 1550 and landed 1800. Yellow section, Lieut. Christie W. and Sgt. Staubo J. took off at 1925 hours and landed at South End 2115 owing to a thick fog making landings at Manston impossible.	
Manston	17-8-42		Lieut. Christie W. and Sgt. Staubo J. (Yellow section) took off from Southend at 0530 and landed at Manston 0545. A very clear morning with bright sunshine and very little wind. The weather remained very clear all day. The squadron continued to be on readiness from 0432 hours. At 0625 hours, Yellow section was scrambled (Lieut. Christie W. and Sgt. Staubo J.) The section was ordered to land as nothing was seen. Landed at 0745 hours.	

30

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
Manston.	17-8-42	Cont'd.	<p>At 2015 hours 332(N) Squadron took off on an anti-shipping operation to the Cap Gris Nez area-Calais area with 331(N) Squadron leading. The English coast was crossed at zero feet. When two miles off the French coast, the 2 Squadrons turned North keeping 3 miles off the coast and climbing to 200 feet. Intense accurate medium flak was experienced just South of Calais. No shipping was seen. The Squadron then turned to the West and set course for base. Climbing to 500 feet in mid-channel and later going down on the "deck" crossing coast at North Foreland. Squadron landed by 2055 hours. The squadron consisted of the following:- Major Mohr W. Capt. From R. Capt. Thorsager P. Lieut. Christie W. 2/Lt. Widerberg A. Sgt. Fuglesang J. Sgt. Bergsland P. Sgt. Staube J. Sgt. Lofsgaard J. Sgt. Eriksen M. Sgt. Idby S. and Sgt. Raeder R.</p>	
Manston.	18-8-42		<p>Lovely weather with bright sunshine all day. In the evening the pilots were called to the Station Intelligence Office and were briefed for the operations on the following day. All pilots were confined to camp for the remainder of the day.</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. FIVE

See instructions for use of this form in R.R. and A.C.I., para. 2249, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

No. of pages used for day

of (Unit or Formation) 330(H) Squadron, North Walshy, Home.

Place	Date	Time	Summary of Events	References to Appendices												
Hendon	29. 6. 42.		<p>The Squadron was ordered to readiness at 0900 o'clock. It was a lovely morning with bright sunshine and no clouds on the day. At 0945 hours the Squadron ground crew paraded outside the dispersal hall, and Major Ister told the crew that there was a strenuous day ahead, and that the mission depended just as much on their work as that of the pilots. At 0950 hours the Squadron took off from Hendon as a part of the North Walshy Wing, to provide air cover for our ships and troops in Sligo. It was led by Wing Commander South-Allen, 330(H) Sqn. on top, 331(H) Sqn. below and 332 Sqn. below 331(H) Sqn. Just North of Sligo the first enemy fighters were observed. Our Squadron was flying at 6-7000 feet. The enemy split up in sections of 3 and 4, and came in for attack. Some sections of our Squadron went out to meet them and several dog fights took place. The Squadron continued to Sligo and circled the town. Continuous attacks were made by Bf.109's and several dog fights took place. As a result of these dog fights two of our pilots were shot down namely Sgt. Pilot Burgeland R. and Sgt. Pilot Steele J. (see Appendix 1), but the Squadron hit well back. Captain Ryan, Sgt. Britton R. and Sgt. Lefroyne each destroyed one Bf.109. Sgt. Britton also probably destroyed one Bf.109 and Captain Ryan damaged another (see personal cockpit report attached appendices 2, 3, and 4). During these dog fights Captain Thornager damaged 2 Bf.109's and Lieut. Iyer 1 Bf.109 (see personal cockpit reports App. 5 and 6). Sgt. Pilot Steele was attacked during the initial cover Sligo by 6 Bf.109's and a bullet destroyed his pressurized system stopping all gear and he was wounded in right leg by enemy splinters. On way home he was again attacked by 2 Bf.109's and had to take violent evasive action. He crossed the English coast with only 3 Gallons of fuel and had to make a forced landing near Lough. (see Appendix 7)</p> <p>During dog fight a Major who was hit by a Bf.109 bullet in his right leg and crash against his own will had to stay on the ground for the rest of the day. The Squadron landed at Hendon at 0930 hours.</p> <p>The Squadron was composed as follows.</p> <table border="0" style="margin-left: 40px;"> <tr> <td>W/Cdr. South-Allen, 330(Squadron)</td> <td>2/Lieut. Lindoeth</td> </tr> <tr> <td>Major Ister</td> <td>Sgt. Britton</td> </tr> <tr> <td>Capt. Thornager</td> <td>Sgt. Lefroyne</td> </tr> <tr> <td>Capt. Ryan</td> <td>Sgt. Burgeland</td> </tr> <tr> <td>Lieut. Iyer</td> <td>Sgt. Steele</td> </tr> <tr> <td>Lieut. Wilford</td> <td>Sgt. Steele</td> </tr> </table> <p>The ground crew got on to the planes. They were refuelled, serviced and holes were patched. It was all done with great speed and could not have been done better. The pilots enjoyed refreshments brought out to dispersal point whilst waiting for orders to take off again. The index at Hendon was most helpful bringing and distributing food and drink. At 11.15 hours the Squadron took off again and set course for Sligo with 331(H) Sqn. above, 332 Sqn. below. The Squadron was flying at 6-7000 feet. Weather was clear over England and half way out in the channel. Over the Sligo area, however there were clouds, but visibility was very good. As the Sqn. entered the Sligo area a formation of Bf.217 was reported and soon afterwards a formation of 6 Bf.217's was sighted coming from N.W. of Sligo heading for our ships. The Squadron closed down to attack and the formation of Bf.217 split up and tried to hide in clouds hardly chased by our Spitfires. Lieut. Iyer was the first one to attack and he emptied all his ammunition in one of the bombers.</p>	W/Cdr. South-Allen, 330(Squadron)	2/Lieut. Lindoeth	Major Ister	Sgt. Britton	Capt. Thornager	Sgt. Lefroyne	Capt. Ryan	Sgt. Burgeland	Lieut. Iyer	Sgt. Steele	Lieut. Wilford	Sgt. Steele	<p>APP. 1.</p> <p>" 2, 3, 4, 5, 6</p> <p>" 7</p>
W/Cdr. South-Allen, 330(Squadron)	2/Lieut. Lindoeth															
Major Ister	Sgt. Britton															
Capt. Thornager	Sgt. Lefroyne															
Capt. Ryan	Sgt. Burgeland															
Lieut. Iyer	Sgt. Steele															
Lieut. Wilford	Sgt. Steele															

Place	Date	Time	Summary of Events	References to Appendices												
Manston	19.8.42		<p>As a result of this attack E.a/c. started burning from cockpit and aft diving down (see personal combat report attached).</p> <p>Lieut. Kristiansen dived on another of the E.a.c. which had taken evasive action by a right hand turn. As he went in to position another Spitfire piloted by Lieut. Ullestad fired at the same E.a.c. from behind and above of Kristiansen, he saw Lieut. Ullestad hit E.a.c. in right wing root and fuselage. Lieut. Kristiansen now opened up using both cannons and M.G. the E.a.c. dived down into clouds burning well, followed by Lieut. Kristiansen. Coming through clouds Lieut. Kristiansen saw a big splash in the sea (see personal combat reports attached).</p> <p>Sgt. Pilot Djvane shot down a Do 217 which crashed on beach West of Dieppe after three of the crew had baled out. The pilot was seen standing in water beside his plane on the beach (see personal combat report attached)</p> <p>Capt. Thorsager and Sgt. Fuglesang both attacked a Do. 217 and this a.c. was seen to crash in sea. They make no claims, however, as this E.a.c. was already on fire when they opened fire up on it, as a result of attacks by Capt. Hagerup and 2/Lieut. Segnes of 331 (N) Squadron (see personal combat reports attached)</p> <p>Diving through clouds following the DO 217's first attacked by our Squadron, Sgt Eriksen saw 2 DO 217's going in opposite direction on a Southerly course. He attacked on of these E.a.c. several times firing long bursts. One of the crew then baled out (his parachute did not open) and the plane turned on the back and dived steeply from about 2000 feet with black smoke pouring out of it. Sgt Eriksen saw a lot of oil and wrecked pieces in the sea in area where this a.c. went down.</p> <p>Sgt. Lofsgaard attacked another DO 217 which was going southwards and saw hits on it. As its engine was still working after first attack, he went in and delivered another attack. E.a/c. went straight down and reached water with a big splash (see personal combat report attached)</p> <p>Sgt. Lofsgaard was hit in engine from E.a/c. top rear gunner, however, and had to bale out. He baled out over convoy and was soon picked up by a Motor Gun Boat of the Royal Navy, (see circumstantial report.) Two Pilots of 331 Sqdn. 2/Lieut. Ghan and another watched him bale out and circled parachute as it went down. They patrolled Pilot till he was seen to be picked up. After having finished their combats and having exhausted their ammunition, the Pilots set course for base. Some alone - others in pairs. All Pilots except Sgt/Pilot Lofsgaard landed at Manston at 13,10 Hours. The Sqdn. was composed as follows:</p> <table data-bbox="963 869 1444 981" style="margin-left: auto; margin-right: auto;"> <tr> <td>Capt. FROM</td> <td>Lieut. CHRISIE, W.</td> </tr> <tr> <td>" THORSAGER.</td> <td>Sgt. DJVANE.</td> </tr> <tr> <td>Lieut. ULLESTAD,</td> <td>" ERIKSEN,</td> </tr> <tr> <td>" KRISTIANSEN,</td> <td>" FUGLESANG,</td> </tr> <tr> <td>" RIG,</td> <td>" LIBY.</td> </tr> <tr> <td></td> <td>" LOFSGAARD.</td> </tr> </table> <p>The Ground Crews again made a very good job refuelling, rearming and making all planes ready to take off again. The Pilots after having been interrogated by the Int. Officer, went to their Mess and had Lunch.</p> <p>At 14,15 Hours 332 Sqdn. again took off from Manston, and set course for convoy on way from Dieppe. 331 Sqdn. on top and 332 Sqdn. at 4-5000 feet and 242 below. On way to patrol area E.a/c. were reported ahead of Sqdn. and later F.W. 190's were reported. A/C's were then sighted by our Sqdn. head on. Lieut. Kristiansen opened up on the leading a/c. head on and shot it into sea burning furiously. Not till he had set it on fire recognised it as a TYPHOON. He turned and looked for the pilot, but seeing no survivors, he joined up with Sqdn. again. (See Lieut. Kristiansen's report on this incident attached).</p>	Capt. FROM	Lieut. CHRISIE, W.	" THORSAGER.	Sgt. DJVANE.	Lieut. ULLESTAD,	" ERIKSEN,	" KRISTIANSEN,	" FUGLESANG,	" RIG,	" LIBY.		" LOFSGAARD.	<p>App. 8.</p> <p>App. 9-10.</p> <p>App. 11.</p> <p>App. 12-13.</p> <p>App. 14.</p> <p>App. 15.</p> <p>App. 16.</p> <p>App. 17.</p>
Capt. FROM	Lieut. CHRISIE, W.															
" THORSAGER.	Sgt. DJVANE.															
Lieut. ULLESTAD,	" ERIKSEN,															
" KRISTIANSEN,	" FUGLESANG,															
" RIG,	" LIBY.															
	" LOFSGAARD.															

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para 2319, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. SEVEN

No. of pages used for day

of (Unit or Formation) 332(N) Squadron, North West, Home.

Place	Date	Time	Summary of Events	References to Appendices												
Hanston	19.8.42.		<p>The Squadron proceeded to patrol area and carried out patrol duty. During first part nothing happened and some 30 E/a.'s came in and attacked the escorting Squadron. Most of these E/a.'s were F.4U's but ME 109's were also seen. XXXXXXXXXX The attacks developed into dog fights 332(N) Sqdn. being the one hardest engaged. 332(N) Sqdn. also had several dog fights with the enemy. 2/Lieut. Lindseth chased the F.4U, 190 and as a result of his firing he saw grey smoke pouring out of the E/a.'s (believed caused by hits in petrol system). He followed E/a.'s as it dived down but had to break off when at 1500 feet. The E/a.'s still continued its steep dive at colossal speed. (see 2/Lieut. Lindseth's personal report attached)</p> <p>2/Lieut. Lindseth only claims his aircraft as damaged. Capt. Thorwager saw a F.4U, 190 dive into the sea where 2/Lieut. Lindseth had been in combat. Capt. Thorwager also had a combat with a F.4U, 190 which he damaged. (see attached personal combat report)</p> <p>Sgt. D'Arno was chasing the F.4U, 190 and was opening fire when he was fired on from E. fighters from astern. He broke away and got clear of F.4U, 190's but was so badly hit in engine that he had to bale out. He was, after having been in water a short time, picked up by a Motor Launch (see circumstantial report attached)</p> <p>The Squadron made for base and landed Hanston by 1600 hours. The Squadron was composed as follows:-</p> <table border="0"> <tr> <td>Capt. Thorwager</td> <td>Sgt. D'Arno</td> </tr> <tr> <td>Capt. Funn</td> <td>Sgt. Erikson</td> </tr> <tr> <td>Lieut. Kristiansen</td> <td>Sgt. Paganoni</td> </tr> <tr> <td>Lieut. Christie</td> <td>Sgt. Rieker</td> </tr> <tr> <td>2/Lieut. Lindseth</td> <td>2/Lieut. Ringdahl</td> </tr> <tr> <td>2/Lieut. Riederberg</td> <td></td> </tr> </table> <p>The Squadron did not take off again till 18.50 hours. In the meanwhile the pilots had their tea and some rest before going up. At 18.50 the Squadron took off and set course for enemy in channel with 331(N) Squadron above. The Squadron was over enemy at 19.10 hours and left it at 19.15 hours. Some E/a.'s were sighted at a far distance but 332(N) Sqdn. was not engaged. During last part of patrol visibility was not too good owing to dark clouds coming from S.W. The Squadron landed at Hanston at 20.20 hours. We were released at 20.45 hours. The Squadron was composed as follows. Lieut. Ustein, Capt. Thorwager, Sgt. Vassnes, Lieut. Christie, Sgt. Gilman, 2/Lieut. Lindseth, Lieut. Vilstedt, Sgt. Laby, 2/Lieut. Riederberg, Sgt. Rieker, 2/Lieut. Ringdahl. At 2100 hours the ground crew had dinner in their mess. At 2115 hours Sgt. Pilots had a Rendez-vous with the Officers at Down-House, and an attack was launched in the bay. It had been a hard day, but everybody were happy. We had been able to hit back with success on those who brought our comrades into the sea</p>	Capt. Thorwager	Sgt. D'Arno	Capt. Funn	Sgt. Erikson	Lieut. Kristiansen	Sgt. Paganoni	Lieut. Christie	Sgt. Rieker	2/Lieut. Lindseth	2/Lieut. Ringdahl	2/Lieut. Riederberg		<p>App. 16.</p> <p>App. 17.</p> <p>App. 20.</p>
Capt. Thorwager	Sgt. D'Arno															
Capt. Funn	Sgt. Erikson															
Lieut. Kristiansen	Sgt. Paganoni															
Lieut. Christie	Sgt. Rieker															
2/Lieut. Lindseth	2/Lieut. Ringdahl															
2/Lieut. Riederberg																

41

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Place	Date	Time	Summary of Events	References to Appendices
Manston	20-3-42		<p>The Squadron was ordered to readiness at 0651 hours. The weather was still clear with bright sunshine. The Squadron carried out the following convoy patrols without incident.</p> <p>Blue section. Lieut. Ulvestad G. and Sgt. Laby S. took off at 0735 and landed 0915.</p> <p>Red section. 2/Lt. Ulstein R. and 2/Lt. Ringdal N. took off at 0900 and landed 1030.</p> <p>Black section. Capt. Thorsager F. and Sgt. Gilhaus J. took off at 1100 and landed 1220.</p> <p>Blue section. Lieut. Ryg J. and Sgt. Rønnef K. took off at 1200 and landed 1330.</p> <p>Yellow section. Lieut. Christie W. and Sgt. Waerner E. were scrubbed at 0955 and landed at 1125. Nothing to report.</p> <p>White section. Lieut. Christie W. and Sgt. Waerner E. were scrubbed at 1215 and landed at 1315. Nothing to report.</p> <p>At 1545 hours, 2/Lt. Bunde A. (Intelligence Officer) left Westgate Station in charge of 5 Officers and 126 R.C.O.'s and men from 331 and 332 and 2/2 Squadron to proceed by rail to North Weald. This party arrived at North Weald late in the evening. 2/Lt. Knudsen H. B. (Engineer Officer) proceeded to North Weald in the Squadron Miles Register. The rest of the ground crew left Manston at 1700 hours by road and arrived at North Weald in the evening. At 1615 hours the Squadron aircraft took off from Manston led by Wing Co. Scott-Walden on a diversion sweep as part of North Weald Wing. Having climbed to about 12000 feet the wing crossed the English Coast just North of Beachy Head. Here Lieut. Ryg J. had to return owing to petrol trouble. His H.2 2/Lt. Ringdal N followed him and they landed at Manston and proceeded later to North Weald where they landed at 1700 hours. The Squadron climbed to 25000 feet and crossed the French Coast South of Le. Touquet. Course was now set for St. Omer. Following this the wing turned North and crossed the Coast North of Calais. No enemy fighters were seen and no flak experienced. When the French Coast had been crossed the wing first made a left hand turn and then a right hand one, and course was set for home. English Coast was crossed South of Manston and Grovesend was crossed at 5000 feet. The squadron landed at North Weald at 1745 hours. The Squadron consisted of the following:- Wing Co. Scott-Walden, 2/Lt. Ulstein, Lieut. Kristiansen G. and Sgt. Gilhaus, Capt. Thorsager F., Sgt. Waerner E., Lieut. Christie W., 2/Lt. Lindseth, Lieut. Ryg, 2/Lt. Ringdal. Capt. From R. and Sgt. Rønnef K.</p> <p>The news that Sergeant Pilots Isfagard and Sjorne had arrived safely back in this country was received with cheers by the whole squadron.</p>	

*F. Thorsager. Capt.
for O.C. 332 Sgdn.*

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. NINE

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

of (Unit or Formation) 332(N) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	21-8-42		The weather was not too good during the morning with clouds and local showers of rain. At 1110 hours the whole North Weald Wing was scrambled. The Wing proceeded Northwards along the English Coast and then turned Westwards. The plan was to meet some bombers returning from Rotterdam. Having flown Westwards for two or three minutes, the Wing was ordered to return to base. The Squadron which consisted of Capt. Thorsager P. Sgt. Liby S. Lieut. Christie W. Sgt. Gilham J. 2/Lt. Ulstein E. Sgt. Waerner T. Lieut. Ullestad O. Sgt. Sørensen E. 2/Lt. Widerberg A. Sgt. Eriksen M. There is nothing further to report from this operation.	
North Weald.	22-8-42		Today there were 5/10ths cloud at 3000 feet and showers of rain. Visibility was good except in showers. The Squadron was released for P.T. and organised games in the afternoon. No operational flying.	
North Weald.	23-8-42		The weather was much the same today with local showers. The squadron was on readiness at dawn and carried out the following convoy patrols without incident. Red section, Lieut. Christie W. and Sgt. Fuglesang J. took off at 0725 and landed at 0905. White section, 2/Lt. Lindseth E. and Sgt. Waerner T. took off at 0815 and 2/Lt. Lindseth E. landed at 0950 and Sgt. Waerner T. landed at 0910. Blue section, Capt. Frøen R. and 2/Lt. Widerberg A. took off at 0905 and landed at 1050. Black section, Sgt. Liby S. and Sgt. Rønne K. took off at 1005 and landed 1150. Green section, 2/Lt. Ringdal N. and Sgt. Løfsgaard J. took off at 1110 and landed 1255. Blue section, 2/Lt. Widerberg A. and Sgt. Samielsen E. took off at 1220 and landed 1350.	
North Weald	24-8-42		7-10/10ths cloud at 3000 feet. Weather improving during day and becoming clear in the evening. There was no operational flying today and only a small amount of practice flying. Admiral Riise-Larsen H and Lieut. Colonel Øen paid a visit to the two Norwegian Squadrons and congratulated the pilots and ground crews on their excellent performance in connection with the Dieppe raid.	
North Weald.	25-8-42		6/10ths cloud at 5000 feet in the early morning, closing in to 10/10ths cloud at 700 feet. Local showers and drizzle all day. Visibility very poor. 2/Lt. Ulstein E. and Sgt. Waerner T were scrambled at 1610 but ordered to land almost as soon as they were airborne. There is nothing to report from this incident. W/Cdr. Scott-Malden returned to the Station to collect all his belongings. The news of his posting was received with very great regret by the Norwegian Squadrons, as his leadership has been a great inspiration to all our pilots.	
North Weald.	26-8-42		The weather has been dull and wet again all day. A little practice flying was carried out, but heavy showers made visibility very poor. The news that W/Cdr. Scott-Malden had been awarded the D.S.O. was received with great delight all over the station. The award of the D.F.C. to Major Mohr W. of this Squadron, and Major Maehre H. and Capt. Birksted K. of 332(N) Squadron caused plenty of rejoicing by the Norwegian Squadrons.	

42

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	27-8-42		<p>There was an early ground mist, but this soon cleared into a clear hot day. This was one of the hottest days of the year. At 1140 the Squadron took off together with the remainder of the North Weald Wing which was led by Major Mæhre H. D.F.C. on a Roadstead operation. Lieut. Ryg J. had to return to base as he was hit in the aileron by a 20mm. cannon shell from the British Coastal Defences. The English Coast was crossed at The Haze and course was set at zero feet for St. Omer. The French coast was crossed North of Dunkirk where the Squadrons climbed and made a wide sweep over the St. Omer area. Very little flak was experienced and no enemy aircraft were seen. Course was set for base and the Squadron landed at 1315 hours. Those taking part were Capt. From R. Sgt. Sørensen E. Lieut. Ryg J. 2/Lt. Ringdal N. 2/Lt. Widerberg A. Sgt. Djønne O. Capt. Thorsager F. Sgt. Waerner T. Lieut. Christie W. Sgt. Gilhus J. Lieut. Møllestad P. and 2/Lt. Ulstein E.</p> <p>At 1645 hours the Squadron took off together with the remainder of the North Weald Wing which was led by Major Mæhre H. D.F.C. as escort to Fortress bombers. The Debden Wing were joined at 6000 feet over Urford Ness and course was set due East. Rendezvous was made with the bombers at 25,000 feet, 90 miles out to sea and were escorted back without incident. The Wing left the Bombers over Urford Ness and set course for base. The Squadron which consisted of Capt. From R. Sgt. Sørensen E. 2/Lt. Widerberg A. Sgt. Djønne O. 2/Lt. Ringdal N. Sgt. Rønnef A. Capt. Thorsager F. Sgt. Waerner T. Lieut. Christie W. Sgt. Fuglesang J. Lieut. Møllestad P. and 2/Lt. Ulstein E. had all landed by 1835 hours.</p> <p>General Hansten V., Commander of all the Norwegian forces, inspected the Norwegian Squadrons at 1430 hours. He used this occasion to express his satisfaction with the results achieved by the Norwegian Squadrons in the Siepe operations.</p>	
North Weald.	28-8-42		<p>There was an early ground mist, but it soon cleared and another very hot day developed. This was even hotter than yesterday. At 1135 hours, 12 aircraft of this Squadron, led by Captain Thorsager F. together with the remainder of the North Weald Wing, led by Major Mæhre H. D.F.C. took off on a diversion sweep. The Debden Wing was joined at 15,000 feet over The Haze and course was set for Dunkirk. As the channel was crossed, the Wing climbed continually until 332 Squadron, who were flying as top cover to the Wing, reached a height of 25,000 feet. Some enemy aircraft were reported in the vicinity when the Wing reached the French Coast, but we were not engaged. The Wing patrolled just off the coast for 10 minutes and then set course for base. Heavy, inaccurate flak was experienced from Dunkirk and several enemy aircraft were seen above the Wing but they made no attempt to attack. The Squadron landed by 1305 hours.</p>	
North Weald.	29-8-42		<p>There was a little cloud in the early morning but this soon cleared away and another very hot day developed. At 0945, 12 aircraft of this Squadron led by Captain Thorsager F. together with the remainder of the North Weald Wing, led by Major Mæhre H. D.F.C. took off on a diversion sweep. The Debden Wing was joined at 15,000 feet over The Haze and course was set for France. The French coast was crossed at Dunkirk at 23,000 feet and course was set for St. Omer. Some heavy, inaccurate flak was experienced over the St. Omer area. After orbiting this point, the Wing turned West and crossed the coast South of Boulogne. Some enemy aircraft were reported, and they "jumped" on 242 Squadron, so 332 Squadron turned against them but were not engaged. Course was then set for base and the Squadron had landed by 1145 hours. The Squadron consisted of:- Capt. Thorsager F. Capt. From R. 2/Lt. Ringdal N. Lieut. Møllestad O. Sgt. Sørensen E. Lieut. Ryg J. 2/Lt. Widerberg A. Sgt. Samuelsen E. Lieut. Christie W. Sgt. Gilhus J. Lieut. Møllestad P. 2/Lt. Lindseth E.</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. Eleven.

See instructions for use of this form in R.E. and A.C.I., forms 2118 and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian)Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	30-8-42		The weather was overcast in the morning with slight rain, but cleared up well during the afternoon. A little practice flying was carried out but no operational flying. A signal was received, with instructions for all pilots and aircraft together with a number of the ground personnel, to proceed to R.A.F. Station, Martlesham for armament training. Men were detailed and all equipment prepared ready for an early start on the 31st.	
North Weald	31-8-42		The weather today was cloudy with one or two bright periods. Certain of the ground personnel left by road and rail by 0800 hours for R.A.F. Station, Martlesham where the Squadron are to carry out intense armament training. The pilots and aircraft took off at 1400 hours. This was the only flying carried out today.	

M. Kelly
 Officer Commanding,
 332(Norwegian) Squadron.

43

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. One

(747) W/L 2422/1650, 1806, 8/40, P/L 51-7751.

FOR THE MONTH OF August, 19 42.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-3-42	Spitfire VB AB.202 W.3634 BL.985 R.8720 Kr.283 W.3502 AB.269 W.3647 AB.184 BL.634 AD.557 W.3125	W/Cdr. Scott-Malden Capt. From R. Lieut. Ryg J. Lieut. Mollestad P. Lieut. Christie W. 2/Lt. Wiersberg A. 2/Lt. Ulstein E. Sgt. Staubo J. Sgt. Sørensen E. Sgt. Eriksen H. Sgt. Waerner T. Sgt. Bergslund P.	fighter Roadstead. " " " " " " " " " " "	1500 " " " " " " " " " " " "	1620 " " " " " " " " " " " "	At 1345 hours, 11 aircraft of this Squadron led by W/Cdr. Scott-Malden proceeded to Marston. At 1500 hours, 10 aircraft of this Squadron, still led by W/Cdr. Scott-Malden took off from Marston with the remainder of the North Weald Wing on a Fighter Roadstead to the Dunkirk-Boulogne area. Sgt. Eriksen M. did not take off owing to pressure failure. Course was set at sea level for Dunkirk. A few miles from the French Coast, 6 aircraft of 331(N) Squadron climbed ahead to 1500 feet. The remaining aircraft followed at sea level, 121 Squadron leading, then 332(N) Squadron and the other 6 aircraft of 331 (N) Squadron behind. The Wing proceeded a few miles North of Dunkirk, keeping three miles off the coast. The Wing then turned - the Squadrons keeping the same formation - and continued South to Boulogne keeping well off the coast. No shipping was seen. 2 enemy aircraft were seen but were too far away to be intercepted by our Squadron. No flak was experienced.	
5-3-42	AP.283 W.3125 BL.985 BL.634 W.3634 BL.894 W.3502 AB.184 AB.269 W.3647	Lieut. Christie W. Sgt. Bergslund P. Lieut. Ryg J. Sgt. Eriksen H. Sgt. Liby S. Sgt. Rønne K. 2/Lt. Ringdal N. Sgt. Sørensen E. 2/Lt. Ulstein E. Sgt. Staubo J.	Convoy Patrol " " " " " " " " "	0755 " 0855 0935 1035 1140 "	0905 " 1010 1105 1205 1220 "	Red section. Blue section. Green section. All of these convoy patrols were carried out without incident. Black section. White section.	
9-8-42	AB.202 W.3125 AB.269 AD.557 R.6897 P.8720 W.3634 AB.184 BL.894 BL.634 AD.877 AD.325	W/Cdr. Scott-Malden. Sgt. Bergslund P. Major Mohr W. Sgt. Waerner T. Lieut. Mollestad P. 2/Lt. Lindseth E. Capt. From R. Sgt. Løfsgaard J. Lieut. Ryg J. Sgt. Eriksen H. Sgt. Liby S. Sgt. Sørensen E.	Fighter Roadstead. " " " " " " " " " " "	1050 " " " " " " " " " " " "	1240 " " " " " " " " " " " "	At 1050 hours, the Squadron together with 331(N) Squadron took off on a Fighter Roadstead operation. Rendezvous was made with 6 aircraft of 121 Squadron over Southend at 1100 hours. Course was set at sea level for Belgian coast. On the way along the coast, the Wing experienced some heavy accurate flak from Blankenberg and Zeebrugge shore batteries. No shipping was seen except a large dredger about a mile off Zeebrugge mole, and West of Flushing Siebel Ferry (resembling two barges lashed together) opening intense fire when preparations were made to attack it. A small H.S.L. was operating between this and the coast. A wreck was observed one mile off Ostende. This consisted of a fairly large vessel with only the funnel, masts, and super-structure showing above the water. The squadron set course for base and landed by 1240 hours.	

Reference: -

PUBLIC RECORD OFFICE

AIR 27/1728

	1	2	3	4	5	6
	1	2				

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-0-42	Spitfire VB	Major Mohr W.	Roadstead.	1730	1915	12 aircraft took off to undertake a Roadstead operation on the French Coast together with the rest of the North Weald Wing. On the way out towards the English coast, Blue 1 Capt. From R. had trouble with the electrical system and had to return to base. He was followed by his No.2 Sgt. Eriksen H. 242 Squadron, led by W/Odr. Scott-Malden first, then 331(N) Squadron followed by 332(N) Squadron and in the rear 121 Sqn, slightly stepped up. Course was set at 145 degrees when 3-4 miles off Le Touquet, the Wing turned South following coast for some distance. 2 e/s, believed to be F.W.190's were observed over the Dieppe area. Also a very small ship- probably a fishing vessel- was observed here. No flak experienced. The Wing continued with the Squadrons in the same formation down South to Fecamp, where course was set for home. The English coast was crossed just North of Beachy Head.	
	EW.901	Capt. From R.	"	"	"		
	W.3634	Lieut. Kristiansen O.	"	"	"		
	AD.557	Lieut. Ullestad O.	"	"	"		
	W.3502	Lieut. Christie W.	"	"	"		
	EP.283	2/Lt. Widerberg A.	"	"	"		
	AA.877	2/Lt. Lindseth E.	"	"	"		
	R.6897	Sgt. Eriksen M.	"	"	"		
	BL.634	Sgt. Fuglesang J.	"	"	"		
	BL.819	Sgt. Raeder B.	"	"	"		
	BL.894	Sgt. Djwme O.	"	"	"		
BL.985	Sgt. Bergsland P.	"	"	"			
AB.269							
15-0-42	EW.901	Major Mohr W.	Roadstead	1745	1555	At 1415, the Squadron took off from Manston as part of the North Weald Wing on a Roadstead operation to the Flushing area. 242 Sqn, led by W/Odr. Scott-Malden were in the lead, the 331(N) Sqn followed by 332(N) Sqn, 121 Squadron joined the Wing later. The Wing flew at zero feet in sight of coast from Ostende to Walcheren. 332(N) Squadron made some circles off shore, whilst 242 Squadron attacked a motor launch steering for coast. 332(N) Squadron then climbed to 3000 feet, to cover 242 Sqn. Intense light and heavy flak was experienced from shore.	
	AB.269	Sgt. Bergsland E.	"	"	1545		
	EP.283	Capt. Thorsager F.	"	"	1545		
	P.6720	2/Lt. Lindseth E.	"	"	1545		
	AD.557	Lieut. Kristiansen O.	"	"	1545		
	BL.819	Sgt. Fuglesang J.	"	"	1545		
	W.3634	Capt. From R.	"	"	1550		
	BL.985	Sgt. Lofsgaard J.	"	"	1550		
	BL.495	Lieut. Ryg J.	"	"	1550		
	BL.634	Sgt. Eriksen M.	"	"	1550		
	W.3502	Lieut. Ullestad O.	"	"	1550		
BL.894	Sgt. Raeder B.	"	"	1555			
15-8-42	AA.877	Lieut. Christie W.	Scramble	1540	1615	Pink section, who were on Station Defence, were scrambled and orbited base but nothing developed. Section landed without any incident.	
	AB.184	Sgt. Staubo J.	"	1540	1615		
16-0-42	BL.495	Lieut. Ryg J.	Convoy Patrol	1320	1445	Blue section. All these patrols were carried out without incident. Black section. Green section. Blue section. Yellow section. This section had to land at Southend owing to a thick fog making landings at Manston impossible.	
	BL.634	Sgt. Eriksen M.	"	1320	1445		
	AA.877	Sgt. Lily S.	"	1420	1555		
	BL.894	Sgt. Rønhof K.	"	1420	1555		
	AB.184	2/Lt. Widerberg A.	"	1525	1550		
	BL.495	Sgt. Djwme O.	"	1525	1550		
	W.3634	Capt. From R.	"	1550	1800		
	BL.985	Sgt. Lofsgaard J.	"	1550	1800		
	BL.634	Lieut. Christie W.	"	1925	2115		
BL.894	Sgt. Staubo J.	"	1925	2115			
17-0-42	BL.634	Lieut. Christie W.	Scramble	0625	0745	Yellow section were scrambled and carried out a patrol without any incidents.	
	BL.894	Sgt. Staubo J.	"	0625	0745		

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron.

SECRET

PAGE No. Three.

(7472) Wt. 24220/1650. 1800g. 8/40. P.I. 51-7751.

FOR THE MONTH OF August 1942 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
17-8-42	Spitfire VB EN.901	Major Mohr W.	Anti-shipping Operation.	2015	2055	12 aircraft of 332(N) Squadron led by Major Mohr W. took off from Manston on an anti-shipping operation to the Cap Gris Nez - Calais area with 331(N) Squadron leading. The English Coast was crossed at zero feet. When 2 miles off the French coast, the 2 Squadrons turned North keeping 3 miles off the coast, and climbing to 200 feet. Intense, accurate, medium flak was experienced just South of Calais. No shipping was seen. The Squadron then turned to the West and set course for base. Climbing to 500 feet at mid-channel and later going down on the deck and crossing the English coast at North Foreland.	
	BL.819	Sgt. Fuglesang J.	"	"	"		
	EP.283	Capt. Thorsager F.	"	"	"		
	W.3125	Sgt. Bergsland P.	"	"	"		
	AD.557	Lieut. Christie W.	"	"	"		
	R.6897	Sgt. Staabo J.	"	"	"		
	W.3634	Capt. From R.	"	"	"		
	BL.895	Sgt. Løfsgaard J.	"	"	"		
	AA.877	Sgt. Laby S.	"	"	"		
	EL.634	Sgt. Raeder E.	"	"	"		
	AE.184	2/Lt. Widerberg A.	"	"	"		
	EL.894	Sgt. Eriksen M.	"	"	"		
	W.3634	Capt. From R.	Scramble	1800	1850	Blue section were scrambled and ordered to patrol over base at 25,000 feet. Nothing was seen and the section landed without incident.	
	BL.895	Sgt. Løfsgaard J.	"	1800	1850		

45

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1			2		

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron

SECRET

PAGE No. FIVE

(1472) W/L 242291450, 180M, 8/10, P.L. 81-7781

Period 19th to 20th August, 1942
FOR THE MONTH OF 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
19-8-42	Spitfire VB		Operation Jubilee				
	AB. 202	W/Cdr. Scott-Malden	"	0620	0745	The Squadron took off from Newton at 0620 as part of the North Weald Wing, led by W/Cdr. Scott-Malden, to provide air cover to our ships and troops at Dieppe. 332(N) Sqn. were on top, 331(N) Sqn. below, and 242 Sqn. below 331 Sqn. Just N. of Dieppe the first a/a were observed, when our squadron were at 6-7000 feet. The a/a split up in sections of 3 and 4 and came in for attack. Some sections were detailed to meet them and several dog fights followed. The Squadron continued to Dieppe and circled the town. Continuous attacks were made by F.W. 190's and several dog fights took place. As a result, two of our pilots were shot down (Sgt. Bergaland R. and Sgt. Staubo J.) see appendix 1, but we claimed 3 F.W. 190's destroyed, 1 F.W. 190 probably destroyed and 4 F.W. 190's damaged. Sgt. Reader made a forced landing near Leuze, owing to his pneumatic system being damaged and shortage of petrol. Major Mohr K. was wounded in the right leg by a machine gun bullet and grounded for the remainder of the day.	
	AB. 269	Sgt. Bergaland R.	"	0620	Missing		
	ER. 901	Major. Mohr K.	"	0620	0745		
	P. 8720	2/Lt. Lindseth K.	"	0620	0750		
	ER. 283	Capt. Thorsager F.	"	0620	0750		
	EL. 819	Sgt. Staubo J.	"	0620	Missing		
	W. 3634	Capt. From R.	"	0620	0745		
	EL. 985	Sgt. Iffsgaard J.	"	0620	0725		
	EL. 495	Lieut. Ryg J.	"	0620	0745		
	EL. 634	Sgt. Eriksen K.	"	0620	0745		
	W. 3502	Lieut. Ullestad O.	"	0620	0755		
	EL. 894	Sgt. Reader R.	"	0620	0800		
	AB. 202	W/Cdr. Scott-Malden	Operation Jubilee	1110	1300		At 1110 hours the Squadron took off again and set course for Dieppe with 331 Sqn. above, and 242 Sqn. below. The Squadron was flying at 4-5000 feet. Weather was clear over England and half way across the channel. In the Dieppe area, however, there were clouds, but visibility was very good. As the Squadron entered the Dieppe area, a formation of Dornier 217's was reported and soon afterwards a formation of 6 Do. 217's were sighted coming from the S.E. heading for our ships. The Squadron dived down to attack and the formation of bombers split up and tried to hide in the clouds, chased by our Spitfires. Numerous attacks were made on the bombers and the squadron claim 5 destroyed. See attached combat reports for details. Sgt. Iffsgaard J. was hit in the engine and had to bale out. He was picked up by a Motor Gun boat of the Royal Navy. (see circumstantial report).
	ER. 283	Capt. Thorsager F.	"	1110	1305		
	AD. 557	Lieut. Christie W.	"	1110	1255		
	P. 8720	" Kristiansen O.	"	1110	1310		
	W. 3647	Sgt. Fuglesang O.	"	1110	1305		
	W. 3634	Capt. From R.	"	1110	1245		
	EL. 985	Sgt. Iffsgaard J.	"	1110	Missing		
	EL. 495	Lieut. Ryg J.	"	1110	1245		
	EL. 634	Sgt. Eriksen K.	"	1110	1300		
	AA. 877	" Laby O.	"	1110	1310		
	AB. 184	" Djønne O.	"	1110	1300		
	W. 3502	Lieut. Ullestad O.	"	1110	1255		
		AB. 202	W/Cdr. Scott-Malden	Operation Jubilee	1415	1550	
ER. 283		Capt. Thorsager F.	"	1415	1545		
EL. 579		Lieut. Kristiansen O.	"	1415	1545		
P. 8720		2/Lt. Lindseth K.	"	1415	1550		
AD. 557		Lieut. Christie W.	"	1415	1550		
W. 3647		Sgt. Fuglesang J.	"	1415	1600		
W. 3634		Capt. From R.	"	1415	1550		
EL. 495		Sgt. Rimbhof K.	"	1415	1600		
W. 3502		2/Lt. Ringdal H.	"	1415	1550		
EL. 634		Sgt. Eriksen K.	"	1415	1550		
AA. 877		2/Lt. Widerberg A.	"	1415	1550		
AD. 325		Sgt. Djønne O.	"	1415	Missing		

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
19-8-42	Spitfire VB		Operation				
	AB. 202	W/Cdr. Scott-Malden	Jubilee	1850	2020	At 1850 the squadron took off and set course for a convoy in the channel, with 331 Sqdn above. The squadron was over convoy at 1910 hours and left it at 1945 hours. Some a/a were sighted at a far distance, but 332(N) Sqdn was not engaged. During the last part of the patrol, visibility was not too good owing to dark clouds approaching from S.W. There were no further details on this patrol.	
	EL. 579	2/Lt. Ulstein E.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
	AD. 557	Sgt. Waerner T.	"	"	"		
	EN. 910	Lieut. Christie W.	"	"	"		
	W. 364.7	Sgt. Gilhaas J.	"	"	"		
	P. 8720	2/Lt. Lindseth E.	"	"	"		
	W. 3634	Lieut. Ullestad O.	"	"	"		
	AA. 877	Sgt. Idby S.	"	"	"		
	EL. 495	2/Lt. Widerberg A.	"	"	"		
EL. 634	Sgt. Røshof K.	"	"	"			
W. 3502	2/Lt. Ringdal H.	"	"	"			
20-8-42	W. 3634	Lieut. Ullestad O.	Convoy Patrol	0735	0915	These four convoy patrols were carried out without incident.	
	AA. 877	Sgt. Idby S.	"	0735	0915		
	EL. 579	2/Lt. Ulstein E.	"	0900	1030		
	W. 3502	2/Lt. Ringdal H.	"	0900	1030		
	EP. 283	Capt. Thorsager F.	"	1100	1220		
	W. 364.7	Sgt. Gilhaas J.	"	1100	1220		
	EL. 495	Lieut. Ryg J.	"	1200	1330		
	W. 3502	Sgt. Røshof K.	"	1200	1330		
	EN. 910	Lieut. Christie W.	Scramble	0955	1125	These two scrambles were carried out without incident.	
	AD. 557	Sgt. Waerner T.	"	0955	1125		
	EN. 910	Lieut. Christie W.	"	1245	1315		
	AD. 557	Sgt. Waerner T.	"	1245	1315		
	AB. 202	W/Cdr. Scott-Malden	Diversion			At 1615 hours the squadron aircraft took off from Hunston led by W/Cdr. Scott-Malden on a diversion sweep as part of the North Weald Wing. Having climbed to about 12000 feet, the wing crossed the English coast just North of Beachy Head. Here Lieut. Ryg J had to return owing to petrol trouble and his No. 2 2/Lt. Ringdal H. followed him and they landed at Hunston and proceeded later to North Weald where they landed at 1700 hours. The Squadron climbed to 25000 feet and crossed the French Coast South of Le Touquet. Course was now set for St. Omer. Following this the wing turned North and crossed the Coast North of Calais. No enemy fighters were seen and no flak experienced. When the French coast had been crossed, the wing first made a left hand turn and then a right hand one, and course was set for home. English coast was crossed South of Hunston and Gravesend was crossed at 3000 feet.	
	EL. 579	2/Lt. Ulstein E.	Sweep	1615	1745		
	AB. 184	Lieut. Kristiansen O.	"	"	"		
	W. 364.7	Sgt. Gilhaas J.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
AD. 557	Sgt. Waerner T.	"	"	"			
EN. 910	Lieut. Christie W.	"	"	"			
P. 8720	2/Lt. Lindseth E.	"	"	"			
EL. 495	Lieut. Ryg J.	"	"	"			
W. 3502	2/Lt. Ringdal H.	"	"	"			
W. 3634	Capt. From E.	"	"	"			
AA. 877	Sgt. Røshof K.	"	"	"			

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

PAGE NO. SEVEN.

DETAIL OF WORK CARRIED OUT

By 352 (Norwegian) Squadron.

SECRET

PAGE No. SEVEN.

(7472) Wt. 24229/1650, 1800m. 8/40. P.L. 51-7751.

FOR THE MONTH OF August 1942, 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-8-42	Sptfire VD.		Wing Scramble.				
	BL. 579	Capt. Thorsager F.	"	1110	1215	At 1110 hours, the whole North Weald Wing was scrambled. The Wing proceeded Northwards along the English coast and then turned Westwards. The plan was to meet some bombers returning from Rotterdam. Having flown Westwards for two or three minutes, the Wing was ordered to return to base. There is nothing further to report from this operation.	
	AA. 877	Sgt. Liby S.	"	"	"		
	EM. 910	Lieut. Christie W.	"	"	"		
	W. 3647	Sgt. Gilhaus J.	"	"	"		
	P. 8720	2/Lt. Ulstein E.	"	"	"		
	AB. 848	Sgt. Waerner T.	"	"	"		
	W. 3634	Lieut. Møllestad B.	"	"	1210		
	BL. 339	Sgt. Sørensen R.	"	"	"		
W. 3502	2/Lt. Widerberg A.	"	"	"			
BL. 495	Sgt. Eriksen I.	"	"	"			
23-8-42	EM. 910	Lieut. Christie W.	Convoy Patrol	0725	0905	Red section.	
	W. 3125	Sgt. Fuglesang J.	"	"	"		
	EP. 283	2/Lt. Lindsæth E.	"	0815	0950	White section.	
	AD. 557	Sgt. Waerner T.	"	"	0910		
	W. 3634	Capt. From R.	"	0905	1050	Blue section. These patrols were all carried out	
	BL. 355	2/Lt. Widerberg A.	"	"	"		
	AA. 877	Sgt. Liby S.	"	1005	1150	Black section. without incident.	
	BL. 495	" Rønne K.	"	"	"		
	BL. 339	2/Lt. Ringdal N.	"	1110	1255	Green section.	
	AD. 573	Sgt. Løftgaard J.	"	"	"		
	BL. 355	2/Lt. Widerberg A.	"	1220	1350	Blue section.	
W. 3647	Sgt. Samelsen E.	"	"	"			
25-8-42	BL. 579	2/Lt. Lindsæth E.	Scramble	1610	1735	Red section were scrambled at 1610 and carried out a	
	AD. 557	Sgt. Waerner T.	"	"	"	patrol without incident.	
27-8-42	W. 3634	Capt. From R.	Roadstead.	1140	1315	The Squadron took off with the remainder of the North Weald Wing, which was led by Major Mæhre H.D.F.C. on a roadstead operation. Lieut. Ryg J. had to return to base, as he was hit in the aileron by a 20 m.m. cannon shell from the British Coastal Defences. The English Coast was crossed at The Maze, and course was set at Zero feet for St. Omer. The French coast was crossed North of Dunkirk, where the Squadrons climbed and made a wide sweep over the St. Omer area. Very little flak was experienced and no enemy aircraft were seen. Course was set for base and the squadron had landed by 1315 hours.	
	BL. 339	Sgt. Sørensen R.	"	"	"		
	BL. 495	Lieut. Ryg J.	"	"	1225		
	W. 3502	Sgt. Ringdal N.	"	"	"		
	AD. 184	2/Lt. Widerberg A.	"	"	1240		
	BL. 355	Sgt. Djønne O.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	1235		
	BL. 579	Sgt. Waerner T.	"	"	1315		
	EM. 910	Lieut. Christie W.	"	"	"		
	W. 3647	Sgt. Gilhaus J.	"	"	"		
	W. 3125	Lieut. Møllestad P.	"	"	"		
	AD. 648	2/Lt. Ulstein E.	"	"	"		
	W. 3634	Capt. From R.	Bomber Escort.	1645	1830	The Squadron took off with the remainder of the North Weald Wing, which was led by Major Mæhre H.D.F.C., as escort to Fortress bombers. The Debden Wing was joined at 6,000 feet over Orford Ness and course was set due East. Rendezvous was made with the bombers at 25,000 feet, 90 miles out to sea, and were escorted back without incident. The Wing left the bombers over Orford Ness and set course for base.	
	BL. 339	Sgt. Sørensen E.	"	"	"		
	AD. 184	2/Lt. Widerberg A.	"	"	"		
	BL. 355	Sgt. Djønne O.	"	"	"		
	W. 3502	2/Lt. Ringdal N.	"	"	"		
	AD. 573	Sgt. Rønne K.	"	"	"		
	BL. 634	Capt. Thorsager F.	"	"	1835		
	BL. 579	Sgt. Waerner T.	"	"	"		
EM. 910	Lieut. Christie W.	"	"	"			
W. 3647	Sgt. Fuglesang J.	"	"	1815			
W. 3125	Lieut. Møllestad P.	"	"	1805			
AB. 848	2/Lt. Ulstein E.	"	"	"			

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28-8-42	Spitfire VB.		Diversion			The squadron, led by Captain Thorsager F., together with the remainder of the North Weald Wing, led by Major Maehre H. D.F.C., took off on a diversion sweep. The Debden Wing was joined at 15000 feet over The Maze and course was set for Dunkirk. As the channel was crossed, the Wing climbed continually until 332 Sqn, who were flying as top cover to the Wing, reached a height of 25,000 feet. Some enemy aircraft were reported in the vicinity when the Wing reached the French coast, but we were not engaged. The Wing patrolled just off the coast for 10 minutes and then set course for base. Heavy, inaccurate flak was experienced from Dunkirk and several e/a were seen above the Wing but they made no attempt to attack. The squadron landed by 1305 hours without any further incident.	
	W. 3634	Capt. From R.	Sweep.	1135	1305		
	AB. 184	2/Lt. Widerberg A.	"	"	"		
	BL. 355	Lieut. Ullestad O.	"	"	"		
	BL. 339	Sgt. Sprensen E.	"	"	"		
	W. 3502	2/Lt. Ringdal H.	"	"	"		
	AD. 573	Sgt. Rønnef K.	"	"	"		
	BL. 634	2/Lt. Ulstein E.	"	"	1300		
	EP. 283	Capt. Thorsager F.	"	"	1305		
	W. 3647	2/Lt. Lindseth E.	"	"	"		
	EN. 910	Lieut. Christie W.	"	"	1300		
BL. 579	Sgt. Fuglesang J.	"	"	"			
W. 3125	Lieut. Møllestad P.	"	"	"			
29-8-42	W. 3634	Capt. From R.	Diversion	0945	1110	The squadron, led by Captain Thorsager F., together with the remainder of the North Weald Wing, led by Major Maehre H. D.F.C., took off on a diversion sweep. The Debden Wing was joined at 15,000 feet over The Maze, and course was set for France. The French coast was crossed at Dunkirk at 23,000 feet and course was set for St. Omer. XXXX Some heavy, inaccurate flak was experienced over the St. Omer area. After orbiting this point, the Wing turned West and crossed the coast South of Boulogne. Some enemy aircraft were reported, and they "jumped" on 242 Squadron, so 332 Squadron turned against them but were not engaged. Course was then set for base and the squadron had landed by 1115 hours without any further incident.	
	W. 3502	2/Lt. Ringdal H.	"	"	"		
	BL. 355	Lieut. Ullestad O.	"	"	1115		
	BL. 339	Sgt. Sprensen E.	"	"	"		
	AD. 573	Lieut. Ryg J.	"	"	0950		
	AB. 184	2/Lt. Widerberg A.	"	"	1025		
	EP. 283	Capt. Thorsager F.	"	"	1110		
	W. 3125	Sgt. Samuelsen B.	"	"	"		
	EN. 910	Lieut. Christie W.	"	"	"		
	W. 3647	Sgt. Gilhaus J.	"	"	"		
	R. 6897	Lieut. Møllestad P.	"	"	"		
BL. 579	2/Lt. Lindseth E.	"	"	0955			

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE.

See instructions for use of this form in K.R. and A.C.I.,
para 749, and War Manual, Pt. II, chapter XX., and
notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
Martlesham.	1-9-42		The weather was very dull with some rain. The Squadron with part of the ground staff have been moved to R.A.F. Station, Martlesham for air firing practice. A small amount of flying was carried out but visibility was poor.	
Martlesham.	2-9-42		Still bad weather, with clouds and slight haze. There was no flying at all today. Wing Commander Smith D.S.O., D.F.C. and bar, arrived to take up duties as wing Commander Flying in place of Wing Commander Scott-Malden D.S.O., D.F.C. Sgt. Westly E. and Sgt. Fosse G. reported for flying duties from 222 Sgdn and 72 Sgdn respectively.	
Martlesham.	3-9-42		Low clouds and heavy rain all afternoon. Some practice flying was carried out today, but on a small scale. 2/Lt. Sunde A. (Squadron Intelligence Officer) proceeded to Southend for temporary duty as Intelligence Officer.	
Martlesham.	4-9-42		Rather cloudy days but visibility was not too bad. Some practice flying was carried out.	
Martlesham	5-9-42		Quite nice weather in the morning, but cloudy during the afternoon. Practice flying was carried out on a larger scale today. 2/Lt. Tandberg U. reported for duty on ceasing to be non-effective sick. The weather was fairly clear but windy. The two Norwegian Squadrons had the honour of an official visit by H.R.H. The King of Norway. In the King's Party were the Crown Prince and Crown Princess of Norway, Air Chief Marshal Sir Sholto Douglas, K.C.B., M.C., D.F.C. Air Officer Commanding-in-Chief, Fighter Command, and the Chief of Staff of the Royal Norwegian Air Force. The Squadrons paraded together and were inspected by H.R.H. The King and Party. The King then thanked the pilots and ground staff for the excellent work they had done and awarded the Norwegian War Cross to Majors Mæhre H. and Birksted K. of 332(N) Squadron and Major Mohr W. of this Squadron. After lunch, the King and party visited the Station Sports competitions.	
Martlesham and North Weald.	6-9-42		Cloudy in the morning, becoming fair in the afternoon. The pilots, aircraft and ground staffs returned from Martlesham by air, road and rail. At 1605 hours, the Squadron took off with the rest of the North Weald Wing (331(N) Squadron and 121 Squadron) on Circus No. 215. Rendezvous was made over Colchester with 121 Squadron from Southend. The English Coast was crossed at Orfordness at 1635 hours and course was set for Nieupoort. Height was gained as the Squadron crossed the Channel and when the French Coast was crossed, 331(N) Sgdn leading were at 20,000 feet, then 332(N) Sgdn at 22,000 feet with 121 Sgdn on top at 24,000 feet. On the way towards the French Coast, Major Birksted K. who was leading the Wing, had some R/T trouble and Captain Berg of 331(N) Sgdn took over. Some heavy and accurate xxx Flak was experienced in the Nieupoort Area. Enemy aircraft were reported and some were believed to have been seen inland of Nieupoort, but at too great a distance to attack. The Wing, with the Squadrons in the same positions, proceeded South along the Coast to about 10 miles North of Dunkirk. Here a large left turn was made, before the Wing set course for the English Coast which was crossed by 332(N) Sgdn North of Felixstowe. The Squadron which consisted of Capt. Thorsager P. Sgt. Weerner T. Lieut. Molléstad P. Sgt. Gilhams J. 2/Lt. Ulstein E. Sgt. Pugesang J. Capt. From R. Sgt. Djønné O. Lieut. Ullestad O. 2/Lt. Widerberg A. Lieut. Ryg J. and 2/Lt. Ringdal K. had landed at North Weald by 1750 hours.	

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE.

See instructions for use of this form in K.R. and A.G.I., para 2540, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Martlesham.	1-9-42		The weather was very dull with some rain. The Squadron with part of the ground staff have been moved to R.A.F. Station, Martlesham for air firing practice. A small amount of flying was carried out but visibility was poor.	
Martlesham.	2-9-42		Still bad weather, with clouds and slight haze. There was no flying at all today. Wing Commander Smith D.S.O., D.F.C. and bar, arrived to take up duties as Wing Commander Flying in place of Wing Commander Scott-Malden D.S.O., D.F.C. Sgt. Westly E. and Sgt. Fosse G. reported for flying duties from 222 Sqn and 72 Sqn respectively.	
Martlesham.	3-9-42		Low clouds and heavy rain all afternoon. Some practice flying was carried out today, but on a small scale. 2/Lt. Sunde A. (Squadron Intelligence Officer) proceeded to Southend for temporary duty as Intelligence Officer.	
Martlesham.	4-9-42		Rather cloudy day, but visibility was not too bad. Some practice flying was carried out.	
Martlesham	5-9-42		Quite nice weather in the morning, but cloudy during the afternoon. Practice flying was carried out on a larger scale today. 2/Lt. Tandberg U. reported for duty on ceasing to be non-effective sick. The weather was fairly clear but windy. The two Norwegian Squadrons had the honour of an official visit by H.R.H. The King of Norway. In the King's Party were the Crown Prince and Crown Princess of Norway, Air Chief Marshal Sir Sholto Douglas, K.C.B., M.C., D.F.C. Air Officer Commanding-in-Chief, Fighter Command, and the Chief of Staff of the Royal Norwegian Air Force. The Squadrons paraded together and were inspected by H.R.H. The King and Party. The King then thanked the pilots and ground staff for the excellent work they had done and awarded the Norwegian War Cross to Majors Maehre H. and Birksted K. of 332(N) Squadron and Major Mohr W. of this Squadron. After lunch, the King and party visited the Station Sports competitions.	
Martlesham and North Weald.	6-9-42		Cloudy in the morning, becoming fair in the afternoon. The pilots, aircraft and ground staffs returned from Martlesham by air, road and rail. At 1605 hours, the Squadron took off with the rest of the North Weald Wing (331(N) Squadron and 121 Squadron) on Circus No. 215. Rendezvous was made over Colchester with 121 Squadron from Southend. The English Coast was crossed at Orfordness at 1635 hours and course was set for Nieupoort. Height was gained as the Squadron crossed the Channel and when the French Coast was crossed, 331(N) Sqn leading were at 20,000 feet, then 332(N) Sqn at 22,000 feet with 121 Sqn on top at 24,000 feet. On the way towards the French Coast, Major Birksted K. who was leading the Wing, had some R/T trouble and Captain Berg of 331(N) Sqn took over. Some heavy and accurate xxx flak was experienced in the Nieupoort area. Enemy aircraft were reported and some were believed to have been seen inland of Nieupoort, but at too great a distance to attack. The Wing, with the Squadrons in the same positions, proceeded South along the Coast to about 40 miles North of Dunkirk. Here a large left turn was made, before the Wing set course for the English Coast which was crossed by 332(N) Sqn North of Felixstowe. The Squadron which consisted of Capt. Thorsager P. Sgt. Waerner T. Lieut. Mollstad P. Sgt. Gillumus J. 2/Lt. Ulstein E. Sgt. Fuglesang J. Capt. From R. Sgt. Djønn O. Lieut. Ullestad O. 2/Lt. Widerberg A. Lieut. Ryg J. and 2/Lt. Ringdal N. had landed at North Weald by 1750 hours.	

48

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6
1	2				

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	7-9-42		<p>Some ground haze in the early morning, but clearing to a good fine day. At 0905 hours, 11 aircraft of the Squadron took off from North Weald led by W/Cdr. Smith, together with 331(N)Sqn. Rendezvous was made with 121 Squadron over Bradwell and course was set for Clacton, where the Northolt and Debden Wings took up their positions above the North Weald Wing. As the Channel was crossed the Squadron climbed to 22,000 feet with 331 and 121 Squadrons above the latter at approx. 24,000 feet. The French Coast was crossed just West of Ostende where some heavy flak was experienced. Some enemy aircraft-M.E.109's- were observed at approx. 5,000 feet in the Bruges area. Later some e/a were seen coming from the St.Omer area but these aircraft dived away to the South as our aircraft were seen. The Wing made some left hand turns and then recrossed the Coast West of Nieuport. Here e/a were seen approaching from N.E. and 332(N)Sqn with the rest of the Wing turned West to draw the aircraft away, giving top Squadrons chance to attack. Midway over the Channel, the Wing made a circle to starboard as some e/a were seen to follow the Wing. No engagement took place. Some of our aircraft landed for refuelling at different stations:- Sgt. Eriksen M. at Southend., Sgt. Gilhus J. and Sgt. Løfsgaard J. at Manston., Capt. From R. Lieut. Ullestad O. and Sgt. Sørensen E. at Hunston. All aircraft had landed at base by 11-15 hours. The two Sgts. landing at Manston, before setting course for North Weald, orbited the area East of North Foreland in connection with Air Sea Rescue Patrol. The Squadron consisted of the following:-Capt. Thorøgger P. Capt. From R. Lieut. Ullestad O. Sgt. Eriksen M. Sgt. Løfsgaard J. and Sgt. Samuelsen E. Sgt. Sørensen R. Sgt. Gilhus J. Lieut. Møllestad P. Lieut. Christie W. and Lieut. Ryg J.</p>	
North Weald.	8-9-42		<p>Clear and sunny all day with moderate wind from S.W. Operational flying today was limited to the following Convoy Patrols. Red section, Lieut. Christie W. and Sgt. Samuelsen E. took off at 0755 and landed 0920. Black section, Sgt. Løfsgaard J. and Sgt. Fosse C. took off at 0910 and landed 1045. Blue section, Lieut. Ullestad O. and Sgt. Sørensen E. took off at 1010 and landed at 1150. 2/Lt. Widerberg A. and Sgt. Westly E. (Green section) took off at 1115 and landed at 1245. Sgt. Løfsgaard J. and Sgt. Fosse C. (Black section) took off at 1215 and landed at 1325. All patrols were completed without incident.</p>	
North Weald	9-9-42		<p>Heavy mist and drizzle all morning and not clearing before the evening. There was no flying at all today. Major W. Mohr D.F.C. was reposted back to Command the Squadron, on ceasing to be non-effective sick.</p>	
North Weald.	10-9-42		<p>Slight haze in the morning becoming clear and sunny during the day. Following Convoy Patrols were carried out without incident. Red section, Lieut. Møllestad P. and Sgt. Hansen E. took off at 0835 and landed 1010 hours. Yellow section, 2/Lt. Ulstein E. and Sgt. Samuelsen R. took off at 0940 and landed 1120. White section, Sgt. Gilhus J. and Sgt. Hassel R. took off at 1040 and landed 1140. Green section, 2/Lt. Widerberg A. and Sgt. Djøfne O. took off at 1055 and landed 1240. Black section, 2/Lt. Ringdal N. and Sgt. Raeder B. took off at 1200 and landed 1340.</p>	
North Weald.	11-9-42		<p>The weather today was clear and sunny with little cloud in the afternoon. Two scrambles were undertaken without any incidents. Blue section, Lt. Ullestad O. and Sgt. Sørensen E. took off at 1810 and landed 1910. Green section, Lieut. Ryg J. and Sgt. Djøfne O. took off at 1900 and landed at 1920.</p>	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para 2549, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	12-9-42		The weather today was not too clear except for a few bright periods. At 0945 hours two aircraft of the Squadron led by Major W. Mohr with 2/Lt. Tandberg U. as his No. 2 took off on a shipping patrol to the Flushing area. The English Coast was crossed at Bradwell at 50 feet by 1000 hours and course was set for the Dutch Coast. Haze over the sea made visibility very poor. The section went along the coast from Blankenberg to Kuroke but thick fog made visibility very poor. Fishing vessels were observed off Flushing but no escort vessels were seen and no flak experienced from land. The section climbed on its way back, crossing the English Coast near Clacton at 800 feet at 1105 hours. Section landed at base at 1120 hours. The Squadron was released during the afternoon and evening for pilots to have P.T. and organised games.	
North Weald	13-9-42		A dull day with low clouds and strong N.E. wind and some rain. At 0945 hours, the Squadron took off on a shipping reconnaissance. The following took part:- Major Mohr W. 2/Lt. Tandberg U. Lieut. Ullestad O. and Sgt. Djøhne O. Capt. Thorsager P. and Sgt. Gilhaus J. 2/Lt. Ulstein E. and Sgt. Hansen E. Lieut. Ryg J. and Sgt. Eriksen M. 2/Lt. Widerberg A. and Sgt. Westly E. The English Coast was crossed at Bradwell, height 50 feet, and course set for Zeebrugge which was reached at 1030 hours. The Squadron did not cross the Coast but continued North to Nieuwe Sluis keeping at sea level. Some light flak was experienced from the shore. The Squadron then made a left turn-passing just outside Flushing-but no shipping was seen. Very accurate flak was experienced from the Flushing area-intense light, medium and some heavy. Three vessels were observed South of Noorder-Hoofd near the Coast. The Squadron continued due North for 5 minutes and then set course for base. The English Coast was recrossed South of Clacton at 1110 hours and the Squadron landed at North Weald by 1125 hours. Weather:- Slight haze over sea-Strong wind from North to North East. Haze up to 2/10 of clouds at 2,000 feet along Dutch Coast. The following convoy patrols were carried out without incident. Black section, 2/Lt. Ringdal N. and Sgt. Fosse G. took off at 1250 and landed 1435. Green section, Lieut. Ryg J. and Sgt. Eriksen M. took off at 1350 and landed 1440. Blue section, Sgt. Løfsgaard J. and Sgt. Rønne K. took off at 1430 and landed 1600 hours. White section, 2/Lt. Tandberg U. and 2/Lt. Lindseth E. took off at 1515 and landed 1650. Green section, Lieut. Ryg J. and Sgt. Eriksen M. took off at 1600 and landed 1740. Black section, 2/Lt. Ringdal N. and Sgt. Fosse G. took off at 1640 and landed 1800.	
North Weald	14-9-42		Rain and mist all day. There was no flying at all today.	
North Weald.	15-9-42		Low cloud and heavy rain in the morning, then becoming fair and sunny about noon. At 1445 hours, 332(N) Squadron, led by Major Mohr W. took off on a Roadstead operation to the Flushing area. Rendezvous was made with 121 Squadron over Southend at 1500 hours and course was set for the Dutch Coast at 50 feet; 332 Squadron leading. On approaching the coast, some heavy flak was experienced from the Knoeke area. Visibility was good with 5/10ths at 5000 feet. The two Squadrons proceeded North along the Coast to Noorder-Hoofd. Then proceeded due North for 5 minutes and set course for base. The English Coast was recrossed at Clacton at 1000 feet at 1620 hours. The Squadron landed at 1635 hours. The following pilots took part. Major Mohr W. Sgt. Hendricksen Y. Lieut. Christie W. Sgt. Fuglesang J. 2/Lt. Ulstein E. 2/Lt. Tandberg U. Lieut. Ullestad O. Sgt. Fosse G. 2/Lt. Ringdal N. Sgt. Rønne K. Sgt. Haeder B. Sgt. Westly E. In the afternoon at 1805 hours, the Squadron took off on a Wing Formation practice with 331 and 121 Squadrons. W/Cdr Smith led the practice.	

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	16-9-42		Clear and sunny in the morning, becoming more cloudy in the afternoon. The Squadron was called to Readiness at 1200 hours. At 1540 hours, Yellow section, Lieut. Tandberg U. and Sgt. Fuglesang J. and White section, Sgt. Gilhaas J. and Sgt. Samuelsen E. took off on a scramble in connection with a combined operation. Combined operation report is as follows. A. 1540 hours. B. 1630 hours. C. four aircraft. D. 332(N) Squadron. E. Beat up Army H.Q. at WL 7637. F. 1555 hours. G. and H. Nil. The sections landed by 1630 hours. The pilots found information given on ground inadequate to locate the target and depended on information given in clear over the R/T. Target was located and "shot up".	
North Weald.	17-9-42		Cloudy and dull all day. Very little flying at all.	
North Weald.	18-9-42		Cloudy with some rain in morning, improving slightly during the day. Blue section, 2/Lt. Widerberg A. and Sgt. Rønne K. took off at 1255 for a convoy patrol and landed at 1415. The patrol was carried out without incident. The Station Commander, Group Captain D.G. Morris D.F.C. came down to the dispersal hut, where all the pilots of the squadron were assembled and congratulated Sergeants Eriksen M. and Løfsgaard J. on their award of the D.F.M. on behalf of the A.C.C. No. 11 Group.	
North Weald.	19-9-42		Cloudy with some rain. The following convoy patrols were carried out without incident. Blue section, Lieut. Ryg J. and Sgt. Djønne O. took off at 0745 and landed at 0920. Red section, Capt. Thorsager F. and Sgt. Fuglesang J. took off at 0845 and landed 1035. Yellow section, Lieut. Christie W. and Sgt. Hendricksen Y. took off at 0945 and landed 1120. Lieut. Møllestad P. and Sgt. Samuelsen E. (White section) took off at 1045 and landed at 1210. The Squadron was released for organised games during the afternoon.	
North Weald.	20-9-42		Heavy rain all day and no flying.	
North Weald.	21-9-42		Low clouds and heavy rain. Visibility poor all day. The following convoy patrols were carried out without incident. Red section, Capt. Thorsager F. and Sgt. Hendricksen Y. took off at 1300 and landed 1435. Yellow section, Lieut. Møllestad P. and Sgt. Hassel R. took off at 1400 hours and landed at 1535. Lieut. Tandberg U. and Sgt. Samuelsen E. (White section) took off at 1500 hours and landed 1610. Blue section, Sgt. Raeder B. and Sgt. Rønne K. took off at 1535 and landed 1645.	
North Weald.	22-9-42		Low clouds and some rain - strong S.W. wind. The following convoy patrol was carried out without incident. Black section, Sgt. Eriksen M. and Sgt. Westly E. took off at 1215 and landed 1400. At 1620 hours, 12 aircraft of this Squadron led by Major W. Mohr D.F.C. took off from North Weald on a Fighter Roadstead. When 6 miles of Knoeke, Squadron turned and went along coast to Flushing, and then to Schouwen and from here course was set for base. The operation being uneventful. The Squadron landed at North Weald by 1810 hours. Weather:- Bazy, 9/10 of cloud at 2000 feet. Nearly clear in mid-channel. The squadron was composed of the following pilots. Major W. Mohr, 2/Lt. Lidsbeth E., Capt. Thorsager F. and Sgt. Hassel E., Lieut. Møllestad P., 2/Lt. Tandberg U., Lieut. Christie W., Sgt. Raeder B., Sgt. Løfsgaard J., Sgt. Rønne K., Sgt. Eriksen M., Sgt. Sørensen R.	
North Weald.	23-9-42		Low cloud and rain showers for most of the day. A little practice flying was carried out. Sgt. Sørensen E. was posted from this Squadron to 331(N) Squadron and 2/Lt. Knudsen I.H. was posted from 331(N) Squadron to this Squadron.	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2319, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. FIVE.

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	24-9-42		Heavy rain during the morning, but a little clearer during the afternoon. "A" Flight carried out a practice sweep from 1435 to 1545 and "B" Flight carried out a practice scramble to intercept "A" flight from 1455 to 1545.	
North Weald.	25-9-42		Cloudy with showers of rain. The following anti-rhubarb patrols were carried out between North Foreland and South Foreland by:- Yellow section, Lieut. Christie W. and Sgt. Hassel E. took off 1315 and landed 1455. Red section, Capt. Thorsager F. and Sgt. Gilhaus J. took off at 1400 and landed 1540. White section, Lieut. Mollestad P. and 2/Lt. Lindseth E. took off at 1450 and landed at 1620. Green section, Lieut. Ullestad O. and Sgt. Sørensen E. took off at 1535 and landed 1700. Black section, Sgt. Raeder B. and Sgt. Eriksen M. took off at 1615 and landed 1755. Blue section, Capt. From R. and Sgt. Fosse G. took off at 1700 and landed 1840. Red section, Capt. Thorsager F. and Sgt. Gilhaus J. took off at 1845 and landed 1940. Yellow section, Lieut. Christie W. and Sgt. Hassel E. took off at 1750 and landed 1925. These patrols were carried out at heights varying from Sea level to 1000 feet. No incidents to report.	
North Weald.	26-9-42		Some sun in morning, then becoming cloudy 10/10ths 4000 feet about midday. The following convoy patrols were carried out without incident. Blue section, Capt. From R. and Sgt. Fosse G. took off at 0845 and landed 0850. This section had to land owing to trouble with blue I aircraft. Green section, Lieut. Ullestad O. and Sgt. Sørensen E. took off at 0900 and landed 1035. Blue section, Capt. From R. and Sgt. Fosse G. took off at 1000 and landed 1125. Black section, Sgt. Eriksen M. and Sgt. Raeder B. took off at 1100 and landed 1245. White section were scrambled at 1140 and landed 1235. The section was given two vectors then ordered to orbit South of Colchester. Then ordered to land as raid concerned turned to friendly. Red section, Capt. Thorsager F. and Sgt. Gilhaus J. took off for a convoy patrol at 1200 and landed 1345 without incident. The squadron was released at 1530 hours for P.T. and organised games.	
North Weald.	27-9-42		Fairly good weather with scattered clouds 5/10 at 10000 feet, becoming misty in the evening. A squadron formation practice was carried out from 1145 to 1215 hours.	
North Weald.	28-9-42		Low clouds, 10/10 below 500 feet and fog. Heavy rain for the whole day. No flying at all. The Squadron was released off Readiness at 1300 hours.	
North Weald	29-9-42		Low clouds, 10/10 below 500 feet and heavy rain. During the afternoon, the weather cleared a little but closed down again after tea. A Squadron formation was carried out between 1100 and 1200 hours. Two sections were scrambled at 1755 but nothing of interest developed. Blue section, Lieut. Ryg J. and Sgt. Eriksen M. took off at 1755 and landed 1920. Green section, 2/Lt. Widerberg A. and Sgt. Renhof K. took off at 1755 and landed 1855.	

50

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	30-9-42		<p>Low cloud and rain during the morning, but becoming fair during the afternoon. Two sections were scrambled at 1035 and were given two vectors, but nothing developed and they were ordered to patrol a convoy. Blue section, Lieut. Ryg J. and Sgt. Eriksen M. took off at 1035 and landed 1210. Green section, 2/Lt. Widerberg A. and Sgt. Rønhoft K. took off at 1035 and landed 1215. The following convoy patrols were carried out without incident. Sgt. Løfsgaard J. and Sgt. Fosse G. took off at 1130 and landed 1305. Lieut. Ulstein E. and Sgt. Fuglesang J. took off at 1135 and landed 1310. Lieut. Møllestad P. and Lieut. Tandberg U. took off at 1230 and landed 1330. At 1730 12 aircraft of this Squadron led by Capt. Thorsager F. was together with 12 aircraft of 332(N) Squadron led by W/Odr. Smith took off from North Weald on a Shipping Recco. After 10 minutes flying the operation was cancelled and the two Squadrons were ordered to return to base. There is nothing to report from this flight.</p>	

Willut - took
 Officer Commanding,
 332(N) Squadron.

DETAIL OF WORK CARRIED OUT
 By 332(Norwegian) Squadron, North Weald.
 FOR THE MONTH OF September, 1942.

SECRET

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. ONE.

(7472) W/L 24129/1650, 18036, 8/40, P/L 51-775L

FOR THE MONTH OF September, 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-9-42 to	5-9-42	No operational flying. Squadron pilots and aircraft at Martlesham for air firing training.					
6-9-42	Spitfire VB. EP.283 AD.557 AR.372 W.3125 AB.848 HL.579 W.3634 AD.523 HL.355 AB.184 HL.495 W.3502	Capt. Thorsager F. Sgt. Waerner T. Lieut. Møllestad P. Sgt. Gilhuus J. 2/Lt. Ulstein E. Sgt. Fuglesang J. Capt. From R. Sgt. Djønnø O. Lieut. Ullestad O. 2/Lt. Widerberg A. Lieut. Ryg J. 2/Lt. Ringdal N.	Circus No.215 " " " " " " " " " " "	1605 " " " " " " " " " " "	1750 " " " " " " " " " " "	The Squadron took off as part of the North Weald Wing (331(N) Sqn, and 121 Sqn) on Circus No.215. Rendezvous was made over Colchester with 121 Squadron from Southend. The English Coast was crossed at Orfordness at 1635 hours and course was set for Nieupoort. Height was gained as the Squadron crossed the Channel and when the French Coast was crossed, 331(N) Sqn leading were at 20,000 feet, then 332 Sqn at 22,000 feet with 121 Sqn on top at 24,000 feet. On the way towards the French Coast, Major Birksted K. who was leading the Wing, had some R/T trouble and Capt. Berg of 331 Sqn took over. Some heavy and accurate flak was experienced in the Nieupoort area. Enemy aircraft were reported and some were believed to have been seen inland from Nieupoort, but at too great a distance to attack. The Wing, with the Squadrons in the same positions, proceeded South along the coast to about 40 miles North of Dunkirk. Here a large left turn was made, before the Wing set course for the English Coast which was crossed by 332(N) Sqn North of Felixstowe. The Squadron had landed at North Weald by 1750 hours.	
7-9-42	EP.283 W.3634 HL.355 HL.634 W.3502 W.3125 HL.339 HL.579 AB.848 EN.910 HL.495 EM.295	Capt. Thorsager F. " From R. Lieut. Ullestad O. Sgt. Eriksen M. Sgt. Løfsgaard J. Sgt. Samuelsen E. Sgt. Sprensen E. Sgt. Gilhuus J. Lieut. Møllestad P. " Christie W. " Ryg J. W/Cdr. Smith	" " " " " " " " " " " "	0905 " " " " " " " " " " "	1115 " " " " " " " " " " "	11 Aircraft of this Squadron took off from North Weald, led by W/Cdr Smith, together with 331(N) Sqn. Rendezvous was made with 121 Sqn over Bradwell and course was set for Clacton, where the Northolt and Debden Wings took up their positions above the North Weald Wing. As the Channel was crossed, the Squadron climbed to 22,000 feet with 331 and 121 Squadrons above the latter approx. 24,000 feet. The French Coast was crossed just West of Ostende where some heavy flak was experienced. Some enemy aircraft - M.E. 109's - were observed at approx. 5,000 feet in the Bruges area. Later some e/a were seen coming from the St. Omer area but these aircraft dived away to the South as our aircraft were seen. The Wing made some left hand turns and then recrossed the Coast West of Nieupoort. Here e/a were seen approaching from N.E. and 332 Squadron with the rest of the Wing turned West to draw the aircraft away, giving 332 Squadron chance to attack. Midway over the Channel, the Wing made a circle to Starboard as some e/a were seen to follow the Wing. No engagement took place. Some of our aircraft landed for refueling at different stations but all landed at North Weald by 1115 hours. Sgt. Gilhuus J. and Sgt. Løfsgaard J. who landed at Manston, before setting course for North Weald, orbited the area East of North Foreland in connection with an Air Sea Rescue Patrol.	

51

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8-9-42	Spitfire VB						
	EH.910	Lieut. Christie W.	Convoy Patrol	0755	0920	Red section.	
	W.3125	Sgt. Sammelsen E.	" "	" "	" "	" "	
	AD.573	Sgt. Løfsgaard J.	" "	0910	1045	Black section.	These patrols were carried out
	BL.495	Sgt. Fosse G.	" "	" "	" "	" "	
	BL.355	Lieut. Ullestad O.	" "	1040	1450	Blue section.	according to orders and there are
	BL.339	Sgt. Sørensen E.	" "	" "	" "	" "	
	W.3634	2/Lt. Widerberg A.	" "	1055	1240	Green section.	no incidents to report.
	BL.634	Sgt. Westly E.	" "	" "	" "	" "	
AD.573	Sgt. Løfsgaard J.	" "	1215	1325	Black section.		
AB.184	Sgt. Fosse G.	" "	" "	" "	" "		
9-9-42	There was no operational flying at all today.						
10-9-42	AR.372	Lieut. Møllestad P.	Convoy Patrol	0835	1010	Red section.	
	EP.283	Sgt. Hansen E.	" "	" "	" "	" "	These patrols were carried out
	AB.848	2/Lt. Ulstein E.	" "	0940	1120	Yellow section.	according to orders and there
	BL.579	Sgt. Sammelsen E.	" "	" "	" "	" "	
	EP.910	Sgt. Gilhus J.	" "	1040	1140	White section.	are no incidents to report.
	R.6897	Sgt. Hassel R.	" "	" "	" "	" "	
	AB.184	2/Lt. Widerberg A.	" "	1055	1240	Green section.	
	BL.355	Sgt. Djønne O.	" "	" "	" "	" "	
	W.3634	2/Lt. Ringdal I.	" "	1200	1340	Black section.	
BL.339	Sgt. Raeder B.	" "	" "	" "	" "		
11-9-42	W.3634	Lieut. Ullestad O.	Scramble	1810	1910	Blue section.	
	BL.634	Sgt. Sørensen E.	" "	" "	" "	" "	There is nothing of interest to report
	BL.495	Lieut. Ryg J.	" "	1900	1920	Green section.	from these two scrambles as nothing
AD.573	Sgt. Djønne O.	" "	" "	" "	" "	was seen.	
12-9-42	AR.372	Major Mohr W.	Shipping Patrol	0945	1120	Red section took off on a shipping patrol to the Flushing	
	W.3125	2/Lt. Tandberg N.	" "	" "	" "	area. The English Coast was crossed at Bradwell at 50 feet	
13-9-42	AD.573	2/Lt. Widerberg A.	Shipping	0945	1125	by 1000 hours and course was set for the Dutch Coast. Haze	
	BL.634	Sgt. Eriksen E.	Reconnaissance.	" "	" "	over the sea made visibility very poor. The section went	
	W.3125	Major Mohr W.	" "	" "	" "	along the coast from Blankenberg to Kierke but thick fog made	
	R.6897	2/Lt. Tandberg N.	" "	" "	" "	visibility very poor. Fishing vessels were observed off Flushing	
	BL.355	Lieut. Ullestad O.	" "	" "	" "	but no escort vessels were seen and no flak experienced from land.	
	W.3634	Sgt. Djønne O.	" "	" "	" "	The section climbed on its way back, crossing the English Coast	
	EP.283	Capt. Thorsager E.	" "	" "	" "	near Clacton at 000 feet at 1105 hours.	
	AD.557	Sgt. Gilhus J.	" "	" "	" "	The English Coast was crossed at Bradwell, height 50 feet, and course	
	AB.848	2/Lt. Ulstein E.	" "	" "	" "	was set for Zeebrugge which was reached at 1030 hours. The Squadron	
	AR.372	Sgt. Hansen E.	" "	" "	" "	did not cross the Coast but continued North to Mieuwsluis keeping	
	BL.495	Lieut. Ryg J.	" "	" "	" "	at sea level. Some light flak was experienced from the shore. The	
AR.477	Sgt. Westly E.	" "	" "	" "	Squadron then made a left turn-passing just outside Flushing-but no		
						shipping was seen. Very accurate flak was experienced from the	
						Flushing area-intense light, medium and some heavy. Three vessels were	
						seen South of Hoerder-Hoofd near the coast. The Squadron continued	
						due North for 5 minutes and then set course for base. The English	
						coast was recrossed South of Clacton at 1110 hours and the Squadron	
						landed at North Weald by 1125 hours. Weather:- slight haze over sea-	
						strong wind from North to North East. Haze up to 2/10 of cloud at	
						2,000 feet along Dutch Coast.	

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. Three.

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. Three.

(7472) Wt. 24229/1650. 180m. 8/40. P.L. 51-7751.

FOR THE MONTH OF September, 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-9-42	Spitfire Vb.						
	W.3634	2/Lt. Ringdal N.	Convoy Patrol	1250	1435	Black section.	These patrols were carried out according to orders and there is nothing of interest to report.
	AA.877	Sgt. Fosse G.	" "	" "	" "		
	BL.495	Lieut. Ryg J.	" "	1350	1440	Green section.	
	AD.184	Sgt. Eriksen M.	" "	" "	" "		
	AD.573	Sgt. Lofsgaard J.	" "	1430	1600	Blue section.	
	BL.339	Sgt. Rønhof K.	" "	" "	" "		
	R.6897	2/Lt. Tandberg U.	" "	1515	1650	White section.	
	BL.579	2/Lt. Lindseth E.	" "	" "	" "		
	BL.355	Lieut. Ryg J.	" "	1600	1740	Green section.	
BL.634	Sgt. Eriksen M.	" "	" "	" "			
W.3634	2/Lt. Ringdal N.	" "	1640	1800	Black section.		
BL.339	Sgt. Fosse G.	" "	" "	" "			
14-9-42	No flying at all.						
15-9-42	EP.283	Major Mohr W.	Roadstead.	1445	1635	332(ii) Squadron, led by Major M. Mohr D.F.C., took off on a Roadstead operation to the Flushing area. Rendezvous was made with 121 Squadron over Southend at 1500 hours and course was set for the Dutch Coast at 50 feet, 332 Squadron leading. On approaching the Coast, some heavy flak was experienced from the Knocke area. Visibility was good with 5/10 at 5,000 feet. The two squadrons proceeded North along the coast to Noorde-Hoofd. Then proceeding due North for 5 minutes and set course for base. The English Coast was recrossed at Clacton at 1,000 feet at 1620 hours. The Squadron had landed by 1635 hours.	
	AR.372	Sgt. Hendricksen Y.	" "	" "	" "		
	EN.910	Lieut. Christie W.	" "	" "	" "		
	BL.579	Sgt. Fuglesang J.	" "	" "	" "		
	AB.848	2/Lt. Ulstein E.	" "	" "	" "		
	AD.557	2/Lt. Tandberg U.	" "	" "	" "		
	W.3634	Lieut. Ullestad O.	" "	" "	" "		
	BL.634	Sgt. Fosse G.	" "	" "	" "		
	BL.495	2/Lt. Ringdal N.	" "	" "	" "		
	AD.573	Sgt. Rønhof K.	" "	" "	" "		
BL.339	Sgt. Raeder B.	" "	" "	" "			
AA.877	Sgt. Westly E.	" "	" "	" "			
16-9-42	No operational flying.						
17-9-42	No operational flying.						
18-9-42	AB.184	2/Lt. Widerberg A.	Convoy Patrol	1255	1415	Blue section.	Patrol carried out without incident.
	AA.877	Sgt. Rønhof K.	" "	" "	" "		
19-9-42	BL.495	Lieut. Ryg J.	Convoy Patrol	0745	0920	Blue section.	These patrols were carried out according to orders and there is nothing to report.
	BL.339	Sgt. Dønne O.	" "	" "	" "		
	EP.283	Capt. Thorsager F.	" "	0845	1035	Red section.	
	BL.579	Sgt. Fuglesang J.	" "	" "	" "		
	R.6897	Lieut. Christie W.	" "	0945	1120	Yellow section.	
	AB.279	F/Sgt. Hendriksen Y.	" "	" "	" "		
	EN.910	Lieut. Møllestad P.	" "	1045	1210	White section.	
W.3125	Sgt. Samielsen E.	" "	" "	" "			
20-9-42	No operational flying.						

52

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-9-42.	Spitfire VB.						
	EP. 283	Capt. Thorsager F.	Convoy Patrol	1300	1435	Red section.	These patrols were carried out according to orders and there is nothing of interest to report. Low clouds and heavy rain made visibility very poor.
	W. 3125	F/Sgt. Hendriksen Y.	" "	" "	" "	Yellow section.	
	AR. 372	Lieut. Mollstad P.	" "	1400	1535		
	AB. 848	Sgt. Hassel E.	" "	" "	" "	White section.	
	AE. 279	Lieut. Tandberg U.	" "	1500	1610		
	HL. 579	Sgt. Samielsen E.	" "	" "	" "	Blue section.	
HL. 339	Sgt. Raeder E.	" "	1535	1645			
AA. 877	Sgt. Rønne K.	" "	" "	" "			
22-9-42	HL. 634	F/Sgt. Eriksen M.	Convoy Patrol	1215	1400	Blue section. Patrol carried out without incident.	12 aircraft of the Squadron led by Major Mohr W. D.F.C. took off from North Weald on a Fighter Roadstead. When 6 miles off Knocke, Squadron turned and went along coast to Flushing and then to Schouwen where course was set for base. The operation was uneventful. Weather:- Hazy, 9/10 of cloud at 2,000 feet. Nearly clear in mid-channel.
	AE. 184	F/Sgt. Westly E.	" "	" "	" "	Rain made visibility very poor.	
	AE. 279	Major Mohr W.	Fighter	1615	1810	" "	
	W. 3125	2/Lt. Lindseth E.	Roadstead.	" "	" "	" "	
	EP. 283	Capt. Thorsager F.	" "	" "	" "	" "	
	AB. 848	Sgt. Hassel E.	" "	" "	" "	" "	
	AR. 372	Lieut. Mollstad P.	" "	" "	" "	" "	
	EN. 910	Lieut. Tandberg U.	" "	" "	" "	" "	
	HL. 495	Lieut. Christie W.	" "	" "	" "	" "	
	HL. 339	Sgt. Raeder E.	" "	" "	" "	" "	
	AD. 523	F/Sgt. Løfsgaard J.	" "	" "	" "	" "	
	AA. 877	Sgt. Rønne K.	" "	" "	" "	" "	
	HL. 634	F/Sgt. Eriksen M.	" "	" "	" "	" "	
	AE. 184	Sgt. Sørensen E.	" "	" "	" "	" "	
23-9-42	No operational flying.						
24-9-42	No operational flying.						
25-9-42	HL. 910	Lieut. Christie W.	Anti-rimbarb	1315	1455	Yellow section.	These patrols were carried out between North Foreland and South Foreland at heights varying from sea level to 1000 feet. Weather showery with low cloud, visibility poor.
	AE. 848	Sgt. Hassel E.	patrols.	" "	" "	Red section.	
	AE. 279	Capt. Thorsager F.	" "	1400	1540		
	R. 6897	F/Sgt. Gilhaus J.	" "	" "	" "	White section.	
	W. 3125	Lieut. Mollstad P.	" "	1450	1620		
	P. 8720	2/Lt. Lindseth E.	" "	" "	" "	Green section.	
	HL. 355	Lieut. Ullestad O.	" "	1535	1700		
	HL. 495	Sgt. Sørensen E.	" "	" "	" "	Black section.	
	HL. 339	Sgt. Raeder E.	" "	1615	1755		
	AE. 184	F/Sgt. Eriksen M.	" "	" "	" "	Blue section.	
	W. 3502	Capt. From R.	" "	1700	1840		
	AA. 877	F/Sgt. Fosse G.	" "	" "	" "	Red section.	
	AE. 279	Capt. Thorsager F.	" "	1845	1940		
	EN. 910	F/Sgt. Gilhaus J.	" "	" "	" "	Yellow section.	
R. 6897	Lieut. Christie W.	" "	1750	1925			
AE. 848	Sgt. Hassel E.	" "	" "	" "			

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

FORM 541

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

(*5111) Wk. 9450-56 50,000 5/48 T.S. 700

FOR THE MONTH OF September 1942 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-9-42	Spitfire VB. W.3502 AA. 877 EL. 355 AB. 184 W.3502 AA. 877 EL. 634 EL. 339 W. 3125 P. 8720 EP. 283 R. 6897	Capt. From R. F/Sgt. Fosse G. Lieut. Ullestad O. Sgt. Sprensen E. Capt. From R. F/Sgt. Foose G. F/Sgt. Eriksen M. Sgt. Raeder B. Lieut. Mollstad P. 2/Lt. Lindseth E. Capt. Thorsager F. F/Sgt. Gilhaus J.	Convoy Patrol " " " " " " " " " " Scramble " " Convoy Patrol " "	0845 " " 0900 " " 1000 " " 1100 " " 1140 1140 1200 " "	0850 " " 1035 " " 1125 " " 1215 " " 1235 1235 1345 " "	Blue section. This section had to return to base owing to trouble with Blue 1's aircraft. Green section. Patrols carried out without incident. Blue section. Black section. White section. The section was given two vectors and then instructed to orbit South of Colchester. Raider turned out to be friendly and the section were ordered to land. Red section. Patrol carried out without incident.	
27-9-42) 28-9-42)	No operational flying.						
29-9-42.	EL. 495 EL. 355 W. 3502 EL. 339	Lieut. Ryg J. F/Sgt. Eriksen M. 2/Lt. Widerberg A. Sgt. Rønhof K.	Scramble " " " " " "	1755 " " 1755 " "	1920 " " 1855 " "	Blue section. Green section. Nothing to report from this scramble.	
30-9-42	EL. 495 EL. 634 W. 3502 EL. 339 AD. 523 EL. 355 AB. 848 P. 8720 EN. 910 EL. 379	Lieut. Ryg J. F/Sgt. Eriksen M. 2/Lt. Widerberg A. Sgt. Rønhof K. F/Sgt. Løfsgaard J. F/Sgt. Fosse G. Lieut. Ulstein E. Sgt. Fuglesang J. Lieut. Mollstad P. Lieut. Tandberg U.	Scramble " " " " " " Convoy Patrol " " " " " " " " " "	1035 " " 1035 " " 1130 " " 1135 " " 1135 1230 " "	1210 " " 1215 " " 1305 " " 1310 " " 1310 1330 " "	Blue section. Green section. These sections were given vectors, but nothing developed. They were later ordered to patrol a convoy. These patrols were carried out without incident. Rain and low cloud made visibility poor.	

53

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

	1	2	3	4	5	6
	1				2	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE

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

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	1-10-42		Slight haze and cloudy in morning, clearing up during the day and becoming fair in the evening. At 1730 hours the Squadron personnel paraded outside the dispersal and were told that the Squadron would move to R.A.F. Station "X" next morning for temporary duty. The personnel were then detailed for Air, Rail and Road transport. There was no flying at all today.	
North Weald.	2-10-42		A nice morning with slight haze, which cleared away during the day. Fair for the rest of the day with 2/10ths cloud at 2,500 feet and quite good visibility. 16 N.C.O's and men detailed for the rail transport left North Weald at 0745 hours, arriving at R.A.F. Station "X" at 1315 hours. The road party consisting of 7 men and Lieut. Urbye K. (Squadron Adjutant who was in charge) left North Weald in two trucks at 0800 hours arriving at R.A.F. Station "X" at 1330 hours. The main party, including six pilots took off from North Weald in two Harrows and landed at R.A.F. Station "X" by 1200 hours. Captain Thorsager F. Lieut. Ryg J. and 2/Lt. Widerberg A. flew three Spitfires VB to R.A.F. Station "X" landing at 1100 hours. Just after 12-0'clock, the sirens sounded and an enemy aircraft, believed to be a Ju.86P, caused some excitement flying right across the aerodrome at R.A.F. Station "X" at high altitude leaving trails in the sky. However, nothing happened. At 1330 hours 11 aircraft of this Squadron led by W/Cdr. D. Smith D.S.O., D.F.C. took off from North Weald on Circus 221 operation with 331(N) Squadron as bottom wing in main diversion. Rendezvous was made at Orfordness at 1400 hours, crossing the English coast at 1405 and landfall was made between Nieuport and Ostende. With bottom Squadron at 24,000 feet, a sweep was made by way of Dixmude, Peperinghe, Ypres, Cassel and out at Gravelines. Approaching the coast, some 15 e/a were seen at the same level, but the Wing was prevented from attacking by the Debden Wing diving down on these aircraft. The Squadrons crossed the English coast at Ramsgate without being engaged. The following pilots landed at Manston for refuelling at 1450 hours. Lieut. Mollestad P. Lieut. Tandberg U. Lieut. Ulstein E. F/Sgt. Lofsgaard J. F/Sgt. Gilhuus J. and F/Sgt. Westly E. Sgt. Djonne O. landed and refuelled at Hornchurch. They all took off immediately and set course for N. Weald. The following pilots took part. Red section, W/Cdr. Smith and Lieut. Tandberg U., Yellow section. Major Mohr W. and Lieut. Ulstein E., White section, Lieut. Mollestad P. and Sgt. Gilhuus J. Blue section, Capt. From R. and F/Sgt. Lofsgaard J. Green section, Lieut. Ullestad O. and F/Sgt. Westly E. Black section, F/Sgt. Eriksen M. and Sgt. Djonne O. At 1840 hours the following pilots took off from North Weald flying Spitfire VB, landing at R.A.F. Station "X" at 1900 hours. Major Mohr W. Capt. From R. Lieut. Mollestad P. Lieut. Ulstein E. Lieut. Tandberg U. Lieut. Ullestad O. F/Sgt. Lofsgaard J. F/Sgt. Eriksen M. Sgt. Djonne O. Sgt. Gilhuus J. and F/Sgt. Westly E.	
Manston	3-10-42		Rain in early morning with thick fog down to the ground. The fog cleared away during the morning and weather became fair at midday with 3-5/10 cloud at 2-3000 feet. Towards evening it became more cloudy and a haze developed over the sea. The Squadron was ordered to readiness at 1300 hours - "B" Flight being at 15 mins. A briefing announced to take place at 1300 hours was cancelled. During the afternoon a number of convoy patrols and anti-rhubarb patrols were carried out without any incidents. The convoy patrols were carried out between N. and S. Foreland.	

54

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
Manston	3-10-42	(Cont'd)	<p>Patrol sections were detailed as follows:- Red section, Convoy. Lieut. Christie W. and Sgt. Fuglesang J. took off at 1345 and landed 1440. Yellow section, Anti-rhubarb Capt. Thorsager F. and Lieut. Tandberg U. took off 1310 and landed 1445. White section, Anti-rhubarb Lieut. Mollestad P and Sgt. Samelsen E. took off at 1405 and landed 1525. Blue section, Anti-rhubarb P/Sgt. Lofegaard J. and P/Sgt. Posse G. took off at 1425 and landed 1540. Lieut. Ryg J. and Sgt. Rønnef K. were scrambled at 1430 and landed 1450 without any incidents. Red section, Anti-rhubarb Lieut. Christie W. and Sgt. Fuglesang J. took off at 1625 and landed 1440. Black section, Convoy patrol, 2/Lt. Ringdal N. and Sgt. Raeder B. took off 1505 and landed 1635. Green section, Anti-rhubarb took off at 1525 and landed 1650. Blue section, Anti-rhubarb took off at 1430 and landed 1845. 2/Lt. Ringdal N. and Sgt. Raeder B. were scrambled at 1750 and landed 1900 without any incidents. The last section were ordered back to base owing to the weather closing in. When returning from a scramble Sgt. Rønnef K. overahot when landing resulting in the aircraft being Cat B or E. Sgt. Rønnef K. was not injured. The Squadron was released from readiness at 1915 hours but confined to camp.</p>	
Manston	4-10-42		<p>Thick fog in the morning down to ground level. The Squadron was ordered to readiness at 0604 hours with one flight at 15 mins. The fog cleared away towards midday leaving a slight haze. There was no operational flying today.</p>	
Manston	5-10-42		<p>Again fog in the morning clearing away at midday. The Squadron was ordered to readiness at 1300 hours. There were three scrambles during the day, none of which were eventful. Black section, led by Lieut. Ullestad O. was given vectors which took them right over to Cape Gris Nez, but nothing was seen. Some Anti-rhubarb patrols were carried out as well without incident. The patrol and scrambles were detailed as follows:- Blue section, scramble 2/Lt. Widerberg A. and Sgt. Dønne O. took off at 1350 and landed 1505. Green section, scramble Capt. From E. and P/Sgt. Eriksen M. took off at 1430 and landed 1545. Black section, scramble Lieut. Ullestad O. and P/Sgt. Westly E. took off at 1630 and landed 1700. Yellow section, patrol Lieut. Ulstein E. and Sgt. Fuglesang J. took off at 1655 and landed 1805. Red section, patrol Lieut. Tandberg U. and Sgt. Gilhus J. took off at 1745 and landed 1840.</p>	
Manston	6-10-42		<p>Fog and cloudy in the morning. Fog cleared away, but it remained cloudy all day. The Squadron was at readiness from early morning. At 0635 hours Blue section "B" Flight took off on patrol. Capt. From E. and P/Sgt. Eriksen took off at 0635 and landed 0805. Green section, 2/Lt. Widerberg A. and Sgt. Dønne O. took off at 0755 and landed 0905. Both patrols were uneventful. "A" Flight carried out the following Anti-rhubarb patrols. Red section, Capt. Thorsager F. and P/Sgt. Gilhus J. took off at 0900 and landed 1045. White section, P/Sgt. Henriksen Y. and Sgt. Samelsen E. took off at 1000 and landed 1130. Yellow section, Lieut. Ulstein E. and Sgt. Fuglesang J. took off at 1110 and landed 1220. Red section, Capt. Thorsager F. and P/Sgt. Gilhus J. took off at 1210 and landed 1310. All these patrols were uneventful. The Squadron was released at 1300 hours but called to readiness again at 1710 and later released at 1815 hours.</p>	
Manston	7-10-42		<p>Very thick fog in morning, clearing away slowly towards midday. Clear all afternoon and then rain in the evening. The Squadron was ordered to readiness at 0609 hours but this order was cancelled, until 1300 hours. Four Anti-rhubarb patrols were carried out without any incident. White section, Lieut. Tandberg U. and Sgt. Samelsen E. took off at 1315 and landed 1440. Red section, Lieut. Christie W. and Sgt. Fuglesang J. took off at 1430 and landed 1555. Yellow section, Lieut. Mollestad P. and P/Sgt. Henriksen Z. took off at 1530 and landed 1655. Green section, 2/Lt. Ringdal N. and Sgt. Raeder B. took off at 1630 and landed 1750.</p>	

R.A.F. Form 540

See instructions for use of this form in K.E. and A.C.I., para 2519, and War Manual, Pt. II., Chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. Three.

of (Unit or Formation) 332 (Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
Manston	7-10-42	(Cont'd)	The following sections were scrambled and given different vectors but nothing was seen. Red section, Lieut. Christie W. and Sgt. Fuglesang J. took off at 1635 and landed 1710. White section, Lieut. Tandberg U. and Sgt. Samuelsen E. took off at 1640 and landed 1715. Black section, P/Sgt. Lofsgaard J. and P/Sgt. Fosse G. took off at 1710 and landed 1850. The Squadron was released during the evening.	
Manston	8-10-42		Fair and sunny in the morning becoming cloudy 10/10 at 2000 feet. The Squadron was at readiness at 0615 hours. Some patrols were carried out along the coast from N. to S. Boreland without incident. Blue section, Lieut. Ryg J. and P/Sgt. Eriksen M. took off at 0820 and landed 0930. Black section, P/Sgt. Lofsgaard J. and P/Sgt. Fosse G. were scrambled at 0855 but landed at 1015 with nothing to report. Green section, 2/Lt. Ringdal N. and Sgt. Raeder E. took off at 1005 and landed 1105. Yellow section, Lieut. Mollstad P. and P/Sgt. Hendriksen Y. were scrambled at 0715 and landed at 0830 with nothing to report. White section, Lieut. Tandberg U. and Sgt. Samuelsen E. took off at 1100 and landed 1210. Red section, Lieut. Christie W. and Sgt. Fuglesang J. took off at 1200 and landed 1315.	
Manston	9-10-42		Fair in morning and during first half of day, then becoming cloudy in afternoon and evening. A briefing was announced at 0700 hours. At 0745, the Squadron lead by Major W. Mohr D.F.C. took off on Circus 224 with 334 (II) Squadron led by W/Gdr. Smith D.S.O., D.F.C. Course was set at sea level for Felixstowe where rendezvous was made at 0815 hours with the Northolt and Hornchurch Wings at 15000 feet. Course was then set with 332 slightly above and to the starboard of 334. The French coast was crossed 5 miles East of Dunkirk at 23,000 Feet at 0830 hours. The Wing proceeded East along the coast then swept inland to Poperinghe, Hasebrouck and Lambres recrossing the French coast at Wissant at 0847 at 21,000 feet. Range 10 miles from the French coast a clock wise orbit was made bringing the Wing just outside Calais where course was set for base. Intense heavy flak was experienced from the Calais area. The English coast was recrossed at Ramsgate and the Squadron had landed by 0910. No enemy aircraft were seen. A Met. Balloon was observed over Cap Gris Nez at 20,000 feet. Visibility very good. 1/10 cloud over England and 1/10 (High Cirrus) over Channel. The Squadron was composed as follows. Red section, Major Mohr W. and Lieut. Tandberg U. Yellow section, Capt. Thorsager F. and Sgt. Samuelsen E. Lieut. Christie W. and Sgt. Fuglesang J. Blue section, Capt. From R., Sgt. Fosse G. 2/Lt. Widerberg A. and Sgt. Djonne O. 2/Lt. Ringdal N. and Sgt. Raeder E. Two sections carried out Anti-rhubarb patrols along coast from N. to S. Boreland without incident. Blue section, Capt. From R. and Lieut. Ullestad O. took off at 1250 and landed 1355. Green section, 2/Lt. Widerberg A. and Sgt. Djonne O. took off at 1345 and landed 1455. The Squadron moved back to North Weald during the afternoon.	
North Weald	10-10-42		Cloudy in the morning, clearing up in the afternoon. The Squadron was at readiness from 0610. One patrol was carried out and two sections were scrambled. Black section, Lieut. Ullestad O. and Sgt. Raeder E. took off at 0710 and landed 0855 without incident. Green section, 2/Lt. Widerberg A. and Sgt. Djonne O. took off at 0800 and landed 0855. Green section was given a vector of 90 degrees and flew on this course for 5 minutes. Then a vector of 60 degrees was given and course was held for 3 mins, when Green 2 sighted a Do. 215 or 217 at 6-0'clock at a distance of 1200 yards. He called up Green 1 and e/a immediately climbed into the clouds. Green 2 climbed through cloud and orbited for some while, but as he did not see e/a went down to cloud base again. He then orbited Maldon and was informed by the controller that Benoit was in the area. Green 2 again sighted e/a between	55

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	10-10-42	(Cont'd)	BRAINTREE and Halstad flying N.E. at cloud base 900 yards ahead. Green 2 closed in to 700 yards when Bandit climbed into cloud. Green 2 followed but never saw e/a again. He then set course for base and landed at 0855. Green 1 never saw Bandit although he orbited the area where Green 2 had Tally Ho'd. Blue section, Capt. From R. and F/Sgt. Westly E. took off at 0810 and landed 0855 without any incident.	
North Weald	11-10-42		Fair and sunny in the morning, becoming cloudy in the late afternoon. The Squadron was at readiness from 1300 hours. Briefing for Rodeo 101 was held at 1300 hours and at 1335 the Squadron took off led by W/Cdr Smith with 331(N) Squadron on a Diversion Sweep. Rendezvous was made with Hornchurch Wing and Defiants from Northolt at 15000 feet over Felixstowe just after 1400 hours. The French coast was crossed East of Dunkirk at 25000 feet at 1425 hours. A sweep was made towards Cassel and St. Omer. The enemy put up a considerable number of fighters- eight of which made a diving attack on this Squadron from 9-0'clock some 15 miles South of Dunkirk. The engagement developed into some dog fights during which Sgt. Samuelsen (Yellow 4) damaged a E.W.190 in a diving attack from 6-0'clock opening fire at 250 yards with cannons and m.g. and closing in to 150 yards. (See appendix 1) Lieut. Ullestad O (Blue 3) received 2 cannon hits, one going through the port aileron without exploding and one exploding just in front of port cannon magazine. He landed his aircraft safely at North Weald. During the combat (Blue 3) saw Blue 2 (F/Sgt. Lofsgaard J., D.F.M.) being hit. Blue 2 joined up with the Squadron as it was reforming on way out, but then called that he was hit. Yellow 2 (Sgt. Waerner T.) saw a Spitfire breaking away from formation and the pilot baling out. Taking into consideration the wind and height when baling out, the pilot would probably land somewhere East of St. Omer. The Squadron landed at North Weald by 1515 hours. (See Appendix 2) Weather over France: -8/10 cloud at 800 feet. The Squadron was composed as follows. Major Mohr W. F/Sgt. Lofsgaard J. Lieut. Ullestad O. Sgt. Rønhoef K. Lieut. Ryg J. F/Sgt. Posse G. W/Cdr. Smith. F/Sgt. Hendriksen Y. Capt. Thorsager F. Sgt. Waerner T. Lieut. Mollstad P. and Sgt. Samuelsen E.	
North Weald	12-10-42		Fair in morning becoming cloudy in afternoon. There was no operational flying today.	
North Weald.	13-10-42		8/10 of cloud in the morning with fairly good visibility. At 1055 hours, the Squadron, led by Major W. Mohr D.F.C., took off on a Shipping Recon. The English coast was crossed at Sea level at Clacton by 1110 hours and course was set for the Belgian coast still at sea level. When 10 miles off Ostende, the Squadron turned East along the coast. Well off the coast South of Blankenberghe, a great number of fishing vessels were observed. 500 yards off the pier at Zeebrugge a Flak ship of approx. 600 tons was sighted but not attacked being too near the harbour. When off Knocke, the Squadron made a left hand turn and set course for base. The English coast was recrossed South of Clacton and the Squadron had landed by 1210 hours. No flak was experienced and no e/a seen.	
North Weald	14-10-42		Cloudy in morning, clearing up and becoming fair at midday, then closing in again. Visibility remained good throughout the day. One convoy patrol without any incident was the only operational flight today. Yellow section, Lieut. Ulstein E. and F/Sgt. Gilhuus J. took off at 1145 and landed 1330. An army cooperation was carried out by 6 pilots of the Squadron and W/Cdr Smith. Troops were attacked in a forest South of Stapleford aerodrome and a bridge further to the East was dive-bombed. The following pilots took part. Major Mohr W. Capt. From R. F/Sgt. Gilhuus J. Lieut. Mollstad P. F/Sgt. Hendriksen Y. and F/Sgt. Eriksen M. The Squadron was released to 30 minutes at 1300 hours.	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. **FIVE**

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

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	15-10-42		<p>Fair weather in the morning becoming cloudy in the evening. A strong N.W. wind was blowing all day. This Squadron was due for readiness at 1300 hours but both we and 331(N) Squadron were called to readiness at 1230 hours. At 1245 12 aircraft from this Squadron led by Major W. Mohr D.F.C. took off from North Weald and to Ford where a briefing was held. W/Cdr. Smith D.F.C. decided to lead 332(N) Squadron so F/Sgt. Gilman J. flew back to North Weald and landed at 1600 hours. At 1445 hours, this Squadron led by W/Cdr. Smith together with 331(N) Squadron took off from Ford to act as rear support Wing to the second Squadron of Bostons (12) bombing Le Havre (Circus 217). Rendezvous was made below 500 feet at Littlehampton with two Squadrons from the Biggen Hill Wing at 1453 hours. For the first 14 minutes the Wing proceeded at sea level then climbed rapidly until the bottom Squadron was at 14000 feet. The Wing then swept behind the Bombers and escorted them to English Coast which was crossed at almost the same place as on the way out. The enemy put up quite a number of fighters in the Le Havre area - some of which followed our fighters some 10 miles out to sea at 25000 feet and up, but no engagements took place. The weather in the channel was fair with good visibility. The Squadron composed as follows:- W/Cdr. Smith, Major Mohr W. Lieut. Tandberg U. and Lieut. Mollestad P. F/Sgt. Henriksen Y. Sgt. Fuglesang J. Capt. From R. Sgt. Samuelsen E. Lieut. Ullestad O. Sgt. Eriksen M. 2/Lt. Widerberg A. and Sgt. Djerne O. landed at North Weald by 1615 hours.</p> <p>At 1730 hours both 331 and 332(Norwegian) Squadrons paraded outside the Watch Office where the A.O.C. No. 11 Group Air Marshall T.L. Leigh-Mallory C.B. D.S.O. presented the D.F.C. to Major Birksted K. and Captain Maehre H. of 331(N) Squadron, and Major Mohr W. of this Squadron. F/Sgt. Eriksen M. received the D.F.M. but owing to F/Sgt. Lofgaard J. being reported missing from operations on 11-10-42 he was unable to receive his D.F.M. After the presentation the Squadrons marched past the base and the Salute was taken by the A.O.C. The A.O.C. and party were entertained in the Officers' Mess during the evening.</p> <p>The Squadron has received instructions to re-arm with Spitfire IX aircraft and two have already arrived.</p>	
North Weald.	16-10-42		<p>7/10ths of cloud in morning with fairly good visibility. Weather improving towards midday - then becoming more cloudy in afternoon. The Squadron went off readiness at 1300 hours. No operational flying at all today.</p> <p>During the previous evening, a sad accident occurred. On his way back to camp, F/Sgt Henriksen Y. cycled straight into the rear of a stationary lorry between Epping and Thornwood on the Epping-Harlow Road. He received fatal injuries and died on the operating table with regaining consciousness.</p>	
North Weald	17-10-42		<p>Fair in the morning becoming cloudy in the afternoon with bad visibility. At 1305 hours the Squadron led by W/Cdr. Smith together with 331(N) Squadron took off from North Weald to proceed to Ford where the Squadrons landed at 1345 hours. The Circus operation in which the North Weald Wing was going to act as target support was cancelled. The Squadrons took off from Ford at 1610 and landed base by 1650 hours. A dance held in the Station Cinema in aid of the R.A.F. Benevolent Fund was well patronised by this Squadron and everybody voted that the evening was very enjoyable. Four more Spitfire IX aircraft have arrived.</p>	

56

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	18-10-42		<p>There was some sun in the morning but later the weather closed in with 10/10ths cloud. The Squadron was at readiness from 0629 hours. Some convoy patrols were carried out during the morning, none of which proved eventful. The sections were as follows. Lieut. Ullestad O. and Sgt. Fosse G (Blue Section) were scrambled at 0800 hours but although they were given different vectors nothing was seen of an enemy aircraft. They landed at 0925 hours. Yellow section, Lieut. Tandberg U. and Sgt. Hassel E. took off at 0900 and landed at 1035. Red section, Lieut. Mollstad P. and Sgt. Samielsen E. took off at 1000 and landed 1135. White section, F/Sgt. Gilhaus J. and Sgt. Hansen E. took off at 1000 and landed 1240. Black section, Sgt. Raeder B. and F/Sgt. Westly E. took off at 1200 and landed 1350. At 1400 hours, 13 aircraft from this Squadron led by Major Mohr W. took off from North Weald on a shipping patrol along the Dutch Coast. The Squadron landed at Martlesham for refuelling and took off again at 1455 hours setting course for Flushing and crossing the English coast South of Orfordness. When some miles off Walcheren at sea level, the Squadron turned East passing Schouwen, Westhoofd, Noordwal and Hoek-Wan-Holland where course was set on 320 degrees. This course was held for 4 minutes then changed to 270 degrees. The English coast was recrossed at Southend at 1630 hours. The Squadron had landed at North Weald by 1645 hours. No ships, except some fishing vessels off Overflakke, were seen. No enemy aircraft were seen. Intense and accurate heavy flak was experienced from coast West of Rotterdam. The Squadron was composed as follows:- Major Mohr W., Sgt. Hansen E., Capt. Thorsager F., Sgt. Fuglesang J., Lieut. Christie W., Sgt. Hassel E., Lieut. Ullestad O., 2/Lt. Strand T., Lieut. Ryg J., F/Sgt. Eriksen M., 2/Lt. Widerberg A. Sgt. Dønne O., and Sgt. Rønnef K.</p> <p>The Squadron was at 30 minutes after landing from this operation.</p>	
North Weald XXXXXXXX	19-10-42		<p>Thick mist in morning clearing slowly away after midday. One convoy patrol was carried out without incident. Red section, Capt. Thorsager F. and F/Sgt. Gilhaus J. took off at 1420 and landed 1455.</p>	
North Weald.	20-10-42		<p>Fog and rain prevented any flying today. Four more Spitfire IX aircraft have been received.</p>	
North Weald.	21-10-42		<p>Fog and rain for most of the day. The Squadron was at readiness from 1300 hours and one convoy patrol was carried out without incident. Yellow section, Lieut. Christie W. and Sgt. Hansen E. took off at 1205 and landed 1325. Red section, Capt. Thorsager F. and Sgt. Waerner T. were scrambled at 1725 but ordered to land immediately.</p>	
North Weald	22-10-42		<p>Low cloud all day and showers of rain. At 1455 hours, Major Mohr W., D.F.C. led 12 aircraft on a Fighter Roadstead operation to the Ostende-Flushing Area. The English coast was crossed at Eradwell where course was set for the Belgian coast flying at sea level. Landfall was made by Blankenberghe. The coast was followed up to Flushing where the Squadron turned left and the same route was followed back again. On the way back, Black section, F/Sgt. Eriksen M. and F/Sgt. Westly E.L. went inland N. of Knocke. Green section, 2/Lt. Widerberg A. and Sgt. Raeder B. went inland just N. of Blankenberghe while White section, Lieut. Tandberg U. and Sgt. Waerner T. went inland just S. of Blankenberghe. The three sections attacked huts, trains and barges with good results. The remaining three sections returned to base and landed by 1640 hours. A small ship of 500 tons was observed at Ostende, but was too close inshore to be attacked. The three sections attacking ground targets landed by 1650 hours. Accurate heavy and medium flak was experienced at Blankenberghe. The Squadron was composed as follows:- Major Mohr W. Lieut. Mollstad P. F/Sgt. Eriksen M. F/Sgt. Westly E.L. Lieut. Ryg J. F/Sgt. Fosse E. 2/Lt. Widerberg A. Sgt. Raeder B. Capt. Thorsager F. and Sgt. Samielsen E. Sgt. Waerner T. and Lieut. Tandberg U. Yellow section was scrambled at 0920 but although several vectors were given, nothing was seen off the enemy aircraft. The section landed at 1055.</p>	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. SEVEN.

of (Unit or Formation) 332 (Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	23-10-42		Low cloud and rain. The Squadron was at readiness at 1300 hours. "A" Flight carried out three convoy patrols and had one scramble. All these operations were uneventful. Yellow section, Lieut. Ulstein E. and Sgt. Waerner T. took off at 1300 and landed 1340. Red section, Capt. Thorsager P. and F/Sgt. Gilhus J. took off at 1340 and landed 1420. (Scramble). White section, Lieut. Tandberg U. and Sgt. Samelsen E. took off at 1355 and landed 1530. Lieut. Ulstein E. and Sgt. Waerner T. took off at 1455 and landed 1635. "B" Flight carried out the two following convoy patrols, without anything to report. Blue section, Lieut. Ryg J. and Sgt. Rønne K. took off at 1555 hours and landed 1735. F/Sgt. Eriksen M. and F/Sgt. Fosse G. took off at 1655 and landed 1825.	
North Weald	24-10-42		Again low clouds and rain. Some convoy patrols were carried out in morning-nothing of interest to report. Red section, Capt. Thorsager P. and F/Sgt. Gilhus J. took off at 0715 and landed 0855. Yellow section, Lieut. Ulstein E. and Sgt. Waerner T. took off at 0815 and landed 0955. Green section, 2/Lt. Widerberg A. and Sgt. Raeder B. took off at 0915 and landed at 1100 hours. Blue section, Lieut. Ryg J. and Sgt. Rønne K. were scrambled at 0945 and landed at 0955 without anything of interest to report. The Squadron was released from camp at 1300 hours.	
North Weald	25-10-42.		Fair in the early morning becoming cloudy in the afternoon. Squadron took off at 1435 hours to take part in a Rodeo. The operation was, however, cancelled before our aircraft reached the French coast owing to bad weather. Our aircraft landed back at base by 1555 hours. The Squadron was composed as follows. W/Cdr. Smith D.S.O., D.F.C. Sgt. Waerner T. Lieut. Christie W. Sgt. Figlessang J. Lieut. Mollestad P. F/Sgt. Gilhus J. Lieut. Ryg J. Sgt. Djørne O. 2/Lt. Widerberg A. Sgt. Rønne K. Sgt. Raeder B. 2/Lt. Strand T.	
North Weald	26-10-42.		Low clouds and rain all day. One convoy patrol was the only flying carried out today. There is nothing of interest to report from this operation. Green section, Sgt. Raeder B, and Sgt. Djørne O. took off at 0815 and landed 0905.	
North Weald	27-10-42.		Fair in the morning with slight mist around the aerodrome, becoming cloudy in the afternoon. Visibility remained generally good. The Squadron was at readiness from 1300 hours but there was no operational flying. The pilots made good use of the fine weather to train on the new Spitfire IX aircraft.	
North Weald.	28-10-42		Thick fog in the morning clearing away slightly, then ground mist. One section was at readiness from 0645 until 1300 hours but there was flying at all during the whole of the day.	
North Weald	29-10-42		Cloudy in the morning but good visibility. In the afternoon there were some heavy showers of rain with 10/10ths cloud at 1000 feet. At 1005 hours Major Mohr W. led 12 aircraft on a Fighter Roadstead. Squadron landed at Manston for refuelling. Only 11 aircraft took off from Manston at 1055 owing to one Sgt. having engine trouble, and course was set at sea level for the Belgian coast. When just W. of Ostende, the Squadron turned left along the coast. Then proceeded along the coast to midway between Blankenberghe and Noorderhoofd climbing occasionally to some 1000 feet. Course was then set for base and ten aircraft landed at base by 1215 hours having crossed the English coast at Clacton at 1200 hours. F/Sgt. Westly E.L. had to return to Manston just after he had crossed the English coast owing to his hood blowing away. No flak experienced. The wreck of a ship of some 4000 tons was observed S. of Ostende. Just outside Ostende, a ship of some 500 tons was seen. This ship has been in the same	

57

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald	29-10-42	(cont'd)	position for the last three times that our Squadron has been in this area. Although flying the Belgian flag and carrying a civilian dressed crew, this ship is believed to be in R/T contact with the shore forces reporting the movements of our aircraft. The usual amount of fishing vessels were out N. of Blankenberghe. Weather:- Over the sea. Visibility very good, 10/10ths cloud at 6000 feet. Along Belgia coast. Visibility fairly good becoming bad in the North. 10/10ths cloud at 2000 feet. The Squadron was composed as follows. Major Mohr W. F/Sgt. Westly E. Sgt. Hassel E. Lieut. Ryg J. Sgt. Waerner T. Lieut. Mollstad P. F/Sgt. Fosse G. 2/Lt. Ringdal N. Capt. Thorsager F. Sgt. Djonne O. Capt. From R. Sgt. Fuglesang J.	
North Weald	30-10-42		Low clouds, fog and rain prevented flying all day. The Squadron was released from readiness at 1300 hours.	
North Weald	31-10-42		Low clouds and slight rain in the morning, clearing and becoming fair for the remainder of the day. At 1200 hours, 11 aircraft led by Major Mohr W. took off from North Weald on a Fighter Roadstead operation and to act as rear support to Bostons in the Ostende-Flushing area. The English coast was crossed at sea level over Bradwell and course was set for Ostende. Outside Ostende, the Squadron turned left and followed the coast to Knocke, keeping approx three miles off shore. Later they proceeded to Noorderhoofd where course was set for base. The English coast was recrossed at 1330 hours and 11 aircraft landed by 1345 hours. Lieut. Mollstad O. had to return to base almost as soon as he was airborne owing to his engine over heating. There was no enemy reaction to this operation and no shipping was seen. Weather:-10/10ths at 1000 feet. Visibility very good. The Squadron was composed as follows:- Major Mohr W. Capt. Thorsager F. Lieut. Christie W. Sgt. Hassel E. Sgt. Gilhuus J. Sgt. Samelsen E. Lieut. Ryg J. 2/Lt. Strand T. F/Sgt. Eriksen M. Sgt. Raeder B. Sgt. Ronhof K. Lieut. Mollstad P. flying a Spitfire IX took off at 1200 hours and proceeded to Manston where he acted as liason between the Controller and the Squadron. He was flying between 20000 and 30000 feet. The Squadron was released off camp at 1400. hours, leaving one section on Station Defence.	

K. Urbye
 for Captain K. Urbye,
 Major Commanding,
 332(N) Squadron.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE NO. ONE

(9211) W.L. 945-56 50,000 5/48 T.S. 700

FOR THE MONTH OF October 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-10-42	Spitfire VB.	No operational flying today.					
2-10-42	HL 379	W/Odr. Smith D.F.C.	Circus 221.	1330	1515	The Squadron took off on Circus 221 operation with 331 (II) Squadron as bottom wing in main diversion. Rendezvous was made at Orfordness at 1400 hours, crossing the English Coast at 1405 and landfall was made between Nieuport and Ostende. With bottom Squadron at 15,000 feet, a sweep was made by way of Dixmude, Poperinghe, Ypres, Cassel and out at Gravelines. Approaching the coast, some 15 e/a were seen at the same level, but the wing was prevented from attacking by the Debden Wing diving down on these aircraft. The Squadrons crossed the English coast at Ramsgate without being engaged.	
	W. 3125	Lieut. Tandberg U.	" "	" "	" "		
	AB. 279	Major Mohr W., D.F.C.	" "	" "	" "		
	R. 6897	Lieut. Ulstein E.	" "	" "	" "		
	HL 579	Lieut. Mollstad P.	" "	" "	" "		
	EN. 910	F/Sgt. Gilhaus J.	" "	" "	" "		
	W. 3634	Capt. Fran R.	" "	" "	" "		
	AD. 573	F/Sgt. Lofsgaard J. D.F.M.	" "	" "	1500		
	HL 634	F/Sgt. Eriksen M. D.F.M.	" "	" "	1515		
	HL 495	Sgt. Djerne O.	" "	" "	1515		
	HL 355	Lieut. Ullestad O.	" "	" "	1515		
	HL 692	F/Sgt. Westly E.L.	" "	" "	1500		
3-10-42	EN. 910	Lieut. Christie W.	Convoy Patrol	1305	1440	Red section.	All these patrols were carried out without any incidents. The Anti-Rhubarb patrols were between North and South Foreland. The last two sections to be scrambled had to be recalled owing to the weather closing in very rapidly.
	AB. 848	Sgt. Fuglesang J.	" "	" "	" "		
	EP. 283	Capt. Thorsager F.	Anti-Rhubarb	1310	1445	Yellow section.	
	W. 3125	Lieut. Tandberg U.	Patrol	" "	" "		
	HL 579	Lieut. Mollstad P.	Anti-Rhubarb	1405	1525	White section.	
	P. 8720	Sgt. Samuelson E.	Patrol	" "	" "		
	AD. 573	F/Sgt. Lofsgaard J.	Anti-Rhubarb	1425	1540	Blue section.	
	HL 355	F/Sgt. Fosse G.	Patrol	" "	" "		
	HL 634	Lieut. Ryg J.	Scramble	1430	1450	Green section.	
	HL 692	Sgt. Rynhof K.	" "	" "	" "		
	EN. 910	Lieut. Christie W.	Anti-Rhubarb	1425	1440	Red section.	
	AB. 848	Sgt. Fuglesang J.	Patrol	" "	" "		
	W. 3502	2/Lt. Ringdal N.	Convoy Patrol	1505	1635	Black section.	
	HL 339	Sgt. Raeder B.	" "	" "	" "		
	HL 634	Lieut. Ryg J.	Anti-Rhubarb	1525	1650	Green section.	
	W. 3634	F/Sgt. Westly E.L.	Patrol	" "	" "		
	AD. 573	F/Sgt. Lofsgaard J.	Anti-Rhubarb	1730	1845	Blue section.	
	HL 355	F/Sgt. Fosse G.	Patrol	" "	" "		
	HL 495	2/Lt. Ringdal N.	Scramble	1750	1900	Black section.	
	HL 339	Sgt. Raeder B.	" "	" "	" "		
	W. 3634	Lieut. Ryg J.	" "	1835	1900	Green section.	
	HL 634	F/Sgt. Eriksen M.	" "	" "	" "		
4-10-42		No operational flying today.					
5-10-42	HL 634	2/Lt. Widerberg A.	Scramble	1350	1505	Blue section.	All these scrambles and patrols were carried out without any incidents. Black section, led by Lieut. Ullestad O. was given vectors which took them right over to Cap Gris Nez, but nothing was seen.
	W. 3502	Sgt. Djerne O.	" "	" "	" "		
	W. 3634	Capt. Fran R.	" "	1430	1545	Green section.	
	AD. 573	F/Sgt. Eriksen M.	" "	" "	" "		
	HL 339	Lieut. Ullestad O.	" "	1430	1500	Black section.	
	AA. 877	F/Sgt. Westly E.L.	" "	" "	" "		
	HL 355	Lieut. Ullestad O.	Patrol	1530	1700	Black section.	
	AA. 877	F/Sgt. Westly E.L.	" "	" "	" "		
	AB. 848	Lieut. Ulstein E.	Anti-Rhubarb	1655	1805	Yellow section.	
	P. 8720	Sgt. Fuglesang J.	Patrol	" "	" "		
	EP. 283	Lieut. Tandberg U.	Anti-Rhubarb	1745	1840	Red section.	
	W. 3125	F/Sgt. Gilhaus J.	Patrol	" "	" "		

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6

50

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6-10-42	W. 3634	Capt. From R.	Patrol	0635	0805	Blue section.	These patrols were carried out according to instructions but there is nothing of interest to report.
	HL 634	F/Sgt. Eriksen M.	"	"	"	"	
	AD. 573	2/Lt. Widerberg A.	"	0755	0905	Green section.	
	W. 3502	Sgt. Djerne O.	"	"	"	"	
	EP. 283	Capt. Thorsager F.	"	0900	1015	Red section.	
	W. 3125	F/Sgt. Gilhaus J.	"	"	"	"	
	P. 8720	F/Sgt. Henriksen Y.	"	1000	1130	White section.	
	HL 579	Sgt. Samuelsen G.	"	"	"	"	
	AB. 848	Lieut. Ulstein E.	"	1110	1220	Yellow section.	
	EN. 910	Sgt. Fuglesang J.	"	"	"	"	
EP. 283	Capt. Thorsager F.	"	1210	1310	Red section.		
W. 3125	F/Sgt. Gilhaus J.	"	"	"	"		
7-10-42	P. 8720	Lieut. Tandberg U.	Patrol	1315	1440	White section.	These patrols were carried out according to instructions but there is nothing of interest to report.
	AB. 279	Sgt. Samuelsen E.	"	"	"	"	
	EN. 910	Lieut. Christie W.	"	1430	1555	Red section.	
	AB. 848	Sgt. Fuglesang J.	"	"	"	"	
	EP. 283	Lieut. Mollstad P.	"	1530	1655	Yellow section.	
	AD. 557	F/Sgt. Henriksen Y.	"	"	"	"	
	W. 3502	2/Lt. Ringdal N.	"	1630	1750	Green section.	
	HL 339	Sgt. Raeder B.	"	"	"	"	
	EN. 910	Lieut. Christie W.	Scramble	1635	1710	Red section.	
	AB. 279	Sgt. Fuglesang J.	"	"	"	"	
	AA. 877	Lieut. Tandberg U.	"	1640	1715	White section.	
	HL 579	Sgt. Samuelsen E.	"	"	"	"	
AD. 573	F/Sgt. Lofsgard J.	"	1710	1850	Black section.		
HL 495	F/Sgt. Fosse G.	"	"	"	"		
8-10-42	EP. 283	Lieut. Mollstad P.	Scramble	0715	0830	Yellow section.	These patrols were carried out between North and South Foreland but there is nothing of interest to report.
	AD. 557	F/Sgt. Henriksen Y.	"	"	"	"	
	W. 3634	Lieut. Ryg J.	Patrol	0820	0930	Blue section.	
	HL 634	F/Sgt. Eriksen M.	"	"	"	"	
	AD. 573	F/Sgt. Lofsgard J.	Scramble	0855	1045	Black section.	
	AA. 877	F/Sgt. Fosse G.	"	"	"	"	
	W. 3502	2/Lt. Ringdal N.	Patrol	1005	1105	Green section.	
	HL 339	Sgt. Raeder B.	"	"	"	"	
	AB. 279	Lieut. Tandberg U.	Patrol	1100	1210	White section.	
	HL 579	Sgt. Samuelsen E.	"	"	"	"	
	EN. 910	Lieut. Christie W.	"	1200	1315	Red section.	
	AB. 848	Sgt. Fuglesang J.	"	"	"	"	
9-10-42	AB. 279	Major Mohr W. D.F.C.	Circus 224	0745	0910	The Squadron took off together with 331(N) Squadron led by W/Cdr. Smith D.S.O., D.F.C. on Circus 224 operation. Course was set at sea level for Felixstowe where rendezvous was made at 0815 hours with the Northolt and Hornchurch Wings at 15,000 feet. Course was then set with this Squadron slightly above and to the Starboard of 331(N) Squadron. The French coast was crossed 5 miles East of Dunkirk at 23,000 feet at 0830 hours. The wing proceeded East along the coast then swept inland to Poperinghe, Hazebrouck and Lumbres recrossing the French coast at Wissant at 0847 hours at 21,000 feet. /Approx. 10 miles from.	
	P. 8720	Lieut. Tandberg U.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
	AB. 248	Sgt. Samuelsen E.	"	"	"		
	EN. 910	Lieut. Christie W.	"	"	"		
	W. 3634	Capt. From R.	"	"	"		
	AD. 573	F/Sgt. Fosse G.	"	"	"		
	AA. 877	2/Lt. Widerberg A.	"	"	"		
	HL 634	Sgt. Djerne O.	"	"	"		
	W. 3647	2/Lt. Ringdal N.	"	"	"		
HL 339	Sgt. Raeder B.	"	"	"			
AD. 557	Sgt. Fuglesang J.	"	"	"			

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron North Weald.

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6-10-42	W. 3634	Capt. From R.	Patrol	0635	0805	Blue section.	These patrols were carried out according to instructions but there is nothing of interest to report.
	HL 634	F/Sgt. Eriksen M.	"	"	"	"	
	AD. 573	2/Lt. Widerberg A.	"	0755	0905	Green section.	
	W. 3502	Sgt. Djorne O.	"	"	"	"	
	EP. 283	Capt. Thorsager F.	"	0900	1015	Red section.	
	W. 3125	F/Sgt. Gilhus J.	"	"	"	"	
	P. 8720	F/Sgt. Henriksen Y.	"	1000	1130	White section.	
	HL 579	Sgt. Samuelsen G.	"	"	"	"	
	AB. 848	Lieut. Ulstein E.	"	1110	1220	Yellow section.	
	EN. 910	Sgt. Fuglesang J.	"	"	"	"	
7-10-42	EP. 283	Capt. Thorsager F.	"	1210	1310	Red section.	These patrols were carried out according to instructions but there is nothing of interest to report.
	W. 3125	F/Sgt. Gilhus J.	"	"	"	"	
	P. 8720	Lieut. Tandberg U.	Patrol	1315	1440	White section.	
	AB. 279	Sgt. Samuelsen E.	"	"	"	"	
	EN. 910	Lieut. Christie W.	"	1430	1555	Red section.	
	AB. 848	Sgt. Fuglesang J.	"	"	"	"	
	EP. 283	Lieut. Mollstad P.	"	1530	1655	Yellow section.	
	AD. 557	F/Sgt. Henriksen Y.	"	"	"	"	
	W. 3502	2/Lt. Ringdal H.	"	1630	1750	Green section.	
	HL 339	Sgt. Raeder B.	"	"	"	"	
8-10-42	EN. 910	Lieut. Christie W.	Scramble	1635	1710	Red section.	These patrols were carried out between North and South Foreland but there is nothing of interest to report.
	AB. 279	Sgt. Fuglesang J.	"	"	"	"	
	AA. 877	Lieut. Tandberg U.	"	1640	1715	White section.	
	HL 579	Sgt. Samuelsen E.	"	"	"	"	
	AD. 573	F/Sgt. Lofgaard J.	"	1710	1850	Black section.	
	HL 495	F/Sgt. Fosse G.	"	"	"	"	
	EP. 283	Lieut. Mollstad P.	Scramble	0715	0830	Yellow section.	
	AD. 557	F/Sgt. Henriksen Y.	"	"	"	"	
	W. 3634	Lieut. Ryg J.	Patrol	0820	0930	Blue section.	
	HL 634	F/Sgt. Eriksen M.	"	"	"	"	
9-10-42	AD. 573	F/Sgt. Lofgaard J.	Scramble	0855	1015	Black section.	The Squadron took off together with 331(N) Squadron led by W/Cdr. Smith D.S.O., D.F.C. on Circus 224 operation. Course was set at sea level for Felixstowe where rendezvous was made at 0815 hours with the Northolt and Hornchurch Wings at 15,000 feet. Course was then set with this Squadron slightly above and to the Starboard of 331(N) Squadron. The French coast was crossed 5 miles East of Dunkirk at 23,000 feet at 0830 hours. The wing proceeded East along the coast then swept inland to Poperinge, Hazebrouck andumbres recrossing the French coast at Wissant at 0847 hours at 21,000 feet.
	AA. 877	F/Sgt. Fosse G.	"	"	"	"	
	W. 3502	2/Lt. Ringdal H.	Patrol	1005	1105	Green section.	
	HL 339	Sgt. Raeder B.	"	"	"	"	
	AB. 279	Lieut. Tandberg U.	Patrol	1100	1210	White section.	
	HL 579	Sgt. Samuelsen E.	"	"	"	"	
	EN. 910	Lieut. Christie W.	"	1200	1315	Red section.	
	AB. 848	Sgt. Fuglesang J.	"	"	"	"	
	AB. 279	Major Mohr W. D.F.C.	Circus 224	0745	0910	"	
	P. 8720	Lieut. Tandberg U.	"	"	"	"	
EP. 283	Capt. Thorsager F.	"	"	"	"		
AB. 248	Sgt. Samuelsen E.	"	"	"	"		
EN. 910	Lieut. Christie W.	"	"	"	"		
W. 3634	Capt. From R.	"	"	"	"		
AD. 573	F/Sgt. Fosse G.	"	"	"	"		
AA. 877	2/Lt. Widerberg A.	"	"	"	"		
HL 634	Sgt. Djorne O.	"	"	"	"		
W. 3647	2/Lt. Ringdal H.	"	"	"	"		
HL 339	Sgt. Raeder B.	"	"	"	"		
AD. 557	Sgt. Fuglesang J.	"	"	"	"		

/Approx. 10 miles from.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron North Weald.

SECRET

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald

SECRET

FORM 541.
PAGE No. THREE

(*951) Wk. 955-36 60,000 5/12 T.S. 700

FOR THE MONTH OF October 1942

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9-10-42 (cont'd)		See page two	Circus 224	0745	0910	Approx. 10 miles from the French coast a clock wise orbit was made bringing the wing just outside Calais where course was set for base. Intense heavy flak was experienced from the Calais area. The English coast was recrossed at Ramsgate and the Squadron had landed by 0940 hours. No enemy aircraft were seen. A Met. Balloon was observed over Cap Gris Nez at 20,000 feet. Visibility very good.	
9-10-42	Spitfire VB W. 3634 HL 355 AA 877 EL 634	Capt. From R. Lieut. Ullestad O. 2/Lt. Widerberg A. Sgt. Djerne O.	Anti-Rhubarb Patrol Anti-Rhubarb Patrol	1250 " " 1345 " "	1355 " " 1455 " "	Blue section. These two patrols were carried out Green section. between North and South Foreland without anything of interest to report.	
10-10-42	HL 355 HL 339 AA 877 AD 573 HL 495 EL 692	Lieut. Ullestad O. Sgt. Raeder B. 2/Lt. Widerberg A. Sgt. Djerne O. Capt. From R. F/Sgt. Westly E. L.	Patrol " " Scramble " " " " " "	0710 " " 0800 " " 0810 " "	0855 " " 0855 " " 0855 " "	Black section. This patrol was carried out without incident. Green section. This section was given a vector of 90 degrees and flew on this course for 4 minutes. Then a vector of 60 degrees was given and course was held for 3 minutes, when Green 2 sighted an DO. 215 or 217 at 6-0'clock at a distance of 1200 yards. He called up Green 1 and e/a climbed into the clouds. Green 2 climbed through cloud and orbited for some while, but as he did not see e/a went down to cloud base again. He then orbited Maldon and was informed by the Controller that bandit was in the area. Green 2 again sighted e/a between Braintree and Halstad flying N.E. at cloud base 900 yards ahead. Green 2 closed in to 700 yards when bandit climbed into cloud. Green 2 followed but never saw e/a again.	
11-10-42	AB 279 W. 3502 HL 355 EL 692 HL 495 AA 877 EL 379 P. 8720 EP 283 AD 557 AB 848 W. 3125	Major. Mohr W. D. F. C. F/Sgt. Lofsgaard J. D. F. M. Lieut. Ullestad O. Sgt. Egnhof K. Lieut. Ryg J. F/Sgt. Fosse G. W/Cdr. Smith D. S. O. D. F. C. F/Sgt. Henriksen Y. Capt. Thorsager F. Sgt. Naerner T. Lieut. Mollestad P. Sgt. Samielsen E.	Rodeo 101 "	1335 "	1500 Did not 1505 1500 " " " " " " 1515 1505 1505 " " 1500 1505	This Squadron led by W/Cdr. Smith D.S.O., D.F.C. took off together with 331(N) Squadron on a diversion sweep. Rendezvous was made with Hornchurch Wing and Defiants from Northolt at 15000 feet over Felixstowe just after 1400 hours. A sweep was made towards Cassel and St. Omer. The enemy put up a considerable number of fighters - eight of which made a diving attack on our Squadron from 9-0'clock some 15 miles south of Dunkirk. The engagement developed into some dog fights during which Sgt. Samielsen E. (Yellow 4) damaged a F.W. 190 in a diving attack from 6-0'clock opening fire at 250 yards with cannon and m.g. and closing in to 150 yards. (See appendix 1). Lieut. Ullestad O. (Blue 3) received two cannon hits, one going through the port aileron without exploding and one exploding just in front of port cannon magazine. He landed his aircraft safely at North Weald. During the combat (Blue 3) saw Blue 2 (F/Sgt. Lofsgaard J., D.F.M.) being hit. Blue 2 joined up with the Squadron as it was reforming on the way out, but then called that he was hit. Yellow 2 (Sgt. Naerner T) saw a Spitfire breaking away from formation and the pilot baling out. Taking into consideration the wind and height when baling out, the pilot would probably land somewhere East of St. Omer. (see Appendix 2). The Squadron landed back at base by 1545 hours without any further engagements.	

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-10-42		No operational flying today.					
13-10-42	Spitfire VB EH. 910 W. 3125 EP. 283 P. 8720 AB. 848 AD. 557 W. 3634 EL. 579 EL. 692 W. 3647 AL. 573 EL. 634	Major Mohr W. D.F.C. Sgt. Fuglesang J. Lieut. Mollstad P. F/Sgt. Gilhaus J. Lieut. Ulstein E. Sgt. Haasel E. Capt. FROM R. F/Sgt. Fosse G. 2/Lt. Ringdal N. Sgt. Djerne O. 2/Lt. Knudsen I. F/Sgt. Westly E.L.	Shipping Recco. "	1055 " " " " " " " " " " "	1240 " " " " " " " " " " "	The Squadron, led by Major Mohr W., D.F.C., took off on a Shipping Recco. operation. The English coast was crossed at sea level at Clacton by 1110 hours and course was set for the Belgian coast, still at sea level. When 10 miles off Ostende, the Squadron turned East along the coast. Well off the coast South of Eilankenbergha, a great number of fishing vessels were observed. 500 yards off the pier at Zeebrugge, a flak ship of approx. 600 tons was sighted but not attacked being too near the harbour. When off Knocke, the Squadron made a left hand turn and set course for base. The English coast was recrossed South of Clacton. The Squadron had landed by 1240 hours. No flak was experienced and no enemy aircraft were seen.	
14-10-42	AB. 848 P. 8720	Lieut. Ulstein E. F/Sgt. Gilhaus J.	Convoy Patrol " "	1145 "	1330 "	This patrol was carried out without any incident to report.	
15-10-42	EL. 379 AB. 279 W. 3125 EH. 910 R. 6897 AD. 557 W. 3634 EL. 339 W. 3647 EL. 634 AA. 877 AD. 573	D.F.C. W/Odr. Smith D.S.O. Major Mohr W. D.F.C. Lieut. Tandberg U. Lieut. Mollstad P. F/Sgt. Henriksen Y. Sgt. Fuglesang J. Capt. FROM R. Sgt. Samuelson E. Lieut. Ullestad O. F/Sgt. Eriksen M.D.F.M. 2/Lt. Widerberg A. Sgt. Djerne O.	Circus 217 "	1245 " " " " " " 1610 " " " " "	1615 " " " " " " " " " " " " "	12 Aircraft from this Squadron led by Major Mohr W., D.F.C. took off from North Weald and proceeded to Ford where a briefing was held. W/Odr. Smith D.S.O., D.F.C. decided to lead 332(N) Squadron, so F/Sgt. Gilhaus J. flew back to North Weald and landed at 1600 hours. At 1445 hours this Squadron led by W/Odr. Smith together with 331(N) Squadron took off from Ford to act as rear support wing to a second Squadron of 12 Bostons bombing Le Havre (Circus 217). Rendezvous was made below 500 feet at Littlehampton with two Squadrons from the Biggen Hill Wing at 1453 hours. For the first 14 minutes, the wing proceeded at sea level then climbed rapidly until the bottom Squadron was at 14000 feet. The wing then swept behind the bombers and escorted them to the English coast which was crossed almost at the same place as on the way out. The enemy put up quite a number of fighters in the Le Havre area - some of which followed our fighters some 10 miles out to sea at 25000 feet and up, but no engagements took place. The weather in the channel was fair with good visibility.	
16-10-42		No operational flying today.					
17-10-42	EL. 379 P. 8720 AB. 279 W. 3125 EP. 283 EH. 910 W. 3634 EL. 579 W. 3647 EL. 339 AA. 877 AD. 557	W/Odr. Smith D.S.O. D.F.C. F/Sgt. Gilhaus J. Major Mohr W. D.F.C. Sgt. Samuelson E. Lieut. Mollstad P. Sgt. Fuglesang J. Lieut. Ullestad O. F/Sgt. Fosse G. 2/Lt. Ringdal N. Sgt. Raeder E. F/Sgt. Westly E. Sgt. Haasel E.	Circus. "	1305 " " " " " " " " " " " "	1650 " " " " " " 1710 " 1650 " 1710	W/Odr. Smith D.S.O., D.F.C. leading this Squadron took off together with 331(N) Squadron to proceed to Ford, where the Squadrons landed at 1345 hours. The circus operation in which the North Weald wing was going to act as target support was cancelled. The Squadrons took off from Ford at 1610 hours and had landed at base by the times shown.	

DETAIL OF WORK CARRIED OUT
By /332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

DETAIL OF WORK CARRIED OUT
By /332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. FIVE.

(7472) Wt. 24229/1650. 180M. 8/40. P.I. 51-7751.

FOR THE MONTH OF October, 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
18-10-42	Spitfire VB						
	W. 3634	Lieut. Ullestad O.	Scramble	0800	0925	Blue section. This section was scrambled and given different vectors but nothing was seen of any e/a.	
	EL. 579	F/Sgt. Fosse G.	"	"	"		
	EN. 910	Lieut. Tandberg U.	Convoy Patrol	0900	1035	Yellow section.	
	AD. 557	Sgt. Hassel E.	"	"	"		
	EP. 283	Lieut. Møllestad P.	"	1000	1135	Red section. These convoy patrols were carried out according	
	P. 8720	F/Sgt. Gilhaus J.	"	"	"		
	AB. 279	Sgt. Samuelsen E.	"	1100	1240	White section. to instructions but there is nothing of operational	
	W. 3125	Sgt. Hansen E.	"	"	"		
	EL. 339	Sgt. Raeder B.	"	1200	1350	Black section. interest to report.	
	AA. 877	F/Sgt. Westly E.	"	"	"		
	W. 3125	Major Mohr W. D.F.C.	Shipping	1400	1645	13 aircraft of this Squadron led by Major Mohr W.D.F.C. took off on a shipping patrol along the Dutch coast. The Squadron landed at Martlesham for refuelling and took off again at 1455 hours setting course for Flushing and crossing the English coast S. of Orfordness. When some miles off Walcheren at sea level, the Squadron turned East passing Schouwen, Westhoofd, Noordwal and Koek-Van-Holland where course was set on 320 degrees. This course was held for 4 minutes then changed to 270 degrees. The English coast was recrossed at Southend at 1630 hours and the Squadron had landed by 1645 hours. No ships except some fishing vessels off Overflakke, were seen. No enemy aircraft were seen. Intense accurate and heavy flak was experienced from the coast W. of Rotterdam.	
	R. 6897	Sgt. Hansen E.	Patrol	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
	P. 8720	Sgt. Fuglesang J.	"	"	"		
	EN. 910	Lieut. Christie W.	"	"	"		
	AB. 848	Sgt. Hassel E.	"	"	"		
	W. 3634	Lieut. Ullestad O.	"	"	"		
	EL. 579	2/Lt. Strand T.	"	"	"		
AD. 573	Lieut. Ryg J.	"	"	"			
EL. 634	F/Sgt. Eriksen M. D.F.M. +	"	"	"			
EL. 339	2/Lt. Widerberg A.	"	"	"			
W. 3647	Sgt. Djørne O.	"	"	"			
AA. 877	Sgt. Rønne K.	"	"	"			
19-10-42	EP. 283	Capt. Thorsager F.	Convoy Patrol	1420	1455	Red section. There is nothing to report from this patrol.	
	AB. 279	F/Sgt. Gilhaus J.	"	"	"		
20-10-42	No operational flying today.						
21-10-42	EP. 283	Capt. Thorsager F.	Scramble	1725	1730	Red section. This section was scrambled but ordered to land as soon as they were airborne.	
	AD. 557	Sgt. Waerner T.	"	"	"		
	EN. 910	Lieut. Christie W.	Convoy patrol	1205	1325	Yellow section. There is nothing to report from this patrol.	
	P. 8720	Sgt. Hansen E.	"	"	"		
22-10-42	EN. 910	Lieut. Christie W.	Scramble	0920	1055	Yellow section. Several vectors were given to this section but no enemy aircraft was seen.	
	P. 8720	Sgt. Hansen E.	"	"	"		
	AB. 279	Major Mohr W. D.F.C.	Fighter Roadstead	1455	1635	Major Mohr W. D.F.C. took off with the Squadron on a Fighter Roadstead operation to the Ostende-Flushing area. The English coast was crossed at Bradwell where course was set for the Belgian coast. The Squadron was flying at sea level. Landfall was made by Blankenberghe. The coast was followed up to Flushing where the Squadron turned left and the same route was followed back again. On the way back, Black section F/Sgt. Eriksen M.D.F.M. and F/Sgt. Westly E. went inland N. of Knocke. Green section, 2/Lt. Widerberg A. and Sgt. Raeder B. went inland just N. of Blankenberghe. White section, Lieut. Tandberg U. and Sgt. Waerner T. went inland just S. of Blankenberghe. The three sections attacked hutments, trains and barges with good results. The remaining three sections returned to base and landed by 1640 hours. A small ship of 500 tons was observed at Ostende, but was too close	
	EL. 579	Lieut. Møllestad P.	"	"	"		
	W. 3634	F/Sgt. Eriksen M.D.F.M.	"	"	"		
	W. 3647	F/Sgt. Westly E.	"	"	"		
	EL. 339	Lieut. Ryg J.	"	"	"		
	AA. 877	F/Sgt. Fosse G.	"	"	"		
	EL. 692	2/Lt. Widerberg A.	"	"	"		
	EL. 495	Sgt. Raeder B.	"	"	"		
	EP. 283	Capt. Thorsager F.	"	"	"		
	P. 8720	Sgt. Samuelsen E.	"	"	"		
	AD. 557	Sgt. Waerner T.	"	"	"		
W. 3125	Lieut. Tandberg U.	"	"	"			

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1		2		

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
22-10-42	(cont'd)	See previous page.	Fighter Roadstead.			inshore to be attacked. The three sections attacking ground targets had landed by 1650 hours. Accurate heavy and medium flak was experienced at Blankenberghe.	
23-10-42	EN. 910 AB. 848 EP. 283 AB. 279 W. 3125 EL. 579 EN. 910 AB. 848 EL. 495 AD. 573 W. 3634 AA. 877	Lieut. Ulstein E. Sgt. Waerner T. Capt. Thorsager F. F/Sgt. Gilhus J. Lieut. Tandberg U. Sgt. Samelsen E. Lieut. Ulstein E. Sgt. Waerner T. Lieut. Ryg J. Sgt. Rønhof K. F/Sgt. Eriksen M.D.F.M. F/Sgt. Fosse G.	Convoy Patrol " " Scramble " " Convoy Patrol " " " " " " " " " " " " " " " "	1300 " " 1340 " " 1355 " " 1455 " " 1555 " " 1655 " "	1340 " " 1420 " " 1530 " " 1635 " " 1735 " " 1825 " "	Yellow section. Red section. White section. Yellow section. Blue section. Green section.	There is nothing of operational interest to report from these patrols.
24-10-42	EP. 283 AB. 279 EN. 910 AB. 848 EL. 692 EL. 339 EL. 495 AD. 573	Capt. Thorsager F. F/Sgt. Gilhus J. Lieut. Ulstein E. Sgt. Waerner T. 2/Lt. Widerberg A. Sgt. Raeder E. Lieut. Ryg J. Sgt. Rønhof K. D.F.C.	Convoy Patrol " " " " " " " " Scramble " "	0715 " " 0815 " " 0915 " " 0945 " "	0855 " " 0955 " " 1100 " " 0955 " "	Red section. Yellow section. Green section. Blue section.	There is nothing of operational interest to report from these operations.
25-10-42	EL. 379 P. 8720 EL. 910 W. 3125 AB. 279 AB. 848 EL. 495 W. 3647 EL. 692 AA. 877 EL. 339 W. 3634	W/Cdr. Smith D.S.O. Sgt. Waerner T. Lieut. Christie W. Sgt. Fuglesang J. Lieut. Møllestad P. F/Sgt. Gilhus J. Lieut. Ryg J. Sgt. Djønne O. 2/Lt. Widerberg A. Sgt. Rønhof K. Sgt. Raeder E. 2/Lt. Strand T.	Rodeo. "	1435 "	1545 " " " " " " " " 1550 " " " " " " " " " " " "	W/Cdr. Smith D.S.O., D.F.C. took off with 11 aircraft of this Squadron on a Rodeo operation. The operation was, however, cancelled before the aircraft reached the French coast, owing to bad weather.	
26-10-42	EL. 339 W. 3647	Sgt. Raeder E. Sgt. Djønne O.	Convoy Patrol " "	0815 " "	0905 " "	Green section.	There is nothing to report from this patrol
27-10-42		No operational flying today.					
28-10-42		No operational flying.					

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

DETAIL OF WORK CARRIED OUT
By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

(7472) Wt. 24229/1650. 1800g. 8/40. P.L. 51-7781.

FOR THE MONTH OF October, 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
29-10-42	AB. 279 HL. 634 W. 3125 HL. 495 P. 8720 EN. 910 HL. 339 W. 3647 EP. 283 AD. 573 W. 3634 AB. 848	Major Mohr W. D.F.C. F/Sgt. Westly E. Sgt. Hassel E. Lieut. Ryg J. Sgt. Waerner T. Lieut. Mollstad P. F/Sgt. Fosse G. 2/Lt. Ringdal N. Capt. Thorsager F. Sgt. Djonne O. Capt. From R. Sgt. Fuglesang J.	Shipping Fighter Roadstead. " " " " " " " " " "	1005 1110 " 1215 " " " " " " " "	1215 1110 " 1215 " " " " " " " "	12 aircraft of this Squadron led by Major Mohr W.D.F.C. took off on a Fighter Roadstead operation. The Squadron landed at Manston for refuelling. Only 11 aircraft took off from Manston at 1055 owing to Sgt. Hassel E. having engine trouble, and course was set at sea level for the Belgian coast. When just W. of Ostende, the Squadron turned left along the coast. Then proceeded along the coast to midway between Blankenberghe and Noorderhoofd climbing occasionally to some 1000 feet. Course was then set for base and 10 aircraft landed at base by 1215 hours having crossed the English coast at Clacton at 1200 hours. F/Sgt. Westly E. had to return to Manston just after he had crossed the English coast owing to his hood blowing away. No flak experienced. The wreck of a ship of some 4000 tons was observed S. of Ostende. Just outside Ostende, a ship of some 500 tons was seen. This ship has been in the same position for the last three times that our Squadron has been in this area. Although flying the Belgian flag and carrying a civilian dressed crew, this ship is believed to be in R/T contact with the shore forces reporting the movements of our aircraft. The usual amount of fishing vessels were out N. of Blankenberghe. Weather over the sea:- Visibility very good 10/10ths cloud at 6000 feet. Weather along the Belgian coast:- Visibility fairly good becoming bad in the North. 10/10ths cloud at 2000 feet.	
30-10-42	No operational flying today.						
31-10-42	AB. 279 EP. 283 EN. 910 W. 3125 P. 8720 AB. 848 HL. 495 W. 3647 AA. 877 HL. 339 HL. 692	Major Mohr W. D.F.C. Capt. Thorsager F. Lieut. Christie W. Sgt. Hassel E. F/Sgt. Gilhaus J. Sgt. Samuelsen E. Lieut. Ryg J. 2/Lt. Strand T. F/Sgt. Eriksen M. D.F.M. Sgt. Raeder B. Sgt. Rønne K.	Fighter Roadstead " " " " " " " " " " "	1200 " " " " " " " " " " "	1345 " " " " " " " " " " "	12 aircraft of this Squadron led by Major Mohr W., D.F.C. took off from North Weald on a Fighter Roadstead operation and to act as rear support to Boston in the Ostende-Flushing area. The English coast was crossed at sea level over Bradwell and course was set for Ostende. Outside Ostende, the Squadron turned left and xxxxxx followed the coast to Knocke, keeping approx. 3 miles off shore. Later they proceeded to Noorderhoofd where course was set for base. The English coast was recrossed at 1330 hours and the Squadron had landed by 1345 hours. Lieut. Ullestad O. had to return to base almost as soon as he was airborne owing to his engine overheating. There was no enemy reaction to this operation and no shipping was seen. Weather:- 10/10ths cloud at 1000 feet. Visibility very good.	

61

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

OPERATIONS RECORD BOOK

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	1-11-42		<p>10/10ths cloud in the morning with showers of rain in the afternoon. In the late afternoon there was a thick mist. At 0920 hours; 12 Spitfire VB aircraft led by Major W. Mohr D.F.C. took off from North Weald and flew to Manston, where a briefing was held. At 1325 hours the Squadron took off from Manston to act as close, and only, escort to 6 Bostons bombing the aerodrome at St. Omer, and to go in first and attack the ack-ack positions around the aerodrome. After reforming the same operation was going to be carried out at St. Inglevert aerodrome. Rendezvous was made at 1330 hours over North Foreland and course was set for the French Coast, the aircraft were flying at sea level. The French coast was crossed just East of Calais at 1340 hours with the aircraft still at sea level. Intense light flak was experienced from the Calais area. The Squadron proceeded to St. Omer, being constantly fired at by spread light ack-ack positions, one of which brought down one of the bombers. Owing to thick fog in the St. Omer area, the bomber formation turned right before reaching the target. They made one orbit to port and two to starboard just after turning right. They completely lost formation making it impossible for our aircraft to escort them. Eight T.W.190's were observed and the Bostons broke off singly into the fog after releasing their bombs on no particular target. Some two miles N.W. of St. Omer aerodrome, Red 2/Lt. Waerner T, broke away from formation with white smoke coming from his engine. He called over the R/T that his glycol system was hit and he tried to climb so as to be able to bale out. Not succeeding to do so, he called up over the R/T wishing the boys good luck and then went in to belly land on a cultivated, rather lumpy field. The Squadron climbed to 6,000 feet and recrossed the French coast East of Cap Gris Nez - experiencing flak from the coastal batteries. 10 aircraft landed at Manston by 1450 hours. The 11th, Sgt. Hansen E. landed at Gravesend. In the afternoon, the weather closed down and forced our pilots to remain over night at Manston.</p> <p>Although the task was not carried out owing to bad weather, this day must be regarded as very successful as far as this Squadron is concerned. After a perfect rendezvous with the bombers, the Squadron never lost formation in spite of very difficult weather conditions - low clouds and patches of fog all along the route. The spirit of the pilots was outstanding throughout the whole operation in spite of intense flak, bad weather and bad luck. The day was an excellent example of good team work and spirit.</p> <p>The Squadron was composed as follows:- Major W. Mohr D.F.C., Capt. Thorsager P. Lieut. Christie W. Lieut. Ullestad O. Lieut. Strand E. P/Sgt. Gilhaus J. P/Sgt. M. Eriksen D.P.M. Sgt. Reeder E. Sgt. Rønne K. Sgt. Hansen E. 2/Lt. Waerner T. P/Sgt. Fosse G.</p>		Appendix 1.
North Weald	2-11-42		<p>Sunny in the morning, becoming cloudy in the afternoon with showers of rain. The pilots returned from Manston early in the morning. The following patrols were carried out without incident. Red section, Capt. Thorsager P. and Sgt. Reeder E. took off at 1330 hours on a standing patrol in the Canterbury area. The section landed at 1510 hours. Lieut. Mollstad P. and Sgt. Hassel R. (White section) took off at 1445 hours on a standing patrol and landed at 1545 hours. Lieut. Ryg J. and P/Sgt. M. Eriksen D.P.M. took off at 1500 hours for a standing patrol over Hastings and landed at 1635 hours. P/Sgt. Fosse G. and Sgt. Rønne K. (Pink section) took off at 1700 hours on a standing patrol and landed at 1810 hours. 2/Lt. Ringdal N. and P/Sgt. Westly E. took off at 1620 hours on a standing patrol and landed 1755 hours. These patrols were carried out on Spitfire IX aircraft.</p>		
North Weald	3-11-42		<p>Low clouds in the morning - visibility fairly good - rain in the afternoon. Two convoy patrols were carried out without incident. Red section, Lieut. Christie W. and Sgt. Buglesang N. took off at 1015 and landed 1145 hours. Yellow section, Lieut. Mollstad P. and Sgt. Samelsen E. took off at 1105 and landed 1125. White section, P/Sgt. Gilhaus J. and Sgt. Hassel R. took off at 1125 and were ordered to land at 1140 owing to bad weather. These patrols were carried out on Spitfire VB aircraft.</p>		

PUBLIC RECORD OFFICE

Reference:-

AID 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	3-11-42	(cont'd)	At 1555 hours, Pink section, F/Sgt. M. Eriksen D.F.M. and F/Sgt. Westly E. took off on a Rhubarb operation to the Knocke- Esklooc area. This Rhubarb had to be abandoned owing to bad weather: 10/10ths cloud at 4000 feet and moderate visibility. The enemy coast was not crossed but a shipping recon. was carried out in the Blankenberghe-Flushing-Schouwen area. A tug and a barge were observed near to the North Coast of Walcheren, but not attacked. Two tugs and an armed Trawler were observed in the South Bay of Schouwen. One of the tugs and the armed Trawler were attacked and damaged by cannon and machine gun fire. Intense light flak was experienced from Trawler and shore batteries. The section landed without further incident at 1740 hours.		
North Weald.	4-11-42		Low clouds, thick mist and rain prevented any flying today.		
North Weald.	5-11-42		Low clouds, thick mist and rain again prevented any flying.		
North Weald.	6-11-42		The weather was clearer today and colder but there was no operational flying.		
North Weald.	7-11-42		Cloudy in the morning becoming fair in the afternoon. The Wing was released for organised games from 1000 hours.		
North Weald.	8-11-42		Fair with scattered clouds at 3000 feet. The Squadron was called to readiness at 0930 hours in connection with an operation to take place later in the day. At 1430 hours, 11 Spitfire IX aircraft led by Major W. Mohr D.F.C. took off to take part in Circus 235. Only 6 aircraft took off owing to one not having its long range tank fitted in time. This was due to very short notice of operation. Four of our aircraft were forced to return to base owing to trouble with the jettison tanks. The remainder of the Squadron proceeded to the rendezvous point. Biggen Hill wing was five minutes late and immediately on arrival set course which gave our aircraft very little chance to form up with them. Our seven aircraft first met the "box" of Bombers returning from Lille and escorted these Bombers back to Marston. Our aircraft then turned out to sea again and met the second "box" of bombers returning. These bombers were escorted to the English coast. Seven aircraft of the Squadron had landed by 1340 hours. The following pilots took part:- Major W. Mohr D.F.C. Sgt. Hansen E. Capt. Thorsager F. Lieut. Ulstein E. Lieut. Christie W. Lieut. Ryg J. F/Sgt. Eriksen M. D.F.M. 2/Lt. Ringdal N. Sgt. Bjorne G. Sgt. Raeder E. and F/Sgt. Poase G. The Spitfire IX aircraft had been used singly and in sections but this was the first operational trip on Spitfire IX aircraft by the whole Squadron. At 1600 hours, 12 aircraft led by Major W. Mohr D.F.C. took off together with 331 (H) Squadron on a Rodeo operation in the Nieuport area. The Squadrons penetrated some 15 miles inland, then turned to Port and recrossed the Belgian Coast East of Knocke. No enemy aircraft were encountered. Moderate flak was experienced at a height of 20-22,000 feet over Coastal areas. Two ships of 2/3,000 tons were seen steaming from Flushing towards Blankenberghe. The Squadron which was composed as follows, Major W. Mohr D.F.C., Lieut. Christie W. F/Sgt. Gilhaus J. F/Sgt. Poase G. Capt. Thorsager F. Lieut. Ryg J. Sgt. Fuglesang W. F/Sgt. M. Eriksen D.F.M. Lieut. Ulstein E. Sgt. Raeder E. Sgt. Hansen E. and F/Sgt. Westly E. landed at North Weald by 1740 hours.		
North Weald.	9-11-42		Thick fog down to ground level with 50/100 yards visibility. Fog clearing slowly away during the afternoon leaving a ground mist. There was some sunshine but very misty towards evening. At 1555 hours 11 Spitfire IX aircraft of this Squadron, led by Cdr. W. S. A. Duncan-Smith together with 331 (H) Squadron on Rodeo operation 100.		

OPERATIONS RECORD BOOK

of (Unit or Formation) 352 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald.	9-11-42	(cont'd)	The two Squadrons had rendezvous over base at 5,000 feet and course was set for North Foreland. The wing swept the area Sangatte-Gravesline according to instructions at 25-27,000 feet and then returned to Cap. Gris Nez to cover fighters returning from St. Omer. A number of enemy aircraft were seen above and some of our pilots tried to attack but without success. The Squadron landed by 1720 hours. Sgt. Hassel R. had to return to base owing to petrol trouble. The Squadron was composed as follows: W/Odr. W.G.G. Duncan-Smith D.S.O., D.F.C. Sgt. Raeder E. Lieut. Rye J. Capt. Thorsager F. Sgt. Djøme O. P/Sgt. Gilhaus J. Lieut. Ulstein E. Lieut. Møllestad P. P/Sgt. M. E. Eriksen D.F.M. Sgt. Fuglesang N. and Sgt. Rønnef K. Sgt. Hassel R. Lieut. Ullestad O. was posted to Vickers Armstrong Ltd., for test pilot duties.		
North Weald	10-11-42		Thick ground mist in the morning, clearing away towards midday. Pair in the afternoon becoming misty again in the evening. In the morning the first of two lectures on "Co-operation with the Army" was given to pilots in the Station Intelligence Office by a visiting Army officer: Major Egerton-Smith. At 1300 hours, 12 aircraft led by Captain Thorsager F. took off to patrol the London area. The patrol was carried out at 15,000 feet and the Squadron landed by 1430 hours without any incidents to report. The following took part: Capt. Thorsager F. Lieut. Rye J. Sgt. Rønnef K. P/Sgt. Gilhaus J. Lieut. Christie W. Lieut. Ulstein E. Sgt. Raeder E. Sgt. Hassel R. Lieut. Møllestad P. P/Sgt. Fosse G. Sgt. Hansen E. P/Sgt. Westly E. Just after landing, all pilots proceeded to Station Intelligence Office where a second lecture was given on "Army Cooperation" by the above named Major.		
North Weald	11-11-42		Again fog in the morning, clearing away and leaving a ground mist. The Squadron took over readiness at 1300 hours. At 1535 hours 12 Spitfire IX aircraft led by Captain Thorsager F. took off from North Weald on a sweep to the Dunkirk-Ostende area. No incident occurred during the operation. No flak was experienced and no enemy aircraft were seen. Weather over Northern France: 8/10s. cloud at 6,000 feet. The Squadron landed by 1655 hours. The following took part: Capt. Thorsager F. P/Sgt. Gilhaus J. Lieut. Christie W. Sgt. Raeder E. Lieut. Møllestad P. Sgt. Hansen E. Lieut. Rye J. Sgt. Hassel R. Lieut. Ulstein E. Sgt. Djøme O. P/Sgt. M. E. Eriksen D.F.M. Sgt. Rønnef K.		
North Weald	12-11-42		Thick fog all day. No flying possible.		
North Weald	13-11-42		Thick fog clearing in the afternoon. No flying possible.		
North Weald	14-11-42		Ground mist for most of the day. No operational flying.		
North Weald	15-11-42		Fog all day. No flying carried out.		
North Weald	16-11-42		Mist in the morning, clearing during the day to brilliant sunshine. Strong N.E. wind. At 1500 hours, 12 aircraft led by W.G.G. Duncan-Smith D.S.O., D.F.C. took off on a Roadstead operation with 124 Squadron (Spitfire VI aircraft) from Middlekerk to Westkapelle. 352(N) Squadron was leading at sea level with 124 Squadron as cover. 11 minesweepers of 300/500 tons were sighted going North of Westkapelle. Three pilots from this Squadron attacked 3 of them silencing light ack-ack-guns. 7 Pilots attacked gun posts on land, silencing them. In addition, a coastal tower was attacked and destroyed by canon and m.g. fire. No enemy aircraft were seen. Some inaccurate light and heavy flak was experienced from Ostende. Weather: High wind, 8/10ths cloud at 3,000 feet. The Squadron had landed by 1625 hours. The following took part: W/Odr. Duncan-Smith, P/Sgt. Westly E. Capt. Thorsager F. Sgt. Hansen E. Lieut. Møllestad P. Sgt. Fuglesang N. Capt. From R. Sgt. Hassel R. 2/Lt. Ringdal N. P/Sgt. Fosse G. Lieut. Tandberg U. P/Sgt. Gilhaus J.		

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	17-11-42		Fog in morning and early afternoon. No operational flying.		
North Weald	18-11-42		<p>Fair in the morning, closing in to 10/10ths at 1500 hours. The following sections carried out convoy patrols, all without any incident. White section, Lieut. Tandberg U. and Sgt. Gilhaus J. took off at 1435 and landed 1340. Red section, Lieut. Christie W. and Sgt. Puglesang N. took off at 1235 and landed 1410. Pink section, Lieut. Mollstad P. and P/Sgt. Westly E. took off at 1350 and landed 1545. Pink section, Major Mohr W. and Sgt. Hassel R. took off at 1120 on a weather test over the Ostende area. The section flew at sea level across the channel and later varied height- the maximum being 10,000 feet. Weather-Calais and Dunkirk hzse down to sea level. Dunkirk-Ostende, cloud knocks from 2,000 feet up to 6,000 feet and moderate visibility. No enemy aircraft were seen and no flak experienced.</p> <p>At 1445 hours, 12 aircraft of the Squadron led by Major W. Mohr D.F.C. took off from North Weald together with 331 (N) Squadron on a mass Rhu barb on the Isle of Schouwen. Rendezvous was made over Bradwell with 124 Squadron and the Wing then set course for the Dutch coast, but later had to return to base owing to bad weather. The Squadron which was composed as follows:- Major W. Mohr, P/Sgt. Posse G. Capt. Thorsager P. P/Sgt. Gilhaus J. Lieut. Christie W. Sgt. Puglesang J. Capt. From R. Sgt. Hassel R. P/Sgt. Eriksen M. Sgt. Djonne O. Lieut. Tandberg U. Sgt. Hansen E. Authority was received today from the Headquarters, Royal Norwegian Air Force to the effect that P/Sgt. M. Eriksen D.F.M. P/Sgt. Gilhaus J. and P/Sgt. Posse G. were to be promoted to the rank of 2/Lt. w.e.f. 16-11-42.</p>		
North Weald	19-11-42		<p>Slight rain and low cloud. At 1325 hours, Blue section, 2/Lt. Eriksen M., D.F.M. and P/Sgt. Westly E. took off from Manston on a Rhu barb operation in the Ostende-Bruges area. Owing to bad weather the Rhu barb had to be cancelled. The weather was 3/10ths cloud at 2,000 feet with local rain showers which reduced visibility. In stead of the Rhu barb the section carried out a shipping recon in the Ostende-Walcheren area. When off Knocke, a coaster of about 750 tons was observed and attacked with m.g. and canon fire, closing in to point blank range. Hits were observed all over the ship and when the aircraft left, black and white smoke was pouring from the vessel. Pink section of 331 (N) Squadron led by 2/Lt. Malm acted as cover during the attack. Intense heavy and medium flak was experienced from shore batteries in the Knocke area. The section landed at 1445 hours.</p>		
North Weald	20-11-42		<p>Fair in the morning with visibility 3000 yards closing in with slight drizzle in the afternoon. Four sections carried out convoy patrols. There is nothing to report from these patrols. White section, Lieut. Christie W. and Sgt. Puglesang N. took off at 1500 hours and landed 1650. Red section, Lieut. Mollstad P. and Sgt. Reader E. took off at 1310 hours and landed 1440. Yellow section, Capt. Thorsager P. and 2/Lt. Gilhaus J. took off at 1400 hours and landed 1540. Blue section, Lieut. Strand T. and 2/Lt. Posse G. took off at 1600 and landed 1710. Lieut. Tandberg U. and Sgt. Hansen E. took off from North Weald in Spitfire IX aircraft to carry out dogfighting exercises at 30,000 feet. After a short while they tried to get on one another's tails by throttling right back and weaving. During this the aircraft came too close together and Sgt. Hansen pushed the control column right forward to make sure of avoiding a collision. Lieut. Tandberg most probably did exactly the same movement as the two aircraft collided together from an angle of 30 degrees. Sgt. Hansen found himself falling face downward and free of his aircraft, so he pulled the cord and his parachute functioned normally. He landed in the Thames Estuary and was taken to the Royal Naval Hospital, Chatham with slight injuries to his face and back. Lieut. Tandberg was picked up close to a "Q" site belonging to Gravesend but he was dead when the party arrived. Both aircraft were damaged to such an extent that they were widely distributed over an area exceeding one square mile.</p>		

RAF Form 540

See instructions for use of this form in K.R. and A.C.I. pars. 249 and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. Five

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	21-11-42		There was no operational flying today. The pilots carried out organised games and P.T. during the morning.		
North Weald.	22-11-42		Ground mist all morning, then clearing to fair weather in the afternoon. The Squadron was at readiness from 1300 hours and four convoy patrols were carried out without any incident. Blue section, Lieut. Strand T. and Sgt. Hassel R. took off at 1300 hours and landed 1445. Green section, 2/Lt. Eriksen M. and Sgt. Rønne K. took off at 1410 and landed 1545. Red section, Lieut. Ulstein E. and 2/Lt. Gilhus J. took off at 1555 and landed 1640. Blue section, Lieut. Strand T. and Sgt. Djøfane O. took off at 1600 and landed 1735.		
North Weald.	23-11-42		Ground mist in morning and haze all day. There was no operational flying today.		
North Weald.	24-11-42		Ground mist clearing slightly at midday. Two sections carried out convoy patrols without any incidents to report. Red section, 2/Lt. Gilhus J. and Sgt. Hassel R. took off at 1150 and landed 1330. Yellow section, Lieut. Christie W. and Sgt. Fuglesang M. took off at 1245 and landed 1415. The funeral of Lieut. Tandberg U. who was killed in a flying accident on 20-11-42 took place from the Norwegian Seaman's Church, London today. Lieut. Ulstein E. and 2/Lt. Lindseth E. (Norwegian) pilots fulfilled the duties of Funeral Marshals. Lieut. Reed, Lieut. Holtestad P., Lieut. Strand T. Lieut. Weistein, 2/Lt. Ejornstad (Norwegian Pilots) and Lieut. Sunde A. (Int. Off. 332 (H) Sqdn) were the bearers. The escort party, led by Major W. Lohr D.F.C., consisted of Sgt. Samelsen E. Cpl. Tyskerud A. and 16 men.		
North Weald.	25-11-42		Low clouds and some fog in the morning, clearing in the afternoon. 2/Lt. Eriksen M. D.F.F. and Sgt. Fuglesang M. had planned a Rhubarb operation, but this was cancelled a few moments before "take-off" owing to unsuitable weather. Some air to air firing was carried out during the afternoon.		
North Weald.	26-11-42		Quite fair weather in the afternoon. No operational flying during the day. Air firing practice was carried out during the afternoon.		
North Weald.	27-11-42		Low clouds and mist with local showers of rain. At 1215 hours, Purple section, P/Sgt. Raeder B. leading and 2/Lt. Fosse G., took off on a Rhubarb operation in the Nieupoort-Bruges-Blankenberghe area. The Belgian coast was crossed over Nieupoort at sea level at 1255 hours. Intense medium and light flak was experienced from the shore batteries, some of which were silenced by cannon and m.g. fire. Section then turned to port and when 3 miles S.E. of Ostende, Purple 1 fired a short burst with cannon and m.g. on a small factory (unidentified). Section then proceeded along canal and railway between Ostende and Bruges. When 2 miles W. of Bruges, section climbed to 4,000 feet owing to weather. Turning to port they recrossed the Belgian coast near Blankenberghe and course was set for base. Weather in the target area: - 70/10ths cloud from 3/5,000 feet. Visibility very good. The section had landed by 1745 hours. Authority was received today from the Air Ministry to post Capt. From R.E. ("B" Flight Commander), to H.Q. RAAF on cessation of duty with the R.A.F. Lieut. Christie W. takes over the Command of "B" Flight with the rank of Temporary Captain.		
North Weald.	28-11-42		Fair in the morning with a slight mist, becoming cloudy in the afternoon. The Squadron was released for P.T. at 1000 hours and later off camp.		

64

PUBLIC RECORD OFFICE

Reference:-

AIR 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	29-11-42		Mist in the morning, clearing away during the day. Three sections carried out convoy patrols, during which no incident occurred. Red section, Lieut. Møllestad P. and Sgt. Fuglesang N. took off at 1235 and landed 1425. Green section, 2/Lt. Ringdal M. Ringdal M. and Sgt. Djøfne O. took off at 1345 and landed 1520. Black section, 2/Lt. Eriksen M., D.F.M. and W/Sgt. Westly E. took off at 1445 and landed 1620.		
North Weald	30-11-42		Fair all day. At 1425 hours, 12 aircraft led by Captain Thorsager P. took off on a Sweep in the Mardyck-Guines area, with 331(N) Squadron and one Squadron from Hornchurch. Rendezvous was made with the latter over Bradwall. The Squadron crossed the French coast at 27,000 feet near Mardyck with 331(N) Squadron approx. 1,000 feet below and the Hornchurch Squadron stepped 1,000 feet up. The Wing swept some miles inland North, South and then West recrossing the French coast between Cap Gris Nez and Calais. The course was then set for Dungeness and later for base. THE SQUADRON LANDED BY 1600 HOURS. On the way out, a great number of balloons were observed over France at 27,000 feet, probably British balloons from an "Operation Outward" taking place today. Some heavy flak was experienced in the Mardyck area. The following pilots took part. Capt. Thorsager P. Lieut. Strand E. Lieut. Møllestad P. P/Sgt. Raeder B. Lieut. Ulatein E. Sgt. Fuglesang N. Capt. Christie W. P/Sgt. Westly E. Lieut. Ryg J. Sgt. Djøfne O. 2/Lt. Ringdal M. Sgt. Hassel R.		

F. Thorsager Capt
for Officer Commanding,
332(N) Squadron

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRETPAGE No. SIX

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

FOR THE MONTH OF November 1942

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-11-42	<u>Spitfire VB.</u>						
	AB. 279	Major W. Mohr D.F.C.	Bomber Escort.	1325	1440	At 1325 hours, the Squadron took off from Manston, where a briefing had been held, to act as close, and only, escort to 6 Boston Bombers bombing the aerodrome at St. Omer, and to go in first and attack the ack-ack positions around the aerodrome. After reforming, the same operation was going to be carried out at St. Inglevert aerodrome. Rendezvous was made at 1330 hours over North Foreland and course was set for the French coast, the aircraft flying at sea level. The French coast was crossed just East of Calais at 1340 hours with the aircraft still at sea level. Intense light flak was experienced from the Calais area. The Squadron proceeded to St. Omer, being constantly fired at by spread light ack-ack positions, one of which brought down one of the bombers. Owing to thick fog in the St. Omer area, the Bomber formation turned right before reaching the target. They made one orbit to port and two to starboard just after turning right. They completely lost formation making it impossible for our aircraft to escort them. 8 P.W. 190's were observed and the Bostons broke off singly into the fog after releasing their bombs on no particular target. Some 2 miles N.W. of St. Omer aerodrome, Red 2, 2/Lt. Waerner T. broke away from formation with white smoke coming from his engine. He called over the R/T that his glycol system was hit and he tried to climb so as to be able to bale out. Not succeeding to do so, he called up over the R/T wishing the boys good luck and then went in to "belly-land" on a cultivated, rather bumpy field (APPENDIX 1). The Squadron climbed to 6,000 feet and regressed the French coast E. of Cap Gris Nez - experiencing flak from the coastal batteries. Ten aircraft landed at Manston by 1430 hours. The 11th aircraft, Sgt. Harsen E., landed at Gravesend.	
	EP. 283	Capt. Thorsager F.	" "	"	"		
	EN. 910	Lieut. Christie W.	" "	"	"		
	W. 3634	Lieut. Ullestad O.	" "	"	"		
	W. 3647	Lieut. Strand T.	" "	"	"		
	AD. 557	F/Sgt. Gilhaus J.	" "	"	"		
	EL. 495	F/Sgt. M. Eriksen D.F.M.	" "	"	"		
	EL. 339	F/Sgt. Raeder E.	" "	"	"		
	EL. 692	Sgt. Rønhoef K.	" "	"	"		
AE. 848	Sgt. Hansen E.	" "	"	1450			
W. 3125	2/Lt. Waerner T.	" "	"	Did not return.			
AA. 877	F/Sgt. Fosse G.	" "	"	1440.			
2-11-42	<u>Spitfire IX</u>						
	ES. 540	Capt. Thorsager F.	Standing Patrol	1330	1510	(Red section).	These standing patrols were carried out in the Canterbury and Hawkinge areas, but there is nothing of operational interest to report.
	ES. 248	F/Sgt. Raeder E.	" "	"	"		
	ES. 250	Lieut. Møllestad P.	" "	1415	1545	(White section).	
	ES. 399	Sgt. Hassel R.	" "	"	"		
	ES. 398	Lieut. Ryg J.	" "	1500	1655	(Blue section).	
	ES. 251	F/Sgt. Eriksen M.D.F.M.	" "	"	"		
	ES. 395	F/Sgt. Fosse G.	" "	1700	1810	(Pink section).	
	ES. 399	Sgt. Rønhoef K.	" "	"	"		
	ES. 248	2/Lt. Ringdal N.	" "	1620	1755	(Green section).	
ES. 249	F/Sgt. Westly E.	" "	"	"			
3-11-42	<u>Spitfire VB.</u>						
	EN. 910	Lieut. Christie W.	Convoy Patrol	1015	1145	(Red section).	These convoy patrols were carried out according to orders without anything to report. The last two sections were ordered to return to base owing to bad weather.
	R. 6897	Sgt. Fuglesang N.	" "	"	"		
	EP. 283	Lieut. Møllestad P.	" "	1105	1425	(Yellow section).	
	EL. 579	Sgt. Samelsen E.	" "	"	"		
	AD. 557	F/Sgt. Gilhaus J.	" "	1125	1140	(White section).	
P. 6720	Sgt. Hassel R.	" "	"	"			

65

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
3-11-42	<u>Scitfire VB</u> HA 339 AA 877	F/Sgt. M. Eriksen D.F.M. F/Sgt. E. Westly	Rhubarb	1555	1740	(Pink section). This section took off on a Rhubarb operation in the Knocke-Blankenberghe area. This operation had to be abandoned owing to bad weather: 10/10ths cloud at 4,000 feet and moderate visibility. The enemy coast was not crossed but a shipping reconnoiter was carried out in the Blankenberghe-Flushing-Schouwen area. A tug and a barge were observed near to the North coast of Walcheren, but not attacked. Two tugs and an armed trawler were seen in the South Bay of Schouwen. One of the tugs and the armed trawler were attacked and damaged by canon and m.g. fire. Intense light flak was experienced from the trawler and shore batteries.	
4-11-42			Bad weather. No operational flying.				
5-11-42	"	"	"				
6-11-42	"	"	"				
7-11-42	"	"	"				
8-11-42	<u>Scitfire IX</u> BS. 507 BS. 540 BS. 508 BS. 250 BS. 599 BS. 251 BS. 255 BS. 401 BS. 395 BS. 249 BS. 407	Major W. Mohr D.F.C. Sgt. Hansen E. Capt. Thorsager F. Lieut. Ulstein E. Lieut. Christie W. Lieut. Ryg J. F/Sgt. M. Eriksen D.F.M. 2/Lt. Ringdal N. Sgt. Djorne O. Sgt. Raeder E. F/Sgt. Fosse G.	Circus 235	1130	1315 1325 1200 1315 1320 1220 1235 1320 1320 1155 1320	Major W. Mohr D.F.C. led 11 aircraft of the Squadron on a Circus operation. Four of the aircraft were forced to return to base owing to trouble with the jettison tanks. The remainder of the Squadron proceeded to the rendezvous point. Biggen Hill Wing was five minutes late and immediately on arrival set course which gave our aircraft very little chance to form up with them. Our seven aircraft first met the box of bombers returning from Lille and escorted these bombers back to Manston. Our aircraft then turned out to sea again and met the second box of bombers returning. These bombers were escorted to the English coast.	
	BS. 507 BS. 399 BS. 396 BS. 407 BS. 508 BS. 251 BS. 540 BS. 255 BS. 250 BS. 401 BS. 252 BS. 398	Major W. Mohr D.F.C. Lieut. Christie W. F/Sgt. Gillhaus J. F/Sgt. Fosse G. Capt. Thorsager F. Lieut. Ryg J. Sgt. Fuglesang N. F/Sgt. M. Eriksen D.F.M. Lieut. Ulstein E. Sgt. Raeder E. Sgt. Hansen E. F/Sgt. Westly E.	Rodeo	1600	1740 " " 1735 1740 1735 1740 1735 1750 1735 1740 1735	Major W. Mohr D.F.C. led this Squadron together with 331 (H) Squadron on a Rodeo operation in the Neuport area. The Squadrons penetrated some 15 miles inland, then turned to port and recrossed the Belgian coast E. of Knocke. No enemy aircraft were encountered. Moderate flak was experienced at a height of 20/22,000 feet over coastal areas. Two ships of 2/3,000 tons were seen steaming from Flushing towards Blankenberghe. The Squadron returned to base without any further incident to report.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16-11-42	Spitfire IX. ES.458	W/Odr. W.G.G. Duncan-Smith D.S.O., D.F.C.	Roadstead.	1500	1645 ⁿ	W/Odr. W.G.G. Duncan-Smith D.S.O., D.F.C. led this Squadron together with 124 Squadron (Spitfire VI aircraft) on a Roadstead operation from Middlekerk to Westkapelle. 332(U) Squadron was leading at sea level with 124 Squadron as cover. 41 minesweepers of 3/500 tons were sighted going North of Westkapelle. 3 pilots from this Squadron attacked 3 of them, silencing light ack-ack guns. 7 pilots attacked gun posts on land, silencing them. In addition, a coastal tower was attacked and destroyed by canon and H.G. fire. No enemy aircraft were seen. Some light and inaccurate flak was experienced from Ostende. Weather: High wind, 8/10ths cloud at 3,000 feet.	
	ES.249	P/Sgt. Westly E.	"	"	"		
	ES.508	Capt. Thorsager P.	"	"	"		
	ES.252	Sgt. Hansen E.	"	"	"		
	ES.250	Lieut. Mollstad P.	"	"	"		
	ES.546	Sgt. Fuglesang J.	"	"	"		
	EN.177	Capt. From R.	"	"	"		
	ES.255	Sgt. Hassel R.	"	"	"		
	ES.401	2/Lt. Ringdal W.	"	"	"		
	ES.407	2/Lt. Fosse G.	"	"	"		
	ES.537	Lieut. Tandberg U.	"	"	"		
	ES.399	2/Lt. Gilhaus J.	"	"	"		
17-11-42	Bad weather. No operational flying.						
18-11-42.	ES.537	Lieut. Tandberg U.	Convoy Patrol	1135	1310	(White section). These patrols were carried out	
	ES.396	2/Lt. Gilhaus J.	"	"	"		
	ES.399	Lieut. Christie W.	"	1235	1410	(Red section). without any incident to report.	
	AB.522	Sgt. Fuglesang N.	"	"	"		
	ES.250	Lieut. Mollstad P.	"	1350	1545	(Pink section).	
	ES.249	P/Sgt. Westly E.	"	"	"		
	ES.507	Major W. Mohr D.F.C.	Weather Test	1120	1250	(Pink section). Major W. Mohr D.F.C. took this section on a weather test over the Ostende area. The section flew at sea level across the channel and later varied height-the maximum being 10,000 feet. Weather- Calais and Dunkirk-haze down to sea level. Dunkirk-Ostende, cloud from 2,000 feet up to 6,000 feet and moderate visibility. No enemy aircraft were seen and no flak experienced.	
	ES.255	Sgt. Hassel E.	"	"	"		
	ES.507	Major W. Mohr D.F.C.	Mass Rhubarb	1445	1625	Major W. Mohr D.F.C. led this Squadron together with 331(U) Squadron on a Mass Rhubarb operation on the Isle of Schouwen. Rendezvous was made over Bradwell with 424 Squadron and the Wing then set course for the Dutch coast, but later had to return to base owing to bad weather.	
	ES.401	2/Lt. Fosse G.	"	"	"		
	ES.508	Capt. Thorsager P.	"	"	1630		
	ES.396	2/Lt. Gilhaus J.	"	"	"		
	ES.399	Lieut. Christie W.	"	"	"		
	AB.522	Sgt. Fuglesang N.	"	"	"		
	EN.177	Capt. From R.	"	"	1645		
	ES.407	Sgt. Hassel R.	"	"	"		
	ES.255	2/Lt. M. Eriksen D.F.C.	"	"	"		
	ES.251	Sgt. Djerve O.	"	"	"		
	ES.537	Lieut. Tandberg U.	"	"	162		
	ES.252	Sgt. Hansen E.	"	"	1625		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. Five.

(*9221) Wt. 9250-50 60,000 5/42 T.S. 700

FOR THE MONTH OF November 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
19-11-42	Spitfire IX. ES. 255 ES. 249	2/Lt. M. Eriksen D.F.M. F/Sgt. Westly E.	Rhubarb. "	1325 "	1445 "	(Blue section). This section took off from Manston for a Rhubarb operation in the Ostende-Bruges area. Owing to bad weather the Rhubarb had to be cancelled. The weather was 3/10ths cloud at 2,000 feet with local rain showers which reduced visibility. Instead of the Rhubarb operation, the section carried out a shipping recon in the Ostende-Walcheren area. When off Krokke, a coaster of about 750 tons was observed and attacked with canon and m.g. fire, closing in to point blank range. Hits were observed all over the ship and when the aircraft left, black and white smoke was pouring from the vessel. Pink section of 331 (N) Squadron led by 2/Lt. Malm acted as cover during the attack. Intense heavy and medium flak was experienced from shore batteries in the Krokke area.	
20-11-42	ES. 251 ES. 540 ES. 250 ES. 252 ES. 508 ES. 396 ES. 407 ES. 398	Lieut. Christie W. Sgt. Fuglesang N. Lieut. Mollstad P. F/Sgt. Raeder B. Capt. Thorsager P. 2/Lt. Gilhaus J. Lieut. Strand T. 2/Lt. Fosse G.	Convoy Patrol " " " " " " " " " " " "	1325 " " 1340 " " 1400 " " 1600 " "	1445 " " 1440 " " 1540 " " 1710 " "	(White section). (Red section). (Yellow section). (Blue section).	These patrols were carried out without any incidents.
21-11-42	Bad weather.	No operational flying.					
22-11-42	ES. 251 ES. 401 ES. 248 ES. 407 ES. 252 ES. 396 ES. 251 ES. 248	Lieut. Strand T. Sgt. Hassel R. 2/Lt. M. Eriksen D.F.M. Sgt. Rønne K. Lieut. Ulstein E. 2/Lt. Gilhaus J. Lieut. Strand T. Sgt. Djørne O.	Convoy Patrol " " " " " " " " " " " " " "	1300 " " 1410 " " 1555 " " 1600 " "	1445 " " 1545 " " 1640 " " 1735 " "	(Blue section). (Green section). (Red section). (Blue section).	These patrols were carried out without any incidents.
23-11-42	Bad weather.	No operational flying.					
24-11-42	ES. 396 AE. 522 ES. 507 ES. 395	2/Lt. Gilhaus J. Sgt. Hassel R. Lieut. Christie W. Sgt. Fuglesang N.	Convoy Patrol " " " " " "	1150 " " 1245 " "	1330 " " 1415 " "	(Red section). (Yellow section).	These patrols were carried out without any incidents.
25-11-42	Bad weather.	No operational flying.					
26-11-42	Bad weather.	No operational flying.					

67

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-11-42	Spitfire VB. P. 5720 AA 877	F/Sgt. Raeder B. 2/Lt. Fosse G.	Rhubarb "	1215 "	1345 "	This section set off on a Rhubarb operation in the Nieuport-Bruges-Blankenberghe area. Flying at sea level, the section crossed the Belgian coast over Nieuport at 1255 hours. Intense medium and light flak was experienced from shore batteries, some of which were silenced by cannon and m.g. fire. The section turned to port and when 3 miles S.E. of Ostende, Purple 1 fired a short burst on a small factory (unidentified). After this the canal and railway between Ostende and Bruges were followed until 2 miles W. of Bruges. The section climbed to 4,000 feet owing to weather. Turning to port, the Belgian coast was recrossed near Blankenberghe and course was set for base. Weather in the target area: - 10/10ths cloud from 3,000 to 5,000 feet. Visibility very good.	
28-11-42	No operational flying today.						
29-11-42	Spitfire IX.						
	ES. 507	Lieut. Mollstedt P.	Convoy Patrol	1235	1425	(Red section)	
	ES. 540	Sgt. Fuglesang N.	" "	" "	" "	" "	There are no incidents to report from
	ES. 401	2/Lt. Ringdal H.	" "	1345	1520	(Green section)	
	ES. 248	Sgt. Djønne O.	" "	" "	" "	" "	these patrols.
	ES. 255	2/Lt. Eriksen M., D.F.M.	" "	1445	1620	(Black section)	
	ES. 249	F/Sgt. Westly E.	" "	" "	" "	" "	
30-11-42	ES. 508	Capt. Thorsager E.	Sweep	1425	1600		
	ES. 399	Lieut. Strand T.	" "	" "	" "		
	ES. 134	Lieut. Mollstedt P.	" "	" "	" "		
	ES. 507	F/Sgt. Raeder B.	" "	" "	" "		
	ES. 240	Lieut. Ustein E.	" "	" "	" "		
	ES. 540	Sgt. Fuglesang N.	" "	" "	" "		
	ES. 255	Capt. Christie W.	" "	" "	" "		
	ES. 249	F/Sgt. Westly E.	" "	" "	" "		
	ES. 399	Lieut. Rye J.	" "	" "	" "		
	ES. 248	Sgt. Djønne O.	" "	" "	" "		
	ES. 401	2/Lt. Ringdal H.	" "	" "	" "		
	ES. 398	Sgt. Hassel R.	" "	" "	" "		

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	1-12-42		Fair in the morning with some ground mist, becoming cloudy in afternoon with rain in the late afternoon. Two sections of two aircraft carried out recon flights in connection with army co-operation. Some air to sea exercises were carried out in the afternoon.		
North Weald.	2-12-42		Misty in the morning with some cloud, then clearing up in the afternoon. The Squadron was at readiness at dawn. Four sections of two aircraft each carried out convoy patrols off the Sector coastline. There is nothing to report from these patrols, except that the last section had to be recalled owing to the weather closing in very rapidly in the patrol area. Yellow section, Lieut. Møllestad P. and 2/Lt. Gilhus J. took off at 1320 and landed 1450. Red section, Capt. Thorsager P. and Lieut. Strand T. took off at 1415 and landed 1545. White section, Lieut. Ulstein E. and Sgt. Fuglesang J. took off at 1510 and landed 1655. Blue section, Capt. Christie W. and P/Sgt. Westly E. took off at 1610 and landed 1650.		
North Weald.	3-12-42		Cloudy in the morning with ground mist. The mist developed into a fog which increased until visibility was only 150 yards. Several operations, in which one of which this Squadron was to take part as rear-support for 40 Venturias, 40 Bostons and 10 Mosquitos, were cancelled owing to bad weather. No flying at all today. The Squadron was called to Roadstead readiness at 1515 hours but this was cancelled.		
North Weald.	4-12-42		Sunny but a ground mist in the morning which cleared away leaving good weather. At 1325 hours, 12 aircraft of this Squadron led by Captain Thorsager P. ("A" Flight Commander), took off on a sweep in the Nieuport-Calais area together with 331(N) Squadron. Rendezvous was made at 15,000 feet over Bradwell with 124 Squadron (Spitfire II's) at 1340 hours. Three of our aircraft were forced to return before crossing the English coast owing to petrol troubles. The wing climbed to between 24-25,000 feet, 332 Squadron being on top, and crossed the Belgian coast near Nieuport. The wing then turned S.W. and swept some miles inland along the coast to Calais, where course was set for the English coast. 9 aircraft landed at North Weald by 1510 hours. Enemy aircraft were reported in the Dunkirk area and some of these were seen by our pilots at 17,000 feet between 7-9 o'clock, but too far away to attack. No flak was experienced. Weather over France: Fair with scattered clouds. The Squadron was composed as follows. Captain Thorsager P. 2/Lt. Gilhus J. Lieut. Møllestad P. Lieut. Strand T. Lieut. Ulstein E. 2/Lt. Fosse G. Captain Christie W. Sgt. Dønne O. Lieut. Ryg J. Sgt. Rønne K. 2/Lt. Ringdal N. and 2/Lt. Eriksen M. D.F.M.		
North Weald.	5-12-42		Low clouds and heavy rain all day long. One section of two aircraft was at readiness at dawn, but the Squadron was released at 0900 hours with only one section left on Station Defence. At 1200 hours the New Air Officer Commanding, No. 11 Group, Air Vice-Marshal H.W.L. Saunders C.B.E., M.C., D.F.C., M.M. paid a visit to the Squadron. He was accompanied by Group Captain D.G. Morris D.F.C. (Station Commander, North Weald) and they spent quite a time chatting with the pilots.		
North Weald	6-12-42		Bright and sunny weather. At 1125 hours, 12 aircraft from this Squadron led by Captain Thorsager P., took off from North Weald together with 331(N) Squadron, to act as second fighter cover to Fortresses raiding Lille. Major K. Birksted D.F.C. was leading the Wing. Bombers were seven minutes early at rendezvous and the other fighters taking part in Circus 24 did not contact bombers until well overland. 331 Squadron was flying to starboard of 2nd box of bombers-2000 feet above and 332 Squadron was to port 5000 feet above. The Wing covered first box of bombers to the target as well. Having left Lille, 2 F.W. 190's dived through the wing and attacked one of the bombers in the 2nd. box, but without success. Lieut. Ryg J., flying as green 1, saw one of the bombers in the 3rd. box being shot down- one of the crew was seen to bale out. Slight flak was experienced over the target - but too low. The Squadron was composed as follows.		

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	6-12-42	(cont'd)	Captain Thorsager F., Lieut. Strand T. Lieut. Mollstad P. 2/Lt. Fosse G. Lieut. Ulstein E. F/Sgt. Reader B. Captain Christie W. F/Sgt. Westly E. Lieut. Ryg J. Sgt. Djsme O. 2/Lt. M. Eriksen D.F.M. Sgt. Rønne K.		
North Weald	7-12-42		Low cloud and strong wind all day. No operational flying.		
North Weald	8-12-42		Bad weather again prevented any operational flying.		
North Weald	9-12-42		Clear weather during the day. At 1435 hours, W/Odr. Jameson D.F.C. with 11 aircraft of this Squadron, took off from North Weald with 334(N) Squadron on Rodeo 127. The English coast was crossed at North Foreland at 25,000 feet and course was set for the French coast. The Wing swept inland to Mardyck and then set course for N. Foreland. No enemy aircraft were seen and no flak was experienced. The Squadron landed by 1555 hours. The weather over France was clear. W/Odr. Jameson D.F.C., 2/Lt. Gilhaus J. Capt. Thorsager F. Sgt. Watne R. Lieut. Ulstein E. Sgt. Puglesang J. Capt. Christie W. Sgt. Herfjord K. Lieut. Ryg J. 2/Lt. Ringdal N. 2/Lt. Eriksen M. D.F.M. Sgt. Djsme O.		
North Weald.	10-12-42		Cloudy all day. No operational flying carried out today.		
North Weald.	11-12-42		Cloudy with some slight ground mist. Again no operational flying.		
North Weald.	12-12-42		The Squadron proceeded to Ford during the morning to take part in Circus 242 as 2nd fighter withdrawal cover with 334(N) Squadron. The Squadron, led by W/Odr. Jameson D.F.C., took off from Ford at 1238 hours and set course for Beachy Head. From Beachy Head, the Wing climbed behind and above Biggen Hill and Kenley Wings as far as the French coast. The Wing penetrated 10 miles inland towards Beauvais and the bombers were sighted crossing the coast about St. Valery. The Wing, at this time, was ahead and to port of the bombers. Enemy aircraft were seen to approach from starboard and five attacked the bombers head on. The Wing turned towards them and caused the e/a to turn away. Five other e/a were seen to be attacking from astern, but by turning into them, the Wing prevented them from pressing home the attack. Some more enemy aircraft were seen above but these did not attack. The Squadron landed by 1445 hours at North Weald. W/Odr. Jameson D.F.C. Lieut. Strand T. Major Mohr W., D.F.C. Sgt. Watne R. Capt. Thorsager F. 2/Lt. Gilhaus J. Capt. Christie W. F/Sgt. Westly E. 2/Lt. Widerberg A. Sgt. Rønne K. 2/Lt. Ringdal N. Sgt. Djsme O.		
North Weald.	13-12-42		Fair weather with ground mist. Three sections were detailed for convoy patrols off the Sector coastline, but there is nothing to report. Blue section, Lieut. Ryg J. and F/Sgt. Westly E. took off at 1400 and landed 1540. Green section, 2/Lt. Widerberg A. and Sgt. Djsme O. took off at 1500 and landed 1630. 2/Lt. Fosse G. and Sgt. Herfjord K. took off at 1545 and landed 1645.		
North Weald.	14-12-42		Warm and clear day. At 1100 hours, 12 aircraft led by Major W. Mohr D.F.C., took off from North Weald on an Air Sea Rescue patrol in search of Captain Sea 334(N) Squadron, missing from operations on 12-12-42. The Squadron made one large orbit to starboard crossing the English coast East of Dungeness and recrossing near Beachy Head. Then a smaller orbit was made crossing and recrossing the English coast at approx. the same points. Nothing was seen during these two orbits, both of which were made at sea level. The Squadron then climbed and set course for Cap Gris Nez reaching 14-16,000 feet, and when a few miles off the French coast, the Squadron turned to port and course was set for base where the Squadron landed by 1250 hours. There was nothing to report from this patrol. The Squadron was composed as follows:- Major W. Mohr D.F.C. Sgt. Hassel R. Capt. Thorsager F. 2/Lt. Gilhaus J. Lieut. Ulstein E. Sgt. Puglesang J. Lieut. Ryg J. Sgt. Herfjord K. 2/Lt. Eriksen M. D.F.M. F/Sgt. Westly E. 2/Lt. Widerberg A. Sgt. Rønne K.		

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	14-12-42	(cont'd)	At 14.5 hours, Major W. Mohr D.F.C. took off from North Weald with 12 aircraft of this Squadron to take part in Bodco 133 together with 331(N) Squadron, with W/Odr. Jameson D.F.C. leading the Wing. The English coast was crossed at 26,000 feet over North Foreland. After crossing the French coast, the Wing had to drop below cloud layers - 5/10ths at 24,000 feet. The operation was carried out as planned passing over Mardyck-Ypres- and going out near Ostende. The English coast was recrossed near Southend. No enemy aircraft had been seen. Sgt. D. J. O. Red 2, developed engine trouble- low oil pressure- and broke away followed by the rest of the section just after having passed Ypres. This section landed a few minutes before the remainder of the Squadron came in to land at 1615 hours. The Squadron was composed as follows:- Major W. Mohr D.F.C. Sgt. D. J. O. Red 2. Capt. Thorsager P. 2/Lt. Gillhaus J. Lieut. Ulstein E. Sgt. Fuglesang J. Lieut. Ryg J. Sgt. Herfjord K. 2/Lt. M. Eriksen B.F.M. P/Sgt. Westly E. 2/Lt. Widerberg A. and Sgt. Rønne K.		
North Weald	15-12-42		Low cloud and rain all day. No operational flying.		
North Weald	16-12-42		Mist and low cloud with some rain. No operational flying.		
NORTH WEALD	17-12-42		Fog in the morning, low cloud and rain. No operational flying.		
NORTH WEALD	18-12-42		Mist, low cloud and rain. No operational flying.		
NORTH WEALD	19-12-42		Mist and low cloud. No operational flying.		
NORTH WEALD	20-12-42		Mist and ground fog. This weather prevented the North Weald Wing taking part as rear withdrawal cover in Circus 244.		
NORTH WEALD	21-12-42		Bad weather with low cloud and rain. Five sections of two aircraft each carried out convoy patrols during the day. There is nothing to report from these patrols. RED SECTION, Lieut. Mollstad P. and Sgt. Hassel E. took off 1210 and landed 1330. BLUE SECTION, Lieut. Ryg J. and Sgt. Herfjord K. took off 1300 and landed 1435. GREEN SECTION, 2/Lt. Ringdal N. and Sgt. Rønne K. took off 1400 and landed 1550. BLACK SECTION, 2/Lt. Widerberg A. and P/Sgt. Westly E. took off 1500 and landed 1530. WHITE SECTION, Lieut. Ulstein E. and Sgt. Fuglesang J. took off 1545 and landed 1620.		
North Weald.	22-12-42		Low cloud and rain in morning, then clearing up in the late afternoon. No operational flying.		
North Weald.	23-12-42		Clear and sunny in the early morning then becoming foggy with only 25-50 yards visibility, clearing up a bit in the late afternoon.		
North Weald.	24-12-42		Cloudy morning with thick ground fog, clearing slightly during afternoon but closing in again at 1630 hours. A briefing was held at 1000 hours in connection with Ramrod on Flushing. Take off should have been 1115 hours but was postponed to 1315 hours and then finally cancelled due to bad weather.		
North Weald.	25-12-42		Cloudy with heavy ground fog. The Squadron were at 30 minutes readiness from dawn until 1030 hours but there was no operational flying.		
North Weald.	26-12-42		Cloudy and cold with local ground mist. No flying at all today.		

69

PUBLIC RECORD OFFICE

Reference:-

AID 27/1708

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET	References to Appendices
North Weald	27-12-42		Gold and cloudy day but clearer. There was no operational flying but several training exercises were carried out which included some air firing.		
North Weald	28-12-42		Very cold and clear day. There was no flying at all today.		
North Weald	29-12-42		Very cold and clear day. There was a little snow at midday, and some more during the night. At 1405 hours, Major W. Mohr D.F.C. led 12 aircraft from this Squadron on operation Hodeso 138. Rendezvous was made at 26,000 feet over Maastricht at 1425 hours with the Northolt Wing, and course was set for Dunkirk. A sweep was made from Dunkirk passing over France and the English coast was recrossed at Ostende, where course was set for base. The English coast was recrossed over Bradwell at 1510 hours and the Squadron had landed by 1535 hours. No enemy aircraft were seen and no FIAK experienced. The following pilots took part. Major W. Mohr D.F.C. Sgt. Bakke P., Capt. Thorsager F., Sgt. Sand R., Lieut. Holstad P., Sgt. Solstad K., Capt. Christie E., Sgt. Ryde J., 2/Lt. Widerberg A., Sgt. Herfjord E., 2/Lt. Fosse G., and Sgt. Ruuge E.		
North Weald	30-12-42		Very cold and clear day. A briefing was held at 0912 hours in connection with Girons 243 but this operation was cancelled before take-off time. Yellow section, Lieut. Ulstein E. and Sgt. Fuglesang N. took off on a convoy patrol at 1030 hours and landed at 1110. The weather was very bad over the English coast with visibility nil, so this section was ordered back to base.		
North Weald	31-12-42		Some snow fell during the night, but the snow-clearing parties did excellent work and the runways were all ready for use at dawn. It was clear with bright sunshine all day. At 1335 hours, 11 aircraft of this Squadron led by Major W. Mohr D.F.C. took off on Hodeso 140 together with 331(N) Squadron. Major W. Mohr D.F.C. was also leading the North Weald Wing. Rendezvous was made over North Foreland at 22,000 feet at 1400 hours with the Kenley Wing and course was set for Dunkirk. The French coast was crossed slightly North of Dunkirk at 24,000 feet and the wing turned to starboard and proceeded South. When slightly west of Ypres, the wing turned West towards St. Omer. Over St. Omer, Lieut. leader (Major R. Birkstad D.F.C. of 331(N) Squadron) called up on the R/T that he had some fuel trouble, so this Squadron covered 331(N) Squadron as they came out over the French coast at Sangatte. The English coast was recrossed over South Foreland and the Squadron had landed by 1450 hours. Some enemy aircraft were reported in the St. Omer area but none were seen. Four of our aircraft were forced to return before crossing the French coast owing to mechanical trouble. The following pilots took part. Major W. Mohr D.F.C. P/Sgt. Haeder B., Capt. Thorsager F., Sgt. Solstad K., Lieut. Holstad P., Sgt. Fuglesang N., Lieut. Ryg J., Sgt. Sandvik L., 2/Lt. Eriksen D.F.M. P/Sgt. Westly E. and 2/Lt. Fosse G.		

Wilhelm Mohr

Wilhelm Mohr D.F.C.
Major Commanding,
332(N) Squadron.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT
By 332 (Norwegian) Squadron, North Weald.

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By **332(Norwegian) Squadron, North Weald.**

SECRET

PAGE No. **ONE**

(7551) Wt. 9215-56 60,000 5/42 T.S. 700

FOR THE MONTH OF **December** 19**42.**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-12-42	Spitfire II. Aircraft.	No operational flying today.					
2-12-42	BS. 396 EN. 181 BS. 508 EN. 182 BS. 507 BS. 540 BS. 251 BS. 249	2/Lt. Gilhaus J. Lieut. Mollestad P. Capt. Thorsager F. Lieut. Strand T. Lieut. Ulstein E. Sgt. Fuglesang H. Capt. Christie W. F/Sgt. Westly E.	Convoy Patrol " " " " " " y	1320 " 1415 " 1540 " 1610 "	1450 " 1545 " 1655 " 1650 "	Yellow section. Red section. White section. Blue section.	These four patrols were carried out off the Sector coastline, but there are no incidents to report.
3-12-42	No operational flying today.						
4-12-42	BS. 507 BS. 540 EN. 181 EN. 182 BS. 250 AB. 522 BS. 249 BS. 248 BS. 251 BS. 398 BS. 401 BS. 255	Capt. Thorsager F. 2/Lt. Gilhaus J. Lieut. Mollestad P. Lieut. Strand T. Lieut. Ulstein E. 2/Lt. Fosse G. Capt. Christie W. Sgt. Djønne O. Lieut. Ryg J. Sgt. Rønne K. 2/Lt. Ringdal N. 2/Lt. Eriksen M. D.F.M.	Sweep " " " " " " " " " " "	1325 " " " " " " " 1340 " 1500 "	1500 " 1510 " 1350 " 1540 1500 " 1340 1345 1500 1500	Captain Thorsager F. led this Squadron on a sweep in the Nieuport-Calais area together with 331(N) Squadron. Rendezvous was made over Bradwell with 124 Squadron (Spitfire VI) at 1340 hours. Three of our aircraft were forced to return before crossing the English coast owing to petrol trouble. The Wing climbed to between 24-25,000 feet, 332 Squadron being on top, and crossed the Belgian coast near Nieuport. The Wing then turned S.W. and swept some miles inland along the coast to Calais, where course was set for the English coast. Enemy aircraft were reported in the Dunkirk area and some of these were seen by our pilots at 17,000 feet between 7-9 o'clock, but too far away to attack. No flak was experienced. Weather over France:- Fair with scattered clouds.	
5-12-42	No operational flying today.						
6-12-42	BS. 508 EN. 182 EN. 181 BS. 396 BS. 250 BS. 540 BS. 401 BS. 249 BS. 251 BS. 248 BS. 255 BS. 407	Capt. Thorsager F. Lieut. Strand T. Lieut. Mollestad P. 2/Lt. Fosse G. Lieut. Ulstein E. F/Sgt. Baeder B. Capt. Christie W. F/Sgt. Westly E. Lieut. Ryg J. Sgt. Djønne O. 2/Lt. Eriksen M. D.F.M. Sgt. Rønne K.	Fighter Cover " " " " " " " " " " "	1120 " " " " " " " " " " " "	1315 " " " 1305 " 1135 1345 1300 1310 1310 1325	Captain Thorsager F. led this Squadron to act as second fighter cover to Fortresses raiding Lille. 331(N) Squadron were also taking part and Major K. Birksted D.F.C. was leading the Wing. The bombers were seven minutes early at rendezvous and the other fighters taking part in Circus 241 did not contact the bombers until well over land. 331 Squadron was flying to starboard of 2nd box of bombers-2000 feet above and 332 Squadron was to port 5000 feet above. The Wing covered first box of bombers to the target as well. Having left Lille, 2 F.W. 190's dived through the Wing and attacked one of the bombers in the 2nd box, but without success. Lieut. Ryg J. flying as Green 1, saw one of the bombers in the 3rd box shot down- one of the crew was seen to bail out. Slight flak was experienced over the target, but too low.	
7-12-42	No operational flying today.						
8-12-42	No operational flying today.						

70

Reference:- **AIR 27/1728**

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9-12-42	Spitfire IX.						
	BS. 458	W/Odr. P.G. Jameson D.F.C.	Rodeo 127	1435	1545	W/Odr. P.G. Jameson D.F.C. led this Squadron together with 331(N) Squadron on Rodeo No. 127. The English coast was crossed at North Foreland at 25,000 feet and course was set for the French coast. The wing swept inland to Mardyk and then set course for North Foreland. No enemy aircraft were seen and no flak experienced. The weather over France was clear.	
	BS. 307	2/Lt. Gilliam J.	" "	" "	" "		
	BS. 308	Capt. Thorsager P.	" "	" "	" "		
	BS. 252	Sgt. Watne R.	" "	" "	" "		
	BS. 250	Lieut. Ulstein E.	" "	" "	1600		
	BS. 540	Sgt. Fuglesang N.	" "	" "	1545		
	EN. 177	Capt. Christie W.	" "	" "	" "		
	BS. 249	Sgt. Herfjord K.	" "	" "	" "		
	BS. 251	Lieut. Ryg J.	" "	" "	" "		
	BS. 407	2/Lt. Ringdal N.	" "	" "	" "		
BS. 255	2/Lt. M. Erikson D.F.M.	" "	" "	" "			
EN. 182	Sgt. Djerne O.	" "	" "	" "			
10-12-42		No operational flying today.					
11-12-42		No operational flying today.					
12-12-42	BS. 250	Major W. Mohr D.F.C.	Cirous 242	1235	1430	The Squadron proceeded to Ford during the morning to take part in Cirous 242 as 2nd fighter withdrawal cover with 331(N) Squadron. This Squadron, led by W/Odr. P.G. Jameson D.F.C. took off from Ford at 1238 hours and set course for Beachy Head. From Beachy Head, the wing climbed behind and above Biggen Hill and Kenley wings as far as the French Coast. The wing penetrated 10 miles inland towards Beauvais and the bombers were sighted crossing the coast about St. Valery. The wing, at this time, was ahead and to port of the bombers. Enemy aircraft were seen to approach from starboard and five attacked the bombers head on. The wing turned towards them and caused the e/a to turn away. Five other e/a were seen to be attacking from astern, but by turning into them, the wing prevented them from pressing home the attack. Some more enemy aircraft were seen above but these did not attempt to attack.	
	EN. 182	Lieut. Strand T.	" "	" "	" "		
	BS. 540	Sgt. Watne R.	" "	" "	" "		
	BS. 508	Capt. Thorsager P.	" "	" "	" "		
	BS. 396	2/Lt. Gilliam J.	" "	" "	1420		
	BS. 252	Capt. Christie W.	" "	" "	1430		
	BS. 249	F/Sgt. Westly E.	" "	" "	1430		
	BS. 398	2/Lt. Widerberg A.	" "	" "	1445		
	BS. 407	Sgt. Rønne K.	" "	" "	1430		
	BS. 255	2/Lt. Ringdal N.	" "	" "	1430		
	BS. 248	Sgt. Djerne O.	" "	" "	1430		
BS. 458	W/Odr. P.G. Jameson D.F.C.	" "	" "	1430			
13-12-42	EN. 177	Lieut. Ryg J.	Convoy Patrol	1400	1540	Blue section.	These patrols were carried out off the Sector coastline but there is nothing of interest to report.
	BS. 252	F/Sgt. Westly E.	" "	" "	" "		
	BS. 398	2/Lt. Widerberg A.	" "	1500	1630	Green section.	
	BS. 248	Sgt. Djerne O.	" "	" "	" "		
	BS. 255	2/Lt. Fosse G.	" "	1545	1645	Black section.	
BS. 407	Sgt. Herfjord K.	" "	" "	" "			
14-12-42	BS. 507	Major W. Mohr D.F.C.	Air Sea Rescue	1100	1250	Major W. Mohr D.F.C. led 12 aircraft from this Squadron on an Air Sea Rescue patrol in search of Capt. Sea of 331(N) Squadron, missing from operations on 12-12-42. The Squadron made one large orbit to starboard crossing the English coast East of Dungeness and recrossing near Beachy Head. Then a smaller orbit was made crossing and recrossing the coast in approx. the same points. Nothing was seen during these two orbits, which were made at sea level. The Squadron then climbed and set course for Cap Gris Nez reaching 14-16,000 feet, and when a few miles off the French coast, the Squadron turned to port and set course for base. There was nothing to report from this patrol.	
	BS. 398	Sgt. Hassel R.	" "	" "	" "		
	BS. 508	Capt. Thorsager P.	" "	" "	" "		
	BS. 396	2/Lt. Gilliam J.	" "	" "	" "		
	BS. 250	Lieut. Ulstein E.	" "	" "	" "		
	BS. 252	Sgt. Fuglesang N.	" "	" "	" "		
	BS. 251	Lieut. Ryg J.	" "	" "	" "		
	BS. 407	Sgt. Herfjord K.	" "	" "	" "		
	BS. 255	2/Lt. M. Erikson D.F.M.	" "	" "	" "		
	BS. 249	F/Sgt. Westly E.	" "	" "	" "		
	EN. 177	2/Lt. Widerberg A.	" "	" "	" "		
BS. 395	Sgt. Rønne K.	" "	" "	" "			

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

(1931) Wt. 0450-56 60,000 5/48 T.S. 700

FOR THE MONTH OF December 1942.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
11-12-42	Spitfire IX. BS. 507 BS. 254 BS. 407 BS. 255 BS. 249 EN. 177 BS. 396 BS. 248 BS. 508 BS. 396 BS. 256 BS. 252	Major W. Mohr D.F.C. Lieut. Ryg J. Sgt. Bertjord K. 2/Lt. M. Eriksen D.F.M. P/Sgt. Westly E. 2/Lt. Widerberg A. Sgt. Rønnef K. Sgt. Djehne O. Capt. Thorsen G. P. 2/Lt. Gilman J. Lieut. Ulstein E. Sgt. Englemang H.	Rodeo 133 "	1445 " 2"	1620 "	Major W. Mohr D.F.C. led this Squadron to take part in Rodeo 133 together with 331(N) Squadron - W/Odr F.G. Jameson D.F.C. was leading the wing. The English coast was crossed at 26,000 feet over North Foreland. After crossing the French coast, the wing had to drop below cloud layers - 5/10ths at 26,000 feet. The operation was carried out as planned passing over Harvik, Tynes, and going out near Ostende. The English coast was recrossed near Southend. No enemy aircraft had been seen.	
15-12-42		No operational flying.					
16-12-42		No operational flying.					
17-12-42		No operational flying.					
18-12-42		No operational flying.					
19-12-42		No operational flying.					
20-12-42		No operational flying.					
21-12-42	BS. 255 BS. 252 BS. 251 BS. 248 EN. 177 BS. 508 BS. 407 BS. 249	Lieut. Hollestad P. Sgt. Hassel H. Lieut. Ryg J. Sgt. Bertjord K. 2/Lt. Ringdal E. Sgt. Rønnef K. 2/Lt. Widerberg A. P/Sgt. Westly E.	Convoy Patrol " " " " " " " " " " " " " "	1210 " " 1300 " " 1400 " " 1500 " "	1330 " " 1435 " " 1550 " " 1530 " "	Red section. Blue section. Green section. Black section.	These convoy patrols were carried out without any incidents to report.
22-12-42		No operational flying.					
23-12-42		No operational flying.					
24-12-42		No operational flying.					
25-12-42		No operational flying.					
26-12-42		No operational flying.					
27-12-42		No operational flying.					
28-12-42		No operational flying.					

71

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
29-12-42	Spitfire II.						
	BE.507	Major W. Mohr D.F.C.	Rodeo 138	1405	1535	12 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald to take part in operation Rodeo 138. Rendezvous was made at 26,000 feet over Manston at 1425 hours, with the Northolt Wing, and course was set for Dunkirk. A sweep was made from Dunkirk passing over Fruges and the coast was recrossed at Ostende, where course was set for base. The English coast was recrossed over Bradwall at 1540 hours, and the Squadron had landed by 1535 hours. No enemy aircraft were seen and no flak experienced.	
	BE.396	Sgt. Balke P.	" "	" "	" "		
	BE.508	Capt. Thorsager F.	" "	" "	" "		
	BE.182	Sgt. Sand E.	" "	" "	" "		
	BE.250	Lieut. Mollsted P.	" "	" "	" "		
	BE.252	Sgt. Bolstad K.	" "	" "	" "		
	BE.177	Capt. Christie W.	" "	" "	" "		
	BE.255	Sgt. Hyde J.	" "	" "	" "		
	BE.395	2/Lt. Widsarburg A.	" "	" "	" "		
	BE.401	Sgt. Herfjord K.	" "	" "	" "		
BE.249	2/Lt. Posse G.	" "	" "	" "			
BE.251	Sgt. Unge E.	" "	" "	" "			
30-12-42	BE.396	Lieut. Ulstein E.	Convoy Patrol	1030	1110	Yellow section. This section were forced to return to base when over the English coast owing to very bad weather. Visibility was nil.	
	BE.182	Sgt. Fuglesang H.	" "	" "	" "		
31-12-42	BE.507	Major W. Mohr D.F.C.	Rodeo 140	1335	1450	Major W. Mohr D.F.C. led 11 aircraft of this Squadron on Rodeo 140 together with 331(N) Squadron. Major W. Mohr D.F.C. was also leading the North Weald Wing. Rendezvous was made over North Foreland at 22,000 feet at 1400 hours with the Kenley Wing and course was set for Dunkirk. The French coast was crossed just North of Dunkirk at 24,000 feet and the wing turned to starboard and proceeded South. When slightly West of Ypres, the wing turned West towards St. Omer. Over St. Omer, Lieut. leader (Major K. Birksted D.F.C. of 331(N) Squadron) called up on the R/T that he had some fuel trouble, so this Squadron covered 331(N) Squadron as they came out over the French coast at Sangatte. The English coast was recrossed over South Foreland and the Squadron had landed by 1450 hours. Some enemy aircraft were reported in the St. Omer area but none were seen by this wing. Four of our aircraft were forced to return before crossing the French coast owing to mechanical trouble.	
	BE.252	F/Sgt. Raeder B.	" "	" "	" "		
	BE.508	Capt. Thorsager F.	" "	" "	" "		
	BE.396	Sgt. Bolstad K.	" "	" "	" "		
	BE.250	Lieut. Mollsted P.	" "	" "	" "		
	BE.182	Sgt. Fuglesang H.	" "	" "	" "		
	BE.251	Lieut. Ryg J.	" "	1335	1415		
	BE.395	Sgt. Sandvik E.	" "	" "	1445		
	BE.177	2/Lt. Eriksen D.F.M.	" "	" "	1450		
	BE.249	F/Sgt. Westly R.	" "	" "	1440		
BE.401	F/Sgt. Posse G.	" "	" "	1455			

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North weald	1-1-43		Low clouds and rain all day. Visibility very poor. No flying at all.		
North Weald.	2-1-43		Bright clear morning but becoming cloudy with showers of sleet at midday. At 1205 hours, 13 aircraft of this Squadron took off from North Weald together with 331(N) Squadron on operation Rodep 243. Major W. Mohr D.F.C. was leading the Wing. The English coast was crossed over Manston at 22,000 feet and course was set for the French coast which was crossed over Dunkirk at 25,000 feet. After Dunkirk, the wing turned to starboard and made a wide sweep passing East of St. Omer and out over the French coast at Berek-sur-Mer. Slight flak was experienced from the St. Omer area and some Hms were seen closing in to 1000 yards astern. The wing opened up and climbed owing to the very high wind which was very unfavourable for combat. The English coast was recrossed over Beachy Head and the Squadrons had landed by 1335 hours. <u>Weather:-</u> 8/10ths of broken cloud over France with very good visibility. The pilots taking part were as follows:- Major W. Mohr D.F.C. 2/Lt. Gillman J. Capt. Thoragger F. Sgt. Sand E. Lieut. Mollstedt P. Sgt. Hassel R. Capt. Christie W. Sgt. Herfjord K. Lieut. Ryg J. 2/Lt. Posse G. 2/Lt. Widerberg A. Sgt. Rynhof K. 2/Lt. M. Eriksen D.F.M. The Squadron was released for organised games at 1400 hours.		
North Weald	3-1-43		Very cold but clear day. At 1005 hours, 12 aircraft of this Squadron led by Major W. Mohr D.F.C. took off from North Weald together with 331(N) Squadron to take part in Circus 247 as a diversion sweep. Rendezvous was made over Manston at 15,000 feet with one Squadron from the Hornchurch Wing led by the Wing Co. Flying from Hornchurch. The Wing Co. took over the leadership after rendezvous and course was set for the French coast which was crossed over Dunkirk. After Dunkirk a starboard turn was made passing East of St. Omer and recrossing the French coast at Harellet. No Hms were seen and no flak experienced. The English coast was recrossed between Folkstone and Dover and the Squadrons had landed by 1435 hours. <u>Weather:-</u> 2/10ths of broken cloud with very good visibility over France. A very strong wind was still blowing. The pilots taking part were as follows:- Major W. Mohr D.F.C. Lieut. Mollstedt P. Sgt. Fuglesang N. F/Sgt. Raeder E. Lieut. Ryg J. Sgt. Hauge E. 2/Lt. Posse G. F/Sgt. Westly E. 2/Lt. Widerberg A. Sgt. Sandvik S. 2/Lt. Ringdal N. Sgt. Bakke P. One flight was at readiness and one flight at 15 minutes from dawn. At 1300 hours, "B" Flight were at readiness until 1535 hours when the Squadron were on Roadstead readiness until 1703 hours.		
North Weald	4-1-43		Very cold but clear day. Heavy ground frost in the early morning. The Squadron was on Roadstead readiness from dawn until 1030 hours when they changed to 30 minutes readiness. At 1545 hours, 11 aircraft of this Squadron led by Major W. Mohr D.F.C. took off from North Weald on a Fighter Rodeo operation. The English coast was crossed over Bradwell at zero feet and course was set for West Schouwen. The Squadron remained at sea level for 25 minutes and then made a rapid climb to 15,000 feet with the object of bouncing any enemy aircraft taking off from Flushing or Hamstede. Owing to large amount of cumulus cloud (9/10ths topping at 10,000 feet) nothing was seen and the Squadron turned to starboard and proceeded at 20,000 feet past Ostende towards Dunkirk keeping a little way off the coast. At Dunkirk, course was set for base and the English coast was recrossed at Clacton. The Squadron had landed by 1640 hours. No flak was experienced and no enemy aircraft seen. Numerous balloons from an operation "Outward" were observed at 25,000 feet moving S.E. in the Calais Dunkirk area.		72

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	<u>SECRET</u>	References to Appendices
North Weald.	4-1-43	(cont'd)	The following pilots took part:- Major W. Mohr D.F.C. Lieut. Møllestad P. Sgt. Bolstad K. Lieut. Ulstein K. Lieut. Strand T. Capt. Christie W. Sgt. Sandvik S. Lieut. Ryg J. F/Sgt. Westly E.L. 2/Lt. Widerberg A. 2/Lt. Ringdal N.		
North Weald.	5-1-43		Very cold and frosty with heavy ground mist. One section of two aircraft was at readiness from dawn. There was no operational flying today.		
North Weald	6-1-43		Snow fell during the night but changed to rain at dawn. Snow clearing parties were active but the rain cleared most of the snow away.		
North Weald	7-1-43		Thick fog and rain all day prevented any operational flying taking place. The Squadron was at readiness from dawn. During the afternoon, some of the pilots from this Squadron together with pilots of 331(N) Squadron proceeded to the local swimming baths for some dingy drill.		
North Weald	8-1-43		A cold day with brilliant sunshine. At 1055 hours, 11 aircraft including Major W. Mohr D.F.C. took off from North Weald together with 331(N) Squadron on Rodeo 144. W/Odr. P.C. Jameison D.F.C., who was going to lead the wing with 332(N) Squadron, was delayed by technical trouble at take-off and Major W. Mohr D.F.C. took over. The English coast was crossed over Bradwell at sea level and course was set for the Dutch coast. When 15 miles off the Dutch coast, the wing climbed to 26,000 feet and a sweep was made in the Knocke-Dunkirk area. From Dunkirk, the wing proceeded S.W. and crossed the French coast between Calais and Gravelines. When crossing the coast, a 500 ton Coaster was observed going N.E. just off the coast. No enemy aircraft were seen and no flak experienced. The Squadrons had landed by 1250 hours. Weather:- Clear, except off Belgian Coast (6/10ths cloud up to 12,000 feet). The pilots taking part were as follows:- Major W. Mohr D.F.C. Sgt. Puglesang N. Lieut. Møllestad P. Lieut. Ulstein K. Sgt. Watne R. Capt. Christie W. Sgt. Herfjord K. 2/Lt. Ringdal N. Sgt. Hassel R. 2/Lt. Widerberg A. Sgt. Djønne O. At 1445 hours, 12 aircraft of this Squadron, led by W/Odr. P.C. Jameison D.F.C. took off from North Weald together with 6 aircraft from 331(N) Squadron on Rodeo 145. Course was set for Gravelines and when the French coast was reached, a sweep was made inland at 25-26,000 feet to St. Omer. The French coast was recrossed at Marielot and course was set for base. No enemy aircraft were seen. Balloons from an operation "Outward" were observed at 27,000 feet over the Channel and Northern France. Black 1, 2/Lt. Widerberg A. returned early to base owing to pitch control trouble. The remainder of the Squadrons had landed by 1630 hours. Weather:- 9/10ths cloud at 10,000 feet over the Channel area. The pilots taking part were as follows:- W/Odr. P.C. Jameison D.F.C. Sgt. Balboe F. Major W. Mohr D.F.C. F/Sgt. Raeder R. Lieut. Møllestad P. Lieut. Strand T. Capt. Christie W. Sgt. Sandvik S. 2/Lt. M. Nilsen D.F.M. Sgt. Herfjord K. 2/Lt. Widerberg A. Sgt. Djønne O.		

RAF Form 540

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

OPERATIONS RECORD BOOK

Page No. Three

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	9-1-43		<p>A clear and frosty day with strong wind from the East. The Squadron was on readiness from dawn and eight sections were detailed for convoy and standing patrols. The standing patrols were flown over Canterbury and the convoys were patrolled off the Sector coastline. There is nothing to report from any of these patrols.</p> <p>The pilots taking part were as follows:-</p> <p>Lieut. Ryg J. and Sgt. Herfjord K. (Blue section) Convoy patrol. Take-off 1045 landed 1220 2/Lt. Ringdal N. and Sgt. Djønne O. (Black section) " " " " 1050 " 1235 2/Lt. Eriksen M. and 2/Lt. Fosse G. (Green section) " " " " 1150 " 1250 P/Sgt. Raeder B. and Sgt. Hassel R. (Yellow section) Standing Patrol " 1250 " 1440 Lieut. Møllestad P. and Sgt. Bakke P. (Red section) " " " " 1200 " 1300 Lieut. Strand T. and Sgt. Watne R. (White section) " " " " 1400 " 1530 Lieut. Ulstein E. and P/Sgt. Westly E. (Red section) Convoy Patrol " 1500 " 1630 Lieut. Ryg J. and 2/Lt. Eriksen M. (Blue section) " " " " 1600 " 1730</p>		
North Weald	10-1-43		<p>Thick fog with visibility changing from 30 yards to 100 yards. There was no operational flying today and the Squadron was released at 1300 hours.</p>		
North Weald	11-1-43		<p>Rain in early morning, clearing up but hazy. The Squadron was at readiness from dawn. Three sections of two aircraft were detailed for convoy patrols off the Sector coastline and two sections were scrambled during the day. No enemy aircraft were seen and there is nothing to report from these sorties.</p> <p>The sections were as follows:-</p> <p>Blue section, Capt. Christie W. and Sgt. Ryde E. Scramble take-off 1425 landed 1540 Green section, P/Sgt. Westly E. and Sgt. Sandvick S. " " " " 1430 " 1640 Blue section, Capt. Christie W. and Sgt. Ryde E. Convoy " " " " 1510 " 1705 White section, Lieut. Ulstein E. and Sgt. Watne R. " " " " 1540 " 1730 Red section, Major W. Mohr D.F.C. and Lieut. Strand T. Convoy Patrol take-off 1650 landed 1750</p>		
North Weald.	12-1-43		<p>Slight haze in morning clearing at midday. Weather closed in during the afternoon with thick ground mist. At 1405 hours, 12 aircraft of the Squadron led by Captain Christie W. ("B" Flight Commander) took off on a fighter roadstead operation in the Flushing area. One aircraft returned to base early owing to petrol trouble. The English coast was crossed over Bradwell at sea level and course was set for Blankenberghe. On reaching the Belgian coast, the Squadron turned to port and proceeded North passing Knooke, Flushing, Noorderhoofd and course was set for base when South of Schoorwen. Heavy flak was experienced from Knooke, Flushing, and Noorderhoofd. At the northern point of Walcheren, 4 small flak ships were observed near coast and they opened fire as our aircraft approached. 10 aircraft landed at Bradwell on the way back as the weather at North Weald was closing in. However, Major W. Mohr D.F.C. proceeded direct to North Weald. The remainder of the Squadron returned to North Weald after refuelling at Bradwell.</p> <p>Weather:- Along Belgian-Dutch coast - 3/10ths of cloud at 2000 feet South of Noorderhoofd - then fair with 2/10ths cloud at 2000 feet.</p> <p>The following pilots took part:-</p> <p>Capt. Christie W. 2/Lt. Gillman J. Lieut. Ulstein E. Sgt. Puglesang E. Lieut. Strand T. Sgt. Hassel R. Major W. Mohr D.F.C. Sgt. Herfjord K. 2/Lt. Widerberg A. Sgt. Djønne O. 2/Lt. Fosse G. and P/Sgt. Westly E.</p>		73

PUBLIC RECORD OFFICE

Reference:-

AID 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	15-1-43		<p>Pair in the morning with slight haze. The Squadron had one flight at readiness from dawn. Two sections of two aircraft were detailed for convoy patrols during the morning. There is nothing of interest to report from these operations. The sections were composed as follows:-</p> <p>Green section, F/Sgt. Westly E. and Sgt. Herfjord K. take off 0815 Landed 1000 Black section, 2/Lt. Ringdal N. and 2/Lt. Fosse G. " " 0925 " 1045</p> <p>At 1030 hours, the pilots were briefed for Circus operation No. 249 in which the North Weald Wing was to act as Target Support for 12 Bostons attacking St. Omer. At 1145 hours, Major W. Mohr D.F.C. leading 12 aircraft of this Squadron, took off from North Weald together with 331(N) Squadron, W/Odr. P.G. Jamieson D.F.C. was leading the Wing. The English coast was crossed over South Foreland at 5,000 feet at zero +12, climbing steadily Gangeatte was passed at zero +19. Still climbing, the Wing arrived over St. Omer/Port Boulogne aerodrome with bottom Squadron at 16,000 feet. Owing to cloud layer 5/10ths at 10-15,000 feet in the St. Omer area, nothing was seen of the bombers. Some of the escorting fighters were seen, but no enemy aircraft. The Squadron crossed the French coast between Calais and Gravelines on way out, and had landed at North Weald by 1325 hours. One of our pilots had to return early to base owing to trouble with the jetison tank. The following pilots took part:-</p> <p>Major W. Mohr D.F.C. Sgt. Watne R. Capt. Thorsager F. 2/Lt. Gilhaus J. Lieut. Strand T. Sgt. Puglesang N. Capt. Christie W. F/Sgt. Westly E. 2/Lt. Ringdal N. Sgt. Herfjord K. 2/Lt. Widerberg A. 2/Lt. Fosse G.</p> <p>A quick lunch was served for the pilots in the Station Intelligence Office and immediately afterwards the pilots were briefed for Circus operation No. 250 in which the North Weald was going to act as first fighter cover with two Squadrons from Hornchurch. At 1400 hours, Major W. Mohr D.F.C. leading 12 aircraft of this Squadron took off together with 331(N) Squadron. W/Odr. P.G. Jamieson D.F.C. was leading the Wing. Owing to lack of time after the previous operation, the Wing was unable to be at the rendezvous in time and course was set from base to Ypres. The French coast was crossed three miles West of Dunkirk with 331(N) Squadron at 29,000 feet and 332(N) Squadron at 30,000 feet. When 15 miles inland, 6 plus huns were reported in the Gravelines-Dunkirk area flying at 22,000 feet. The Wing turned to investigate but as no enemy aircraft were sighted, the Wing turned and set course for Ypres where activity was reported. At this time, Blue 1 of 331(N) Squadron turned for base as his blower cut off. Yellow 1 of 331(N) Squadron having R/T trouble, probably mistook Blue 1 for the W/Odr in the turn, with the result that the whole formation apart from W/Odr's section crossed back over the Channel. The W/Odr. recalled the formation from mid-channel towards Ypres. On the way back, the last box of bombers was escorted to the Thames Estuary. The Squadron had landed at base by 1535 hours.</p> <p>Weather:- Over France-5/10ths cloud at 8,000 feet- clearer near coast.</p> <p>Major W. Mohr D.F.C. Sgt. Watne R. Capt. Thorsager F. 2/Lt. Gilhaus J. Lieut. Strand T. Sgt. Puglesang N. Capt. Christie W. F/Sgt. Westly E. 2/Lt. Ringdal N. Sgt. Herfjord K. 2/Lt. Widerberg A. 2/Lt. Fosse G.</p> <p>One flight was called to readiness after landing and was on until dusk.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																
North Weald	14-1-43		Pair all day with slight haze in afternoon. The Squadron was at roadstead readiness from dawn. There was no operational flying at all today.																		
North Weald	15-1-43		<p>Pair in the morning until midday, then closing in during the afternoon. The pilots were briefed at 0930 hours for Circus 251. The operation was postponed for one hour and finally cancelled owing to bad weather over the continent. Being on readiness, the Squadron detailed four sections of 2 aircraft each for convoy patrols. These patrols were carried out off the Sector coast line but there is nothing to report.</p> <p>The sections were composed as follows:-</p> <table border="0"> <tr> <td>Green section,</td> <td>2/Lt. Ringdal N. and Sgt. Djerne O.</td> <td>take-off 1405</td> <td>landed 1540.</td> </tr> <tr> <td>Blue section,</td> <td>2/Lt. Widerberg A. and Sgt. Hertford K.</td> <td>" " 1455</td> <td>" 1630</td> </tr> <tr> <td>Black section,</td> <td>2/Lt. M. Riksen D.F.M. and P/Sgt. Westly L.</td> <td>" " 1600</td> <td>" 1700</td> </tr> <tr> <td>Red section,</td> <td>2/Lt. Gilhaus J. and Sgt. Sand E.</td> <td>" " 1635</td> <td>" 1755</td> </tr> </table>	Green section,	2/Lt. Ringdal N. and Sgt. Djerne O.	take-off 1405	landed 1540.	Blue section,	2/Lt. Widerberg A. and Sgt. Hertford K.	" " 1455	" 1630	Black section,	2/Lt. M. Riksen D.F.M. and P/Sgt. Westly L.	" " 1600	" 1700	Red section,	2/Lt. Gilhaus J. and Sgt. Sand E.	" " 1635	" 1755		
Green section,	2/Lt. Ringdal N. and Sgt. Djerne O.	take-off 1405	landed 1540.																		
Blue section,	2/Lt. Widerberg A. and Sgt. Hertford K.	" " 1455	" 1630																		
Black section,	2/Lt. M. Riksen D.F.M. and P/Sgt. Westly L.	" " 1600	" 1700																		
Red section,	2/Lt. Gilhaus J. and Sgt. Sand E.	" " 1635	" 1755																		
North Weald.	16-1-43		Cloudy in the morning. The Squadron was released at 0915 hours.																		
North Weald	17-1-43		<p>Low clouds in the early morning clearing away during the day. At 1045 hours, a briefing was held in connection with Rodeo operation 150. Only one flight of this Squadron was to take part in this operation.</p> <p>The flight, led by Major W. Mohr D.F.C., took off from North Weald at 1145 hours together with 334(N) Squadron. The formation crossed the English coast over North Foreland at 1205 hours and course was set for the Belgian coast. Before reaching Ostende, 332 flight climbed to 3000 feet whilst 334(N) Squadron remained at sea level, and this formation proceeded along the Belgian/Dutch coast keeping approx. 4 miles off shore. When off Walcheren, 2 P.W. 190's were observed going N.E. at 4,000 feet, so 332 flight climbed so as to gain height for an attack on the enemy aircraft. While climbing, Red 2 Sgt Hassel R. was slightly behind and he broke away and dived on the enemy aircraft. He followed the rearmost aircraft down to 5,000 feet damaging it by machine gun and cannon fire in a quarter to astern attack. Red 2 then pulled up and joined the rest of the flight. Meanwhile, Yellow section, Lieuts. Mollstad P. and Strand T. was detailed to attack the two enemy aircraft which were flying echelon starboard. The remainder of the flight stayed above as cover. Yellow section made alternate quarter to astern attacks on leading e/a which was finally destroyed and seen to crash on Noord Beveland burning furiously on the ground. By this time, more e/a were reported in the area and owing to shortage of petrol, course was set for base where the flight landed by 1345 hours. Slight heavy flak was experienced off Knocke.</p> <p>Weather in combat area:- Thin grey layer of cloud, 3/10ths at 12,000 feet. Visibility very good.</p> <p>The following pilots took part:- Major W. Mohr D.F.C. Sgt. Hassel R. Lieut. Mollstad P. Lieut. Strand T. Lieut. Ulstein E. Sgt. Fuglesang N.</p> <p>At 1605 hours, White section was scrambled. This section was given various vectors but finally ordered to land as raid turned to friendly.</p> <p>White section, Lieut. Ulstein E. and Sgt. Fuglesang N. take-off 1605 landed 1710.</p>																		

74

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

AIR 27/1728

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	18-1-43		<p>Pair in the early morning then closing in. The Squadron took off from North Weald and flew to Ford to take part in Circus 252 which was later cancelled owing to weather conditions. The Squadron returned to base during the afternoon. Red section was scrambled but there is nothing to report from this sortie.</p> <p>Red section, Lieut. Mollstedt P and Sgt. Dijkstra O. take-off 1605 landed 1700.</p>		
North Weald	19-1-43		<p>Fog all day, except at midday. Visibility very poor. No flying was carried out today.</p> <p>A letter was received from the Norwegian Headquarters promoting Sgt. Puglesang N., Ljåvne O., Hansen E., Hassel E., Rønne K., Samuelsen E., to the rank of Flight Sergeant.</p>		
North Weald.	20-1-43		<p>Cloudy in the morning but clearing later. Just before midday, the pilots were briefed for a Rodeo operation, but 10 minutes before take off time, this Squadron was scrambled in connection with enemy mass activity over the South Coast and Kent area. They took off at 1250 hours. The Squadron was ordered under Sector control to between Dungeness and Dover where the coast was crossed at 10,000 feet. When 5-7 miles off coast, 2 F.W.190's were observed at 11-0'clock flying 2,000 feet above. The e/a prepared for attack by flying up sun, so the Squadron made a climbing turn to starboard to meet them. As Red 2, Sgt. Saré E., turned sharper than the rest of the Squadron, he found the leading e/a heading straight down on him. The e/a broke off attack making a climbing turn to port, and at this moment Red 2, pulled his nose up and gave a burst on e/a, which he did not hit as his position did not allow him to give enough deflection. The remainder of the Squadron turned to port after the e/a and Yellow section, followed when they dived towards clouds over French coast West of Calais. Another section of 2 F.W.190's appeared on the scene and some dog fights developed between the e/a and our pilots. Yellow 4, Sgt. Puglesang N., out-turned the rearmost of the two F.W.190's in a sharp port turn and fired a short burst at it observing cannon hits on fuselage. Red 3, P/Sgt. Westly E., in a steep dive gave a burst on an F.W.190 closing to 250 yards resulting in black smoke pouring from it. A few seconds later he opened fire on the same e/a as it came out of clouds 50 yards in front of him. The e/a then dived vertically disappearing into the clouds. White and black smoke was pouring from it and it appeared out of control. Yellow 1, Lieut. Mollstedt P. who is missing from this operation, is believed to have dived after first section of F.W.190's when they dived for cloud cover over Cap Gris Nez-Calais area. Squadron reformed in Dover area, made an uneventful orbit towards Calais and landed base at 1400 hours.</p> <p>Weather in the combat area:- Thin cloud layers at 10,000 and 6,000 feet.</p> <p>The following pilots took part:-</p> <p>Major W. Mohr D.F.C. Lieut. Mollstedt P. Sgt. Bolstad E. 2/Lt. Cilhamis J. P/Sgt. Puglesang N. Sgt. Sandvick E. Lieut. Ryg J. P/Sgt. Dijkstra O. 2/Lt. Fosse G. P/Sgt. Westly E.</p> <p>Pink section was scrambled at 1305 hours but recalled at 1320 hours with nothing to report.</p> <p>Pink section, Lieut. Ulstein E. and Lieut. Strand E. take-off 1305 landed 1320.</p>		

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian)Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	21-1-43		<p>Clear and good weather during the day. Ground mist in the late afternoon.</p> <p>11 aircraft of this Squadron, led by W/Odr. P.G. Jamieson D.F.C., proceeded to Ford during the morning to take part in Circus 252. The Squadron took off from Ford at 1150 hours, as part of the North Weald Wing, acting as target support for 12 Venturias bombing aerodrome at Caen. Bombs were seen to hit the runway and localities to the North of the aerodrome. Some enemy aircraft were seen in the distance but no engagement took place. The Squadron had landed at base by 1325 hours having nothing further to report.</p> <p>The following pilots took part:- W/Odr. P.G. Jamieson D.F.C., Sgt. Bolstad K. Major W. Mohr D.F.C. Sgt. Sand E. Lieut. Ulstein E. 2/Lt. Gilhaus J. Lieut. Ryg J. Sgt. Ryde J. 2/Lt. Ringdal N. P/Sgt. Djsæne O. 2/Lt. Fosse G. Sgt. Herrfjord K.</p> <p>Lunch was served in the dispersal for the pilots and soon after they were called to Station Intelligence Office for briefing in connection with Rodeo 156, in which the North Weald Wing was going to act as 2nd. Fighter Cover.</p> <p>11 aircraft of this Squadron took off from North Weald at 1505 hours to rendezvous with 331(Norwegian)Squadron at 1515 hours over base. The Wing proceeded via Harbyek to the St. Omer area and the operation was carried out as planned. No enemy aircraft were seen and the Squadron had landed at base by 1620 hours.</p> <p>The following pilots took part:- Major W. Mohr D.F.C. Lieut. Ulstein E. Sgt. Bakke F. Lieut. Strand T. P/Sgt. Fuglesang N. Lieut. Ryg J. Sgt. Sandvick S. 2/Lt. Widerberg A. P/Sgt. Djsæne O. 2/Lt. Fosse G. Sgt. Herrfjord K.</p> <p>The Squadron took part in a Station Anti Gas Exercise during the morning. All personnel wore their respirators from 0900 hours until 1030 hours. Reconnaissance parties were working and contaminated personnel were decontaminated at the cleansing centres.</p>		
North Weald.	22-1-43		<p>Low clouds and rain in the morning, then clearing up at midday.</p> <p>The Squadron, led by W/Odr. P.G. Jamieson D.F.C., took off from North Weald at 1410 hours to take part in Circus 253 together with 331(N)Squadron. The North Weald Wing acted as target support to 12 Bostons bombing St. Omer. Having escorted the bombers out from the target, the Wing returned to the St. Omer area to investigate some smoke trails above, but these turned out to be friendly aircraft of the escort. Red section made an attack on three F.W.190's coming head on before diving, but these aircraft were lost in cloud at 17,000 feet. Quite accurate heavy flak was experienced from the Calais area on the way in. The flak in the St. Omer area was rather inaccurate. The Squadron had landed at base by 1600 hours.</p> <p>The following pilots took part:- W/Odr. P.G. Jamieson D.F.C. P/Sgt. Fuglesang N. Major W. Mohr D.F.C. Sgt. Bolstad K. Lieut. Ulstein E. Lieut. Strand T. Lieut. Ryg J. Sgt. Ryde J. 2/Lt. Ringdal N. P/Sgt. Djsæne O. 2/Lt. Widerberg A. 2/Lt. Fosse G.</p>		
North Weald.	23-1-43		<p>Fair all day. The Squadron was released at 1300 hours. At 1530 hours, W/Odr. P.G. Jamieson D.F.C. Major W. Mohr D.F.C. Capt. Thorsager F. P/Sgt. Westly E. took off to patrol the St. Omer area. They returned early owing to one of the pilots having engine trouble. There is nothing to report from this flight. The pilots had landed by 1645 hours.</p>		

75

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	24-1-43		Rather misty in the morning, clearing for a brief spell at midday, but closing in again. At 1420, Blue section, 2/Lt. Widerberg A. and Sgt. Ryds J. was scrambled. Different vectors were given by Sector Controller but no enemy aircraft were seen. The mist had cleared when the section took off but when they came in to land at 1530 hours, it was thickening rapidly making landings very difficult.		
North Weald.	25-1-43		Cloudy in the early morning, clearing at midday. Rain followed in the afternoon. At 1145 hours the Squadron took off to act as target support to 78 U.S.A. Bombers in Circus 255. The Wing was ordered to return owing to R/T jamming and had landed at base by 1230 hours.		
North Weald.	26-1-43		Clear in the morning, closing to 7/10ths cloud at 1500 hours. At 1140 hours, 10 aircraft of this Squadron led by Lieut. Ryg J., took off to act as target support to 12 Venturas bombing Bruges in Circus 256. The Squadron was to make rendezvous with 331(N) Squadron over Bradwell, but owing to fog in Bradwell-Sea area, did not see 331(N) Squadron. The Squadron proceeded at sea level for 17 minutes and then climbed rapidly on approaching the coast. The bombers were sighted and escorted to the target area. When the bombers crossed the Belgian coast on the way out, taking advantage of cloud layer at 4,000 feet, the Squadron made an orbit to starboard calling on R/T to the W/Odr. for permission to proceed to Flushing area. Permission was not granted and the Squadron set course for base and had landed by 1320 hours. Accurate medium and heavy flak was experienced in Nieuport-Bruges area. The following pilots took part:- Capt. Thorsager F. Sgt. Sand E. Lieut. Ulstein E. Sgt. Bakke F. 2/Lt. Ringdal N. Sgt. Sandvick S. P/Sgt. Djanse O. Sgt. Herfjord K. 2/Lt. Widerberg A. Lieut. Ryg J. We regret to state that P/Sgt. Samelsen E. was killed today in an aircraft crash. The pilot took off to make an air test with a Spitfire IX and was seen to make a dive from which he never pulled out. The aircraft was smashed to pieces as it hit the ground and caught fire. It is not possible to give any explanation for this accident at present.		
North Weald.	27-1-43		Fair in the morning then turning cloudy. Circus 255, in which the North Weald wing was to take part, was cancelled owing to unsuitable weather. A Rodeo operation in the Flushing area was also cancelled. There was no operational flying at all today.		
North Weald.	28-1-43		Cloudy during day after a fair morning. No operational flying at all today.		
North Weald.	29-1-43		Fair in the early morning, then cloudy with ground mist in the late afternoon. At 1510 hours, 12 aircraft of this Squadron took off from North Weald on Rodeo operation in the Ostende-Flushing area, together with 331(N) Squadron. W/Odr. P.G. Jamieson D.F.C. was leading the Wing. The English coast was crossed over Bradwell and course was set for Ostende flying at sea level. When 7 minutes off the Belgian coast, 1 Flight of 331(N) Squadron climbed to 2,000 feet whilst other flight of 331(N) Squadron joined this Squadron as pre-arranged. The Wing turned to port along the Belgian coast, and proceeded North. When off Schoonen, the Wing turned to starboard and followed the coast down to Blankenberghe, where separate 331 Flight came down and joined the main formation, still flying at sea level. Course was then set for base rearming		

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	29-1-43	(cont'd)	base recrossing the English coast near Manston. No flak experienced and no enemy aircraft seen. The Squadron had landed by 1705 hours. The following pilots took part:- Sgt. Bakke P. Sgt. Bolstad K. Capt. Thorsager P. P/Sgt. Hassel R. Lieut. Strand T. Sgt. Watne R. Capt. Christie W. P/Sgt. Rønne K. Lieut. Ryg J. P/Sgt. Djerms O. 2/Lt. M. Brinken D.F.M. Sgt. Ryde J. 2/Lt. Waerner T., who was reported missing from operations on 1-11-42, paid a visit to the Squadron today after returning from enemy territory. All personnel were very pleased to welcome him back again and to hear that he had destroyed a F.W.190 when he forced landed in France. This pilot is to be posted back to the Squadron in the near future after his leave has ended.		
North Weald	30-1-43		Cloudy in the morning with heavy rain showers and high wind all day. Five section of two aircraft were detailed for convoy patrols. On the way to the patrol line, Blue section, Capt. Christie W. and Sgt. Rønne K. were ordered to N. Foreland where enemy aircraft was reported. This aircraft turned out to be a Typhoon and was left alone. Apart from this incident, there is nothing else to report from these patrols which were carried out off the Sector coastline. Blue section, Capt. Christie W. and P/Sgt. Rønne K. took off 0910 and landed 1050. Green section, Lieut. Ryg J. and Sgt. Ryde J. " " 1010 " " 1155. Black section, 2/Lt. Ringdal N. and P/Sgt. Westly E. " " 1110 " " 1255. White section, Lieut. Strand T. and P/Sgt. Hassel R. " " 1215 " " 1355. Yellow section, Lieut. Blstein E. and Sgt. Sand E. " " 1320 " " 1425. We regret to state that Sgt. Ryde J. was killed in an aircraft crash today. Four pilots, led by Captain Christie W. "B" Flight Commander, were flying in formation when Sgt. Ryde J. was last seen. The speed was about 310 m.p.h. but no manoeuvre was performed by the others that would cause heavy strain on the aircraft. The formation had, for sometimes, been flying in a strong electrically laden air. When the pilot was last seen, they were flying between some cumulus clouds. Sgt. Ryde's aircraft was seen to dive out from a cloud and then broke up into pieces in the air. Accidents Branch are investigating this accident but no result has been given yet.		
North Weald.	31-1-43		Heavy rain and wind reaching 60-70 miles per hour prevented any flying today. General report on the month. With a total of 337 operational flying hours, the month of January has been one of the busiest months for this Squadron since it arrived in No. 11 Group last June. Very few days have passed without any offensive operations being carried out. On several days, two offensive operations, i.e. 1 Circus and 1 Rodeo have been carried out. That the Squadron score is comparatively small, 1-1-2-, is for the main part due to the lack of enemy reaction in the air. One pilot of this Squadron was lost during offensive operations, namely Lieut. Møllested P. The loss of this pilot is the more regrettable as he was one of our finest and keenest fighter pilots. The loss of two Sgt. Pilots in aircraft crashes is also a sad loss. Owing to the loss of three aircraft, the ground crews have been very busy keeping as many aircraft as possible serviceable. They have managed this task very well.		

Wilhelm Mohr
 Wilhelm Mohr D.F.C. Major Commanding, 332(Norwegian) Squadron.

76

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

FOR THE MONTH OF JANUARY, 1943.

(Type: W. 941) - 50 50,000 5/16 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-1-43	Spitfire IX.	No operational flying today.					
2-1-43	BS. 507 BS. 396 BS. 508 RN. 182 BS. 250 BS. 252 RN. 177 BS. 248 BS. 254 BS. 407 BS. 395 BS. 401 BS. 255	Major W. Mohr D.F.C. 2/Lt. Ollhus J. Capt. Thorsager P. Sgt. Dani E. Lieut. Mollsted P. Sgt. Hassel R. Capt. Christie W. Sgt. Hørfjord K. Lieut. Ryg J. 2/Lt. Fosse G. 2/Lt. Widerberg A. Sgt. Røshof K. 2/Lt. K. Spilken D.F.M.	Rodeo 243 "	1205 " " " " 1245 1325 1325 1325 1325 1245 1325	1330 1335 1335 1335 1335 1245 1325 1325 1325 1325 1245 1325	At 1205 hours, 13 aircraft of this Squadron took off from North Weald together with 331(N) Squadron on operation Rodeo 243. Major W. Mohr D.F.C. was leading the wing. The English coast was crossed over Harston at 22,000 feet and course was set for the French coast which was crossed over Dunkirk at 25,000 feet. After Dunkirk, the wing turned to starboard and made a wide sweep passing East of St. Omer and out over the French coast at Berck-sur-Mer. Slight flak was experienced from the St. Omer area and some haze was seen closing in to 1000 yards astern. The wing opened up and climbed owing to the very high wind which was very unfavourable for combat. The English coast was recrossed over Beachy Head and the Squadrons had landed by 1335 hours. Weather:- 8/10ths of broken cloud over France with very good visibility.	
3-1-43	BS. 507 RN. 182 BS. 396 BS. 252 BS. 251 BS. 248 RN. 177 BS. 249 BS. 395 BS. 255 BS. 401 BS. 407	Major W. Mohr D.F.C. Lieut. Mollsted P. Sgt. Fuglesang N. F/Sgt. Raeder B. Lieut. Ryg J. Sgt. Hauge E. 2/Lt. Fosse G. F/Sgt. Westly E. 2/Lt. Widerberg A. Sgt. Sandvik S. 2/Lt. Ringdal N. Sgt. Bakke F.	Diversions sweep in Circus 247. " " " " " " " " " " "	1005 " " " " " " " " " 1050 1125	1125 1130 1130 1125 1115 1115 1125 1125 1135 1125 1050 1125	At 1005 hours, 12 aircraft of this Squadron led by Major W. Mohr D.F.C. took off from North Weald together with 331(N) Squadron to take part in Circus 247 as a Diversions Sweep. Rendezvous was made over Harston at 15,000 feet with one Squadron from the Hornchurch Wing led by the Wing Co. flying from Hornchurch. The Wing Co. took over the leadership after rendezvous and course was set for the French coast which was crossed over Dunkirk. After Dunkirk, a starboard turn was made passing East of St. Omer and recrossing the French coast at Hardelet. No haze was seen and no flak experienced. The English coast was recrossed between Folkestone and Dover and the Squadrons had landed by 1135 hours. Weather:- 2/10ths of broken cloud with very good visibility over France. A very strong wind was still blowing.	
4-1-43	BS. 507 BS. 252 BS. 396 BS. 250 RN. 182 RN. 177 BS. 248 BS. 251 BS. 249 BS. 395 BS. 407	Major W. Mohr D.F.C. Lieut. Mollsted P. Sgt. Dolstad E. Lieut. Ulstein E. Lieut. Strand T. Capt. Christie W. Sgt. Sandvik S. Lieut. Ryg J. F/Sgt. Westly E. 2/Lt. Widerberg A. 2/Lt. Ringdal N.	Fighter Rodeo. " " " " " " " " " " "	1520 " " " " " " " " " " "	1705 1640 " " " " " " " " " "	At 1515 hours, 11 aircraft of this Squadron, led by Major W. Mohr D.F.C. took off from North Weald on a Fighter Rodeo operation. The English coast was crossed over Bradwell at zero feet and course was set for West Schouwen. The Squadron remained at sea level for 25 minutes and then made a rapid climb to 15,000 feet with the object of bounding any enemy aircraft taking off from Flushing or IJmuiden. Owing to large amount of cumulus cloud (9/10ths topping at 10,000 feet) nothing was seen and the Squadron turned to starboard and proceeded at 20,000 feet past Ostende towards Dunkirk keeping a little way off the coast. At Dunkirk, course was set for base and the English coast was recrossed at Clarton. The Squadron had landed by 1640 hours. No flak was experienced and no enemy aircraft seen. Numerous balloons from an operation "outward" were observed at 25,000 feet moving S.E. in the Calais-Dunkirk area.	77

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
5-1-43			No operational flying today.				
6-1-43			No operational flying today.				
7-1-43			No operational flying today.				
8-1-43	BS. 396 BS. 507 EN. 182 BS. 252 BS. 250 EN. 177 BS. 255 BS. 251 BS. 249 BS. 407 BS. 248	Sgt. Watne R. Major W. Mohr D.F.C. Sgt. Rugloeng N. Lieut. Mollstad P. Lieut. Ulstein R. Capt. Christie W. Sgt. Herfjord J. 2/Lt. Ringdal N. Sgt. Hassel R. 2/Lt. Widerberg A. Sgt. Djerne O.	Rodeo 144	1100	1245	At 1055 hours, 11 aircraft including Major W. Mohr D.F.C. took off from North Weald together with 334 (H) Squadron on Rodeo 144. W/Otr. P.C. Jamieson D.F.C. who was going to lead the Wing with this Squadron, was delayed by technical trouble at take-off and Major W. Mohr D.F.C. took over. The English coast was crossed over Bradwell at sea level and course was set for the Dutch Coast. When 15 miles off the Dutch coast, the Wing climbed to 26,000 feet and a sweep was made in the Knocke-Dunkirk area. From Dunkirk, the Wing proceeded S.W. and crossed the French coast between Calais and Gravelines. When crossing the coast, a 500 ton coaster was observed going N.E. just off the coast. No enemy aircraft were seen and no flak experienced. The squadron had landed by 1230 hours. Weather: clear, except off Belgian coast (6/10ths cloud up to 12,000 feet).	
	BS. 396 BS. 507 BS. 250 BS. 252 EN. 182 EN. 177 BS. 291 BS. 255 BS. 249 BS. 395 BS. 248	Sgt. Dalbo P. Major W. Mohr D.F.C. P/Sgt. Roeder B. Lieut. Mollstad P. Lieut. Strand T. Capt. Christie W. Sgt. Sandvik B. 2/Lt. Erikson M.D.F.M. Sgt. Herfjord K. 2/Lt. Widerberg A. Sgt. Djerne O.	Rodeo 145	1500	1630	At 1445 hours, 12 aircraft of this Squadron, led by W/Otr. P.C. Jamieson D.F.C. took off from North Weald together with 6 aircraft from 334 (H) Squadron on Rodeo 145. Course was set for Gravelines and when the French coast was reached, a sweep was made inland at 25-26,000 feet to St. Omer. The French coast was recrossed at Hardelot and course was set for base. No enemy aircraft were seen. Balloons from an operation "outward" were observed at 27,000 feet over channel and Northern France. Black 1, 2/Lt. Widerberg A. returned early to base owing to patch control trouble, the remainder of the Squadron had landed by 1630 hours. Weather: 9/10ths cloud at 40,000 feet over the channel area.	
9-1-43	BS. 251 BS. 407 BS. 401 BS. 248 BS. 255 EN. 177 BS. 476 BS. 250 BS. 507 BS. 396 EN. 182 BS. 395	Lieut. Ege J. Sgt. Herfjord K. 2/Lt. Ringdal N. Sgt. Djerne O. 2/Lt. Mathiasen B.F.M. 2/Lt. Poase G. P/Sgt. Roeder B. Sgt. Hassel R. Lieut. Mollstad P. Sgt. Dalbo P. Lieut. Strand T. Sgt. Watne R.	Convoy Patrol	1045	1220	Blue section.	The Squadron was on readiness from dawn and eight sections of two aircraft each were detailed for convoy and standing patrols. The standing patrols were flown over Canterbury. The convoys were patrolled off the Dover coastline. There is nothing to report from any of these patrols.
				1050	1235	Black section.	
				1150	1250	Green section.	
			Standing Patrol	1250	1440	Yellow section.	
				1200	1300	Red section.	
				1400	1530	White section.	

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

p. 132 (Operation) Squadron, North Weald.

SECRET

Page No. 10000

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By **332 (Norwegian) Squadron, North Wood.**

SECRET

PAGE No. **THREE**

(557) W. 025-16 50,000 1/22 T.S. 700

FOR THE MONTH OF **JANUARY** 19**43**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
9-1-43 (cont'd)	Spitfire IX.						
	BS. 507	Lieut. Wistain E.	Convoy patrol	1500	1630	Red section.	There is nothing to report from these two patrols which were carried out off the Sector coastline.
	BS. 249	P/Sgt. Westly E.	" "	" "	" "	" "	
	BS. 251	Lieut. Ryg J.	" "	1600	1730	Blue section.	
BS. 255	2/Lt. M. Brilken D.F.L.	" "	" "	" "	" "		
10-1-43		No operational flying today.					
11-1-43	BS. 249	Capt. Christie W.	Scansale	1425	1440	Blue section.	The Squadron was at readiness from dawn. Three sections of two aircraft were detailed for convoy patrols off the Sector coastline and two sections were scrambled during the day. No enemy aircraft were seen and there is nothing to report from these sorties.
	BS. 401	Sgt. Ryde J.	" "	" "	" "	" "	
	BS. 251	P/Sgt. Westly E.	" "	1430	1540	Green section.	
	BS. 255	Sgt. Sandvik S.	" "	" "	" "	" "	
	BS. 395	Capt. Christie W.	Convoy Patrol	1510	1705	Blue section.	
	BS. 401	Sgt. Ryde J.	" "	" "	" "	" "	
	BS. 250	Lieut. Wistain E.	" "	1540	1730	White section.	
	BS. 396	Sgt. Watne R.	" "	" "	" "	" "	
	BS. 507	Major W. Mohr D.F.C.	" "	1650	1750	Red section.	
TR. 182	Lieut. Strand T.	" "	" "	" "	" "		
12-1-43	BS. 255	2/Lt. Foese G.	Fighter Roadstead 1405	1545			At 1405 hours, 12 aircraft of this Squadron led by Captain Christie W. ("B" Flight Commander) took off on a Fighter Roadstead operation in the Flushing area. One aircraft returned to base early owing to petrol trouble. The English coast was crossed over Bradwell at sea level and course was set for Blankenberghe. On reaching the Belgian coast, the Squadron turned to port and proceeded North passing Knokke, Flushing, Noorderhoofd and course was set for base when South of Schouwen. Heavy flak was experienced from Knokke, Flushing and Noorderhoofd. At the Northern point of Walcheren, four small flak ships were observed near the coast and they opened fire as our aircraft approached. Ten aircraft landed at Bradwell on the way back as the weather at North Wood was closing in. However, Major W. Mohr D.F.C. proceeded direct to North Wood. The remainder of the Squadron returned to North Wood after refuelling at Bradwell. Weather: Along Belgian-Dutch coast, 8/10ths cloud at 2,000 feet North of Noorderhoofd - then fair with 2/10ths cloud at 2,000 feet.
	BS. 249	P/Sgt. Westly E.	" "	" "	" "	" "	
	BS. 251	Capt. Christie W.	" "	" "	" "	" "	
	BS. 396	2/Lt. Gilhaus J.	" "	" "	" "	" "	
	BS. 407	Lieut. Wistain E.	" "	" "	" "	" "	
	BS. 252	Sgt. Pjolesang H.	" "	" "	" "	" "	
	TR. 182	Lieut. Strand T.	" "	" "	" "	" "	
	BS. 398	Sgt. Hassel E.	" "	" "	" "	" "	
	BS. 507	Major W. Mohr D.F.C.	" "	" "	" "	" "	
	BS. 401	Sgt. Henfjord K.	" "	" "	" "	" "	
	BS. 395	2/Lt. Wildberg A.	" "	" "	" "	" "	
BS. 248	Sgt. Djagne O.	" "	" "	" "	" "		

332/103

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-1-43	Spitfire DL						
	BS. 248	E/Sgt. Westly E.	Convoy patrol	0815	1000	Green section.	The Squadron had one flight at readiness from dawn. Two sections of two aircraft were detailed for convoy patrols during the morning. There is nothing to report from these sorties.
	BS. 251	Sgt. Herford K.	" "	"	"	Black section.	
	BS. 401	2/Lt. Ringdal N.	" "	0925	1045	" "	
BS. 249	2/Lt. Fosco G.	" "	"	"	" "		
	BS. 507	Major W. Mohr D.F.C.	Cirrus 248	1145	1325	At 1145 hours, Major W. Mohr D.F.C. leading 12 aircraft of this Squadron, took off from North Weald together with 334(N) Squadron. W/Odr. P.G. Jamieson D.F.C. was leading the wing. The English coast was crossed over S. Foreland at 5,000 feet at zero +12, alighting steadily Sangatte was passed at zero +19. Still alighting, the wing arrived over St. Omer/Port Boulogne aerodrome with bottom Squadron at 16,000 feet. Owing to cloud layer 5/10ths at 10-15,000 feet in the St. Omer area, nothing was seen of the bombers. Some of the escorting fighters were seen, but no enemy aircraft. The Squadron crossed the French coast between Calais and Gravelines on way out, and had landed at North Weald by 1325 hours. One of our pilots had to return early to base owing to trouble with the jet-tison tank.	
	BS. 176	Sgt. Watne R.	" "	"	"	At 1400 hours, Major W. Mohr D.F.C. leading 12 aircraft of this Squadron took off together with 334(N) Squadron. W/Odr. P.G. Jamieson D.F.C. was leading the wing. Owing to lack of time after the previous operation, the wing was unable to be at readiness in time and course was set from base to Tynes. The French coast was crossed 3 miles west of Dunkirk with 334(N) Squadron at 29,000 feet and this Squadron at 30,000 feet. When 15 miles inland, 6 plus haze were reported in the Gravelines area flying at 22,000 feet. The wing turned to investigate but as no enemy aircraft were sighted, the wing turned and set course for Tynes where activity was reported. At this time, Blue 1 of 334(N) Squadron turned for base as his blower cut off. Yellow 1 of 334(N) Squadron having R/T trouble probably mistook Blue 1 for the W/Odr. In the turn with the result that the whole formation apart from the W/Odr's section crossed back over the channel. The W/Odr. recalled the formation from mid channel towards Tynes. On the way back, the last box of bombers was escorted to the Thames estuary. The Squadron had landed at base by 1535 hours. Weather - Over France 5/10ths cloud at 8,000 feet - clear near the coast.	
	BS. 250	Capt. Thorsager P.	" "	"	"		
	BS. 396	2/Lt. Gillman J.	" "	"	"		
	HS. 182	1/Lt. Strand T.	" "	"	"		
	BS. 252	Sgt. Puglesang N.	" "	"	"		
	BS. 177	Capt. Christie W.	" "	"	"		
	BS. 249	E/Sgt. Westly E.	" "	"	"		
	BS. 255	2/Lt. Ringdal N.	" "	"	"		
	BS. 251	Sgt. Herford K.	" "	"	"		
	BS. 395	2/Lt. Widenberg A.	" "	"	"		
	BS. 407	2/Lt. Fosco G.	" "	"	"		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

332(Norwegian) Squadron, North Weald.

SECRET

FORM 541

Page No. 2/11

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT
By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

1951: Wt. 425—15 46,000 5/42 T.S. 700

FOR THE MONTH OF JANUARY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14-1-43	Spitfire IX.		No operational flying today.				
15-1-43	SE. 401 SE. 248 SE. 177 SE. 407 SE. 398 SE. 249 SE. 398 SE. 175	2/Lt. Ringdal H. J Sgt. Bjorne O. 2/Lt. Widerberg A. Sgt. Herfjord K. 2/Lt. M. Erikson D.F.M. F/Sgt. Westly E. Sgt. Sand E. 2/Lt. Gilhus J.	Convoy Patrol	1405 " " 1455 " " 1600 " " 1635 " "	1540 " " 1630 " " 1700 " " 1755 " "	Green section. Being on readiness, the Squadron detailed four sections of two aircraft each for convoy patrols. These patrols were carried out off the Sector coastline but there is nothing to report. Blue section. Black section. Red section.	
16-1-43			No operational flying.				
17-1-43	SE. 507 SE. 398 SE. 252 SE. 176 SE. 250 SE. 508	Major W. Mohr D.F.C. Sgt. Hassel R. Lieut. Mollstad P. Lieut. Strand T. Lieut. Ulstein E. Sgt. Pugsleang N.	Rodeo 150	1145 " " " " " " " " " "	1345 " " " " " " " " " "	At 1045 hours, a briefing was held in connection with Rodeo operation 150. Only one flight of this Squadron was to take part in this operation. The flight, led by Major W. Mohr D.F.C., took off from North Weald at 1145 hours together with 331(N) Squadron. The formation crossed the English coast over N. Foreland at 1205 hours and course was set for the Belgian coast. Before reaching Ostende 332 Flight climbed to 3,000 feet whilst 331(N) Squadron remained at sea level, and this formation proceeded along the Belgian/Dutch coast keeping approx. four miles off shore. When over Walcheren, 2 F.W. 190's were observed going N.E. at 4,000 feet, so 332 Flight climbed so as to gain height for an attack on the enemy aircraft. While climbing, Red 2 Sgt. Hassel R. was slightly behind and he broke away and dived on the e/a. He followed the rearmost aircraft down to 5,900 feet damaging it by 200 yd and cannon fire in a quarter to astern attack. Red 2 then pulled up and joined the rest of the flight. Meanwhile, Yellow section, Lieut. Mollstad P. and Lieut. Strand T. were detailed to attack the two enemy aircraft which were flying echelon starboard. The remainder stayed above as cover. Yellow section made alternate quarter to astern attacks on the leading e/a which was finally destroyed and seen to crash on Noord Beveland burning furiously on the ground. By this time, more e/a were reported in the area and owing to shortage of petrol, course was set for base where the flight had landed by 1345 hours. Slight heavy flak was experienced off Knock. <u>Weather:</u> In combat area - thin grey layer of cloud, 3/10ths at 12,000 feet. Visibility very good.	App. 1. App. 2.
18-1-43	SE. 252 SE. 248	Lieut. Mollstad P. Sgt. Bjorne O.	Scramble	1605 " "	1700 " "	Red section. This section was scrambled but there is nothing to report from these sorties.	
19-1-43			No operational flying today.				

29

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20-1-43	Spitfire II. BS.167 BS.252 BS.398 BS.508 BS.250 BS.395 EN.1777 BS.251 BS.248 BS.407 BS.249	Sgt. Sand E. Lieut. Mollstad P. Sgt. Bolstad K. 2/Lt. Gillhus J. F/Sgt. Puglesang N. Major W. Mohr D.F.C. Sgt. Sandvick S. Lieut. Ryg J. F/Sgt. Djorne G. P/Lt. Posse G. F/Sgt. Westly W.	Squadron scramble. " " " " " " " " " "	1250 " " " " " " " " " "	1400 D.N.M. 1400 " " " " " " " "	Just before midday, the pilots were briefed for a Rodeo operation, but 10 minutes before take-off time, this Squadron was scrambled in connection with enemy mass activity over the South coast and Kent area. They took off at 1250 hours led by Major W. Mohr D.F.C. The Squadron was ordered under Sector Control to between Dungeness and Dover where the coast was crossed at 40,000 feet. When 5-7 miles off coast, 2 F.W.190's were observed at 11 O'clock flying 2,000 feet above. The s/a prepared for attack by flying "up sun", so the Squadron made a climbing turn to starboard to meet them. As Red 2, Sgt. Sand E. turned sharper than the rest of the Squadron, he found the leading s/a heading straight down on him. The s/a broke off attack making a climbing turn to port, and at this moment Red 2, pulled his nose up and gave a burst on s/a, which he did not hit as his position did not allow him to give enough deflection. The remainder of the Squadron turned to port after the s/a and Yellow section, followed when they dived towards cloud over French coast west of Calais. Another section of two F.W.190's appeared on the scene and some dog fights developed between the s/a and our pilots. Yellow 4, F/Sgt. Puglesang N, cut turned the rear-most of the F.W.190's in a sharp port turn and fired a short burst at it, observing cannon hits on fuselage. Red 3, P/Sgt. Westly E, in a steep dive, gave a burst on an F.W.190 closing to 250 yards resulting in black smoke pouring from it. A few seconds later he opened fire on the same s/a as it came out of clouds 50 yards in front of him. The s/a then dived vertically disappearing into the clouds. White and black smoke was pouring from it and it appeared out of control. (see appendices 3 and 4) Yellow 1, Lieut. Mollstad P, who is missing from this operation, is believed to have dived after the first section of F.W.190's when they dived for cloud cover over Cap Gris Nez-Calais area. The Squadron (see appendix 5). The Squadron reformed in the Dover area, made an uneventful orbit towards Calais and landed base at 1400 hours. <u>Weather in the combat area</u> - Thin cloud layers at 10,000 and 6,000 feet.	
	BS.255 BS.401	Lieut. Ulstein E. Lieut. Strand T.	Scramble "	1305 "	1320 "	Pink section. This section was scrambled but recalled with nothing to report.	
21-1-43	BS.540 EN.182 BS.176 BS.398 BS.508 BS.251 BS.255 BS.401 BS.248 BS.407 EN.177	Sgt. Bolstad K. Major W. Mohr D.F.C. Sgt. Sand E. Lieut. Ulstein E. 2/Lt. Gillhus J. Lieut. Ryg J. Sgt. Ryde J. 2/Lt. Ringdal N. F/Sgt. Djorne G. 2/Lt. Posse G. Sgt. Herfjord K.	Circus 252 " " " " " " " " " "	1150 " " " " " " " " " "	1325 " " " " " " " " " "	11 aircraft of this Squadron, led by W/Odr. P.G. Jamieson D.F.C., proceeded to Ford during the morning to take part in Circus 252. The Squadron took off from Ford at 1150 hours, as part of the North Weald Wing, acting as target support for 12 Venturas bombing aerodrome at Camn. Bombs were seen to hit the runway and localities North of the aerodrome. Some enemy aircraft were seen in the distance but no engagement took place. The Squadron had landed at base by 1325 hours having nothing further to report.	

OPERATIONS RECORD BOOK

APPENDIX

DETAIL OF WORK CARRIED OUT
332(Norwegian) Squadron, North Weald.

SECRET

SIXEN.

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron, North Weald.

SECRET

SEVEN.

PAGE No.

FOR THE MONTH OF JANUARY 1943.

17211 W. 521-15 50,000 3/43 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-1-43(cont'd)	Spitfire IX.						
	EN.182	Major W. Mohr D.F.C.	Rodeo 156	1505	1620	11 aircraft of this Squadron took off from North Weald at 1505 hours to rendezvous with 331(Norwegian) Squadron at 1515 hours over base. The Wing proceeded via Mardyck to the St. Omer area and the operation was carried out as planned. No enemy aircraft were seen and the Squadron had landed at base by 1620 hours.	
	BS.398	Lieut. Ulstein E.	" "	"	"		
	BS.508	Sgt. Bakke F.	" "	"	"		
	BS.176	Lieut. Strand T.	" "	"	"		
	BS.540	F/Sgt. Fuglesang N.	" "	"	"		
	BS.251	Lieut. Ryg J.	" "	"	"		
	BS.255	Sgt. Sandviak S.	" "	"	"		
	BS.401	2/Lt. Widerberg A.	" "	"	"		
	BS.248	F/Sgt. Djønne O.	" "	"	"		
BS.407	2/Lt. Fosse G.	" "	"	"			
EN.177	Sgt. Herfjord J.	" "	"	"			
22-1-43	BS.540	F/Sgt. Fuglesang N.	Circus 253.	1410	1600	The Squadron, led by W/Odr P.G. Jamieson D.F.C., took off from North Weald at 1410 hours to take part in Circus 253 together with 331(N) Squadron. The North Weald Wing acted as target support to 12 Boston's bombing St. Omer. Having escorted the bombers out from the target, the Wing returned to the St. Omer area to investigate some smoke trails above, but these turned out to be friendly aircraft of the escort. Red section made an attack on three F.W.190's coming head on before diving, but these aircraft were lost in cloud at 17,000 feet. Quite accurate heavy flak was experienced from the Calais area on the way in. The flak in the St. Omer area was rather inaccurate. The Squadron had landed at base by 1600 hours.	
	BS.508	Major W. Mohr D.F.C.	" "	"	"		
	BS.398	Sgt. Bolstad K.	" "	"	"		
	BS.250	Lieut. Ulstein E.	" "	"	"		
	EN.182	Lieut. Strand T.	" "	"	"		
	BS.251	Lieut. Ryg J.	" "	"	"		
	BS.255	Sgt. Ryde J.	" "	"	"		
	BS.401	2/Lt. Ringdal N.	" "	"	"		
	BS.248	F/Sgt. Djønne O.	" "	"	"		
	EN.177	2/Lt. Widerberg A.	" "	"	"		
BS.249	2/Lt. Fosse G.	" "	"	"			
BS.407	F/Sgt. Westly E.	" "	"	"			
23-1-43	BS.250	Major W. Mohr D.F.C.	Rodeo	1530	1645	At 1530 hours, W/Odr P.G. Jamieson D.F.C. together with the three pilots named took off to patrol in the St. Omer area. They returned early owing to one of the pilots having engine trouble. There is nothing to report from this flight. The pilots had landed by 1645 hours.	
	BS.508	Capt. Thorner P.	"	"	"		
	BS.249	F/Sgt. Westly E.	"	"	"		
24-1-43	EN.177	2/Lt. Widerberg A.	Scramble	1420	1530	Blue section. This section was scrambled. Different vectors were given by the sector controller but no e/a were seen.	
	BS.249	Sgt. Ryde J.	"	"	"		
25-1-43	No operational flying today. The Wing took off to act as target support to 78 U.S.A. bombers in Circus 255. The Wing was ordered to return owing to R/T jamming.						

08

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 2771720

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-1-43	BS.508 BS.540 BS.507 EI.182 BS.251 BS.401 BS.407 BS.248 BS.249 EI.177	Capt. Thorsager F. Sgt. Sand E. Lieut. Elstein E. Sgt. Bakke F. Lieut. Ryg J. 2/Lt. Ringdal N. Sgt. Sandvik S. F/Sgt. Djerne O. Sgt. Herfjord J. 2/Lt. Widerberg A.	Circus 256 " " " " " " " " "	1140 " " " " " " " " "	1320 " " " " " " " " "	At 1140 hours, 10 aircraft of this Squadron, led by Lieut. Ryg J., took off to act as target support to 12 Venturas bombing Bruges in Circus 256. The Squadron was to make rendezvous with 331(N) Squadron over Bradwell, but owing to fog in Bradwell-Sea area, this did not see 331(N) Squadron. The Squadron proceeded at sea level for 17 minutes and then climbed rapidly on approaching the coast. The bombers were sighted and escorted to the target area. When the bombers crossed the Belgian coast on the way out, taking advantage of cloud layer at 4,000 feet, the Squadron made an orbit to starboard calling on W/Odr for permission to proceed to the Flushing area. Permission was not granted and the Squadron set course for base and had landed by 1320 hours. Accurate medium and heavy flak was experienced in Nieupoort-Bruges area.	
27-1-43		No operational flying at all today.					
28-1-43		No operational flying today.					
29-1-43	BS.251 BS.248 BS.255 BS.249 BS.250 BS.507 BS.508 BS.395 EI.182 BS.540 EI.177 BS.401	Lieut. Ryg J. F/Sgt. Djerne O. 2/Lt. M. Nriksen D.F.M. Sgt. Ryde J. Sgt. Bekke P. Sgt. Bolstad K. Capt. Thorsager F. F/Sgt. Hassel R. Lieut. Strand T. Sgt. Watne R. Capt. Christie W. F/Sgt. Egnhof K.	Rodeo " " " " " " " " " " "	1515 " " 2 " " " " " " " "	1705 " 1525 1705 " " " " " " " "	At 1510 hours, 12 aircraft of this Squadron took off from North Weald on a Rodeo operation in the Flushing-Ostende area together with 331(N) Squadron. W/Odr. P.G. Jamieson D.F.C. was leading the wing. The English coast was crossed over Bradwell and course was set for Ostende flying at sea level. When 7 minutes off the Belgian coast, one flight of 331(N) Squadron, climbed to 2,000 feet whilst the other flight of 331(N) Squadron joined this Squadron as pre-arranged. The Wing turned to port along the Belgian coast, and proceeded North. When off Schouwen, the Wing turned to Starboard and followed the coast down to Blankenberghe, where separate 331 flight came down and joined the main formation, still flying at sea level. Course was then set for base, recrossing the English coast near Minston. No flak experienced and no s/a seen. The Squadron had landed by 1705 hours.	

OPERATIONS RECORD BOOK

Appendix

622 341

DETAIL OF WORK CARRIED OUT

132(Norwegian) Squadron - North Weald.

SECRET

622 341

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

FOR THE MONTH OF JANUARY 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
21-1-43 (cont'd)	Spitfire IX. EN.182 BS.398 BS.508 BS.176 BS.540 BS.251 BS.255 BS.401 BS.248 BS.407 EN.177	Major W. Mohr D.F.C. Lieut. Ulstein E. Sgt. Bakke E. Lieut. Strand E. W/Sgt. Fuglesang N. Lieut. Rye J. Sgt. Hendrick B. 2/Lt. Widerberg A. P/Sgt. Djsane O. 2/Lt. Posse G. Sgt. Herfjord J.	Rodeo 156	1505	1620	11 aircraft of this Squadron took off from North Weald at 1505 hours to rendezvous with 331(Norwegian) Squadron at 1512 hours over base. The Wing proceeded via Harvik to the St. Omer area and the operation was carried out as planned. No enemy aircraft were seen and the Squadron had landed at base by 1620 hours.	
22-1-43	BS.540 BS.508 BS.398 BS.250 EN.182 BS.251 BS.255 BS.401 BS.248 EN.177 BS.249 BS.407	W/Sgt. Fuglesang N. Major W. Mohr D.F.C. Sgt. Dolstad E. Lieut. Ulstein E. Lieut. Strand E. Lieut. Rye J. Sgt. Rye J. 2/Lt. Ringdal N. P/Sgt. Djsane O. 2/Lt. Widerberg A. 2/Lt. Posse G. P/Sgt. Westly E.	Circus 253	1410	1600	The Squadron, led by W/Odr P.G. Jamieson D.F.C., took off from North Weald at 1410 hours to take part in Circus 253 together with 331(N) Squadron. The North Weald Wing acted as target support to 12 Boston's bombing St. Omer. Having escorted the bombers out from the target, the Wing returned to the St. Omer area to investigate some smoke trails above, but these turned out to be friendly aircraft of the escort. Red section made an attack on three P.40's coming head on before diving, but these aircraft were lost in cloud at 17,000 feet. Quite accurate heavy flak was experienced from the Calais area on the way in. The flak in the St. Omer area was rather inaccurate. The Squadron had landed at base by 1600 hours.	
23-1-43	BS.250 BS.508 BS.249	Major W. Mohr D.F.C. Capt. Thorsager P. P/Sgt. Westly E.	Rodeo	1530	1645	At 1530 hours, W/Odr P.G. Jamieson D.F.C. together with the three pilots named took off to patrol in the St. Omer area. They returned early owing to one of the pilots having engine trouble. There is nothing to report from this flight. The pilots had landed by 1645 hours.	
24-1-43	EN.177 BS.249	2/Lt. Widerberg A. Sgt. Rye J.	Scramble	1420	1530	Blue section. This section was scrambled. Different vectors were given by the sector controller but no e/a were seen.	
25-1-43	No operational flying today. The Wing took off to act as target support to 78 U.S.A. bombers in Circus 255. The wing was ordered to return owing to R/T jamming.						

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-1-43	BG. 508 BG. 540 BG. 507 SN. 182 BG. 251 BG. 401 BG. 407 BG. 248 BG. 249 SN. 177	Capt. Thorsager F. Sgt. Sand E. Lieut. Wistein E. Sgt. Bakke F. Lieut. Ryg J. 2/Lt. Ringdal N. Sgt. Sandvik G. F/Sgt. Djorne O. Sgt. Herfjord J. 2/Lt. Widerberg A.	Cirous 256 " " " " " " " " " " " " " " " " " "	1140 " " " " " " " " "	1320 " " " " " " " " "	At 1140 hours, 10 aircraft of this Squadron, led by Lieut. Ryg J., took off to act as target support to 12 Venturas bombing Bruges in Cirous 256. The Squadron was to make rendezvous with 331(N) Squadron over Bradwell, but owing to fog in Bradwell-Sea area, this did not see 331(N) Squadron. The Squadron proceeded at sea level for 17 minutes and then climbed rapidly on approaching the coast. The bombers were sighted and escorted to the target area. When the bombers crossed the Belgian coast on the way out, taking advantage of cloud layer at 4,000 feet, the Squadron made an orbit to starboard calling on R/T to the W/Odr for permission to proceed to the Flushing area. Permission was not granted and the Squadron set course for base and had landed by 1320 hours. Accurate medium and heavy flak was experienced in Nieuport-Bruges area.	
27-1-43		No operational flying at all today.					
28-1-43		No operational flying today.					
29-1-43	BG. 251 BG. 248 BG. 255 BG. 249 BG. 250 BG. 507 BG. 508 BG. 395 SN. 182 BG. 540 SN. 177 BG. 401	Lieut. Ryg J. F/Sgt. Djorne O. 2/Lt. M. Erickson R.F.M. Sgt. Ryde J. Sgt. Bakke F. Sgt. Bolstad K. Capt. Thorsager F. F/Sgt. Hassel R. Lieut. Strand T. Sgt. Watne R. Capt. Christie W. F/Sgt. Rønne K.	Rodeo " " " " " " " " " " " "	1515 " " 2 " " " " " " " " "	1705 " 1525 1705 " " " " " " " " "	At 1510 hours, 12 aircraft of this Squadron took off from North Weald on a Rodeo operation in the Flushing-Ostende area together with 331(N) Squadron. W/Odr. P.C. Jamieson D.F.C. was leading the Wing. The English coast was crossed over Bradwell and course was set for Ostende flying at sea level. When 7 minutes off the Belgian coast, one flight of 331(N) Squadron, climbed to 2,000 feet whilst the other flight of 331(N) Squadron joined this Squadron as pre-arranged. The Wing turned to port along the Belgian coast, and proceeded North. When off Schouwen, the Wing turned to starboard and followed the coast down to Blankenberghe, where separate 331 flight came down and joined the main formation, still flying at sea level. Course was then set for base, recrossing the English coast near Menston. No flak experienced and no a/a seen. The Squadron had landed by 1705 hours.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

110 (Newmarket) Squadron, North Weald

SECRET

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE.

FOR THE MONTH OF JANUARY 19 43.

(*9511) Wt. 245—36 50,000 544 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
30-1-43	Spitfire IX.						
	BS. 540	Lieut. Strand T.	Convoy Patrol	1215	1355	White section.	Five sections of two aircraft were detailed for convoy patrols. On the way to the patrol line, Blue section, were ordered to H. Portland where s/a were reported. This aircraft turned out to be a Typhoon and was left alone. Apart from this incident, there is nothing else to report from these patrols which were carried out off the Sector coastline.
	BS. 398	F/Sgt. Hassel E.	" "	"	"	"	
	EN. 177	Capt. Christie W.	Interception	0910	1050	Blue section.	
	BS. 255	F/Sgt. Rønhof K.	" "	"	"	"	
	BS. 251	Lieut. Ryg J.	Convoy Patrol	1010	1155	Green section.	
	BS. 248	Sgt. Ryde J.	" "	"	"	"	
	BS. 401	2/Lt. Ringdal N.	" "	1140	1255	Black section.	
	BS. 249	F/Sgt. Westly E.	" "	"	"	"	
	BS. 250	Lieut. Ulstein F.	" "	1320	1425	Yellow section.	
EN. 182	Sgt. Sand E.	" "	"	"	"		
31-1-43		No operational flying today.					

82

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

OPERATIONS RECORD BOOK

Page No. ONE81 (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	1-2-43		Three sections of two aircraft each were detailed for convoy patrols along the Sector coastline. There is nothing to report from these sorties. White section, 2/Lt. Gilhaus J. and F/Sgt. Hassel R. take-off 1045, landed 1230. Red section, Capt. Thorsager F. and Sgt. Bakke F. " " 1150 " 1335. Blue section, 2/Lt. Westly E. and 2/Lt. M. Eriksen D.F.M. " " 1250 " 1450.		
North weald.	2-2-43		Cloudy in the morning but clearing during the day. At 0925, 11 aircraft of this Squadron took off on Circus 257. Contact was lost with 331(N) Squadron after take-off owing to haze. Near Gravesend, however, contact was made, then lost again near Canterbury. This Squadron crossed the coast over South Foreland at 6,500 feet. The French coast was crossed over Benquette at 15,000 feet. The Squadron arrived over St. Omer at 45,000 feet, circled around and climbed to 20,000 feet through clouds which were in varying layers of 7/10ths. The bombers and their escort were not seen, so the Squadron set course for Calais. Four enemy aircraft were observed flying from North East along coast 5,000 feet below. One section broke away to engage these e/a but was not able to close in sufficiently. No flak was experienced and no enemy shipping seen. The Squadron which was composed as follows had landed by 1040. Major W. Mohr D.F.C., Capt. Thorsager F., Sgt. Sand E., Lieut. Strand T., F/Sgt. Hassel R., Capt. Christie W., Sgt. Sandvick S., 2/Lt. Ringdal H., F/Sgt. Rønnef K., 2/Lt. M. Eriksen D.F.M. F/Sgt. Westly E.L.		
North weald.	3-2-43	17.	A fine day with high scattered clouds. At 1000 hours, 41 aircraft of this Squadron took off from North Weald together with 331(N) Squadron to take part in Circus 256. The English coast was crossed over South Foreland at 15,000 feet and the French coast was crossed near Gravelines at 20,000 feet, arriving over the target at 22,000 feet. Half way between the French coast and the target, the W/Odr. Flying with two aircraft of this Squadron returned to base owing to petrol trouble. The Wing made a wide sweep over target area and then set course for base. Three boats, presumed to be A/S/R H.S.L.'s, were operating with two aircraft just off Deal. As no assistance seemed to be required, the Wing continued to base where the Squadron had landed by 1120 hours. The Squadron was composed as follows:- W/Odr. P.G. Jameson D.F.C., Sgt. Bakke F., Capt. Thorsager F., Sgt. Watne R., 2/Lt. Gilhaus J., Sgt. Bolstad K., Capt. Christie W., Sgt. Sandvick S., 2/Lt. M. Eriksen D.F.M. Sgt. Herford K., 2/Lt. Westly E. F/Sgt. D. Jørgen O. At 1500 hours, the Squadron again took off to act as target support for Venturas bombing Abbeville in Circus 259. Nine aircraft of this Squadron, led by Capt. Thorsager F. ("A" Flight Commander), joined 331(N) Squadron over base. The Wing was a few minutes late at rendezvous, but bombers were seen ahead and above when about mid-channel. The Wing flew at sea level until in sight of the French coast, when they climbed rapidly, arriving over Abbeville at 14,000 feet. As the bombers turned right after dropping their bombs, the Wing followed. Then the Controller reported enemy aircraft in pieppe area, and as the bombers seemed to be well covered by their escort, the wing turned to port just after the French coast had been crossed. Having climbed on the way out, the Wing was at 20-22,000 feet when 6 F.W. 190's were observed to port at 17,000 feet. The Squadrons dived on these e/a and 2/Lt. M. Eriksen D.F.M. probably destroyed a F.W. 190. The Wing was split up but later reformed when approaching the English coast. Three of our a/c had to land at Heston owing to shortage of petrol. Heavy flak was experienced from the Abbeville area. The following pilots took part:- Capt. Thorsager F., Lieut. Strand T., Sgt. Sand E., 2/Lt. Gilhaus J., F/Sgt. Hassel R., 2/Lt. Ringdal H., Sgt. Herford K., 2/Lt. M. Eriksen D.F.M. and F/Sgt. Rønnef K.		APPENDIX I.

PUBLIC RECORD OFFICE

Reference:-

AID 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

84

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	4-2-43		<p>Fair in the morning and most of the day. Cloudy in the late afternoon.</p> <p>At 1030 hours, the pilots were briefed at Station Intelligence in connection with Rodeo 162. At 1145 hours, 10 aircraft of this Squadron, led by W/Cdr. P.G. Jameson D.F.C., took off from North Weald. The English coast was crossed at Bradwell and course was set for Dunkirk flying at sea level. After nine minutes on the deck, the wing started climbing and crossed the French coast at 17,000 feet. E/a had been reported in Ypres area and the wing made a wide orbit so as to be in an up sun position. 20 e/a were then seen, but the wing did not attack as there were many more lanes above. North of St. Omer, 4 F.W. 190's were seen below and W/Cdr. Jameson with his section dived down to attack. 2/Lt. Westly E., Red 3, dived faster than the W/Co. and damaged a F.W. shooting engine cowling off it and observing hits with cannons on fuselage. Red 3, pulled up after his attack, and 2/Lt. M. Eriksen D.F.M. followed an e/a down to 1,500 feet, when it pulled up and disappeared into cloud. On his way to the coast, 2/Lt. Eriksen M. passed through a formation of 24 F.W. 190's diving down in sections of 6. Squadron made a large orbit over Cap Gris Nez and then set course for base, landing at 1320 hours.</p> <p>The following pilots took part:- W/Cdr. P.G. Jameson D.F.C., Capt. Christie W., Sgt. Herfjord K., 2/Lt. Ringdal N., P/Sgt. Djerne O., 2/Lt. M. Eriksen D.F.M., 2/Lt. Westly E., Capt. Thorsager F., Sgt. Bakke F., Lieut. Strand T., Sgt. Bolstad K.</p>		APPENDIX 2.
North Weald.	5-2-43		<p>The weather gradually closed in during the day and there was quite a lot of rain. One section of two aircraft were detailed for a convoy patrol but there is nothing to report.</p> <p>Red section, Capt. Thorsager F. and Sgt. Sand E. took off 0920 and landed 1043.</p>		
North Weald	6-2-43		<p>A fair day with scattered clouds. The Squadron was released from camp in the afternoon.</p>		
North Weald	7-2-43		<p>Another fair day with scattered clouds. Quite a strong wind was blowing.</p> <p>Six sections of two aircraft each were detailed for convoy patrols and one section of two aircraft was scrambled. There is nothing of interest to report from any of these flights.</p> <p>Green section, 2/Lt. Ringdal N. and Sgt. Herfjord K. Scramble. took off 1130 landed 1305. Blue section, P/Sgt. Djerne O. and P/Sgt. Rønnef K. Conv. Patrol " " " " 1200 " 1405. White section, Lieut. Strand T. and Sgt. Sand E. " " " " 1320 " 1515. Yellow section, Lieut. Ulstein E. and Sgt. Watne R. " " " " 1430 " 1615. Red section, 2/Lt. Westly E. and Sgt. Bolstad K. " " " " 1530 " 1715. Green section, Capt. Thorsager F. and Sgt. Sandvick S. " " " " 1620 " 1800. White section, Lieut. Strand T. and Sgt. Sand E. " " " " 1655 " 1825.</p>		
North Weald.	8-2-43		<p>Cloudy with some rain. There was no operational flying today.</p>		
North Weald	9-2-43		<p>Low clouds and rain with a very strong wind. No operational flying today due to weather.</p>		
North Weald	10-2-43		<p>Fair in the morning then some rain in the late afternoon.</p> <p>Pilots were briefed in the morning in connection with Rodeo 167, and 11 aircraft of this Squadron took off from North Weald, led by Capt. Thorsager F., at 1120 hours. As the visibility at North Weald was less than 500 yards, 332 and 331 Squadrons became separated. An endeavour to reform over Bradwell was made but without success. Major Knirikstad D.F.C., who was leading the wing, developed R/T trouble, being able to contact Controller on Burton "B" only. The wing was ordered to return to base. 332's Squadron had reached the Flushing area and were at 25,000 feet</p>		

FORM W. 1122-111 14M 14 700

RAF Form 540

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

OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald	10-2-43	(cont'd)	<p>when this order was received. The Squadron swept round the back of Flushing and set course for base. Some 20 miles west of Noorderhoofd, Yellow 2, Sgt. Watne R.K., reported engine trouble. He was able to continue to within 15 miles of Manston descending gradually to 6,000 feet. He then baled out and landed in the sea. As Sgt. Watne had trouble in releasing his parachute, he was dragged for 25 yards under the water before finally releasing his parachute. He was seen to make a few breast strokes but suddenly all movements ceased and his head fell backwards and remained under water. The main part of the Squadron had been orbiting the spot whilst some pilots flew to the English coast to direct the H.S.L. When picked up by the H.S.L., Sgt. Watne R.K. was dead. The remainder of the Squadron landed at base by 1320 hours, having previously landed at Manston to refuel. There is nothing further to report from this operation.</p> <p>Weather:- England and channel:- Visibility very poor below 4,000 feet. Over Holland:- 7/10ths cloud at 5-10,000 feet with thin layers of cloud up to 20,000 feet.</p> <p>The following pilots took part:- Capt. Thorsager F., Lieut. Ulstein E., Sgt. Watne R.K., Lieut. Strand T., Sgt. Bolstad K., Lieut. Ryg J., Sgt. Sandvick S., 2/Lt. Ringdal N., P/Sgt. Djåvne O., 2/Lt. Westly E., P/Sgt. Rønnef T.</p>		
North Weald	11-2-43		<p>Four sections of two aircraft were detailed for patrol work in the morning. All these patrols were uneventful.</p> <p>Blue section, Lieut. Ryg J. and Sgt. Herfjord K. take off 0850 landed 1025. Green section, 2/Lt. M. Eriksen D.F.M. and Sgt. Rønnef K. " " 0950 " 1125. Black section, 2/Lt. Ringdal N. and P/Sgt. Djåvne O. " " 1045 " 1240. Blue section, Lieut. Ryg J. and Sgt. Herfjord K. " " 1135 " 1235.</p> <p>After lunch, pilots were briefed for Ramrod 38. Nine aircraft of this Squadron, led by Major W. Mohr D.F.C., took off at 1500 hours together with 331(N) Squadron. The Wing was led by W/Cdr. P.G. Jameson D.F.C. Five minutes after having set course, Controller informed the Wing that the planned operation had been cancelled - permission was then given for carrying out a sweep in the Channel. The English coast was crossed just South of Lyme - 331(N) Squadron leading at sea level with 332 Squadron behind at 4,500 feet. The Wing swept across channel to S.W. of Boulogne harbour and then made a turn to port. Flying about three miles off coast, the Wing proceeded to Gravelines. In Boulogne harbour a trawler and an escort were observed. Two P.W. 190's near Gravelines immediately took evasive action when they saw our aircraft. The Wing turned S.W. and proceeded back along the French coast as far as Boulogne and then set course for base as nothing was seen. Some heavy flack was experienced from South of Gravelines. Flak from Bofors was experienced between Calais and Boulogne.</p> <p>Weather:- Visibility 4-5 miles. 9/10ths cloud at 2,500 feet.</p> <p>The following pilots took part:- Major W. Mohr D.F.C., Sgt. Bolstad K., Lieut. Strand T., Sgt. Sandv., Lieut. Ryg J., P/Sgt. Rønnef K., 2/Lt. Westly E., P/Sgt. Djåvne O.</p>		
North Weald	12-2-43		No operational flying today.		

5

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	13-2-43		<p>At 1330 hours, 11 aircraft of this Squadron took off to take part in Circus 262 as target support with 331(N) Squadron. W/Cdr. P.G. Jameson D.F.C. flying with 331(N) Squadron was leading the Wing. Course was set for Le Touquet at sea level. After two minutes flying, the Wing climbed to cloud base at 4,000 feet. Before reaching the French coast, the W/Co. reported unsuitable weather, and was given permission to use his own discretion. When off Le Touquet, the Wing went down to sea level and swept down to Berck-sur-Mer. Here a turn was made and the Wing proceeded to Gravelines. At Gravelines a turn to port was made and went back as far as Cap Gris Nez. Course was then set for base as nothing of interest was observed. The usual heavy flak was experienced from the Calais area. No shipping or enemy aircraft were seen. Weather:- Le Touquet/Gravelines area- 9/10ths cloud at 4,000 feet. Visibility 3-4 miles. The following pilots took part:- Major W. Mohr D.F.C., Sgt. Bolstad K., Lieut. Strand T., Sgt. Sand E., 2/Lt. Gilhaus J., Sgt. Bakke P., Lieut. Ryg J., Sgt. Sandvick S., 2/Lt. Eriksen M. D.F.M. 2/Lt. Westly E. F/Sgt. Djarne O.</p>		
North Weald	14-2-43		<p>At 1140 hours, pilots were briefed for a Roadstead operation taking place half an hour later at 1210 hours. 11 aircraft of this Squadron, led by W/Cdr. P.G. Jameson D.F.C. took off with 331(N) Squadron from North Weald. Having crossed English coast at 1220 hours near Bradwell, course was set for Calais- flying at sea level. Mid-way to France, one Flight of 331(N) Squadron climbed to 4,500 feet. The other Flight of 331(N) Squadron joined this Squadron and the whole formation turned to port. Flying five miles off shore, the Wing proceeded to Ostende. Meeting a wall of mist at Ostende, the Wing turned 180 degrees and followed the coast back past Cap Gris Nez to the Soume. The Wing then returned to base via North Foreland, landing at base by 1355 hours. There is nothing to report from this operation. Weather:- West of Dunkirk, 10/10ths cloud at 2,000 feet. Dunkirk-Ostende clear. North and East of Dunkirk - Thick mist. The following pilots took part:- W/Cdr. P.G. Jameson D.F.C., Sgt. Bolstad K., Capt. Thorsager F., Sgt. Sand E., Major W. Mohr D.F.C. Sgt. Herfjord K., 2/Lt. Gilhaus J., Sgt. Bakke P. Lieut. Ryg J., Sgt. Djarne O., 2/Lt. Ringdal N., Sgt. Sandvick S.</p>		

OPERATIONS RECORD BOOK

Page No. FIVEof (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	15-2-43		<p>At 1115 hours, the pilots were briefed at Station Intelligence Office in connection with Circus 265. In this operation, the North Weald Wing was acting as target support to 12 Boston bombers bombing Dunkirk. At 1215 hours, 11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron. W/Odr. P.G. Jameson D.F.C. was leading the Wing which crossed the English coast at N. Foreland. Course was then set, at sea level, for Dunkirk. Having flown on the deck for two minutes, the Wing started climbing and the French coast was crossed S. of Dunkirk at 15,000 feet. Nothing was seen of the Boston bombers which were going to bomb the docks at Dunkirk. The Wing proceeded inland and making a wide sweep to starboard, reached St. Omer at 25,000 feet. The Wing now turned North and recrossed the coast S. of Ostende. There was no enemy reaction during this operation, and no flak experienced. The Squadron had landed by 1350 hours.</p> <p>Weather:- W. of Dunkirk/St. Omer -6/10ths cloud up to 25,000 feet. E. of Dunkirk/St. Omer -10/10ths cloud up to 23,000 feet.</p> <p>This Squadron was composed as follows:- Major W. Mohr D.F.C., 2/Lt. Gilhus J., Capt. Thorsager F., Sgt. Bolstad K., Lieut. Strand T., Sgt. Sand E., Lieut. Ryg J., Sgt. Sandvik S., 2/Lt. M. Eriksen D.F.M. F/Sgt. Rønne K. 2/Lt. Westly E.</p> <p>After a quick lunch, the pilots were again called to briefing in the Station Intelligence Office, in connection with Circus 267. The North Weald Wing was going to act as target support for 20 Liberators bombing an armed merchant ship in Dunkirk Harbour.</p> <p>At 1505 hours, 11 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.F.C., took off together with 331(N) Squadron. Course was set for Dunkirk with the Wing climbing from base. The French coast was crossed W. of Dunkirk at 1535 hours flying at 24,000 feet. The Wing, being early, flew a short distance inland and then turned and crossed the coast W. of Dunkirk. Seeing the bombers and their escort coming in, the Wing turned to starboard and flew in over Dunkirk. Although the target itself was not seen, pilots reported to have seen numerous bomb bursts on quayside. As the bombers turned after bombing, the Wing followed them out. One bomber was seen to be hit by flak and spun down. Crossing the French coast, 5 F.W. 190's were seen in line abreast to port flying at 20,000 feet. W/Odr. Jameson turned down along coast to get into the sun, and led his section into the attack. During this attack two F.W. 190's were destroyed, one by the W/Odr and one by 2/Lt. Gilhus J's - the remainder took evasive action by diving inland. This section then climbed to rejoin the formation. At this time the bomber escort were seen to break away in sections to repulse attacks from more enemy aircraft, and this Wing was again split up as they attacked the e/a. Two more e/a were destroyed, one by the W/Odr and the other by 2/Lt. M. Eriksen D.F.M. The pilots were split up following these combats and returned individually to base after escorting the bombers. 2/Lt. M. Eriksen D.F.M. followed one damaged bomber, and he observed a F.W. 190 flying on the deck so he went after it. He was not able to close in to a short range so he gave an 8 second burst from dead astern. As a result of this firing, the e/a dived into the sea and no trace of wreckage or the pilot were seen. The damaged Liberator went into the sea of Manston and 2/Lt. Eriksen circled the spot until the H.S.L. arrived and picked up the survivors. The Squadron had landed at base by 1640 hours. The North Weald Wing destroyed 7 enemy aircraft and damaged two without any casualties to our pilots or aircraft. This Squadron claimed three out of the seven.</p> <p>The following were the pilots taking part:- W/Odr. P.G. Jameson D.F.C. 2/Lt. Gilhus J., Major W. Mohr D.F.C., Sgt. Bolstad K., Lieut. Strand T., Sgt. Sand E., Lieut. Ryg J., F/Sgt. Rønne K., 2/Lt. Ringdal N., F/Sgt. Dønne O., 2/Lt. Eriksen M. D.F.M.</p>		APPENDIX 3 APPENDIX 4

98

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices																																
North Weald	16-2-43		<p>Fair in the morning - then becoming cloudy. Strong wind all day.</p> <p>In the afternoon, the pilots were briefed and at 1605 hours, 9 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron to take part in Rodeo 170. The French coast was crossed E. of Dunkirk at 24,000 feet. The Wing then proceeded to Ypres and swept South and West passing St. Omer at 27,000 feet. The French coast was recrossed between Dunkirk and Mieuport. The Wing then came down to mid-channel to investigate aircraft reported by 124 Squadron. The Wing reached 35,000 feet over Cap Gris Nez but set course for base as nothing was seen and had landed by 1750 hours. No flak experienced and no shipping seen.</p> <p>Weather:- 3/10ths cloud at 5,8000 feet - Cumulus cloud at 20,000 feet. Visibility very good over France.</p> <p>The following pilots took part in this operation:- Major W. Mohr D.F.C., Sgt. Bakke F., Capt. Thorsager F., Lieut. Strand T., Sgt. Sand E., Lieut. Ryg J., Sgt. Herfjord K., 2/Lt. Ringdal N. and F/Sgt. Dijkstra O.</p>	<p>SECRET.</p>																																
North Weald	17-2-43		<p>Low cloud all day - some ground mist in the late afternoon. The Squadron was at readiness from dawn and four sections of two aircraft each were scrambled during the day. The pilots of these sections had nothing to report on landing.</p> <table border="1" data-bbox="705 702 1377 869"> <tr> <td>Red section,</td> <td>Captain Thorsager F.</td> <td>take-off 0805</td> <td>landed 0850.</td> </tr> <tr> <td></td> <td>F/Sgt. Fuglesang N.</td> <td>" " "</td> <td>" " "</td> </tr> <tr> <td>Red section,</td> <td>Captain Thorsager F.</td> <td>" " 1410</td> <td>" " 1510</td> </tr> <tr> <td></td> <td>Sgt. Bolstad K.</td> <td>" " "</td> <td>" " "</td> </tr> <tr> <td>Yellow section,</td> <td>Lieut. Strand T.</td> <td>" " "</td> <td>" " "</td> </tr> <tr> <td></td> <td>Sgt. Bakke F.</td> <td>" " "</td> <td>" " "</td> </tr> <tr> <td>White section,</td> <td>2/Lt. Gilhus J.</td> <td>" " "</td> <td>" " "</td> </tr> <tr> <td></td> <td>F/Sgt. Fuglesang N.</td> <td>" " "</td> <td>" " "</td> </tr> </table> <p>At 0940 hours, 11 aircraft of this Squadron took off with 331(N) Squadron to take part in Circus 269. Owing to weather; 10/10ths cumulus between 2 and 8,000 feet, 8/10ths at 12,000 feet and poor visibility below cloud, the operation was cancelled for the North Weald Wing. The Wing made a sweep along the French coast at 10,000 feet and then at sea level. The Squadron had landed by 1125 hours with nothing to report. 124 Squadron from this Station, which was going to act as high cover, was bounced by approx. 30 e/a and during combats that developed, lost four pilots.</p> <p>The following pilots from this Squadron took part:- Major W. Mohr D.F.C., Sgt. Sandvik S., Capt. Thorsager F., F/Sgt. Fuglesang N., 2/Lt. Gilhus J., Sgt. Sand E., Lieut. Ryg J., Sgt. Herfjord K., 2/Lt. M. Eriksen D.F.M. F/Sgt. Egnhof K., W/Odr. P. G. Jameson D.F.C. Sgt. Bakke F.</p>	Red section,	Captain Thorsager F.	take-off 0805	landed 0850.		F/Sgt. Fuglesang N.	" " "	" " "	Red section,	Captain Thorsager F.	" " 1410	" " 1510		Sgt. Bolstad K.	" " "	" " "	Yellow section,	Lieut. Strand T.	" " "	" " "		Sgt. Bakke F.	" " "	" " "	White section,	2/Lt. Gilhus J.	" " "	" " "		F/Sgt. Fuglesang N.	" " "	" " "	
Red section,	Captain Thorsager F.	take-off 0805	landed 0850.																																	
	F/Sgt. Fuglesang N.	" " "	" " "																																	
Red section,	Captain Thorsager F.	" " 1410	" " 1510																																	
	Sgt. Bolstad K.	" " "	" " "																																	
Yellow section,	Lieut. Strand T.	" " "	" " "																																	
	Sgt. Bakke F.	" " "	" " "																																	
White section,	2/Lt. Gilhus J.	" " "	" " "																																	
	F/Sgt. Fuglesang N.	" " "	" " "																																	

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	18-2-43		<p>Clouds in morning cleared away and weather was fair for most of the day. The Squadron was on Roadstead Readiness from dawn.</p> <p>At 0900 hours, a main Gas-exercise started. It lasted until 1130 hours and this Squadron took part. Respirators and No. 5 Anti-Gas equipment were worn and reconnaissance parties were sent out from the two flights and maintenance. One of the hardest tasks on this Squadron is to make the personnel realise the danger of attack by gas.</p> <p>In the early afternoon, the pilots were called to briefing in connection with Circus 270, in which the North Weald Wing was acting as first fighter echelon. At 1540 hours, 11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron. W/Odr. P. S. Jameson D.F.C., flying with 331(N) Squadron, was leading the Wing. The Wing was going to be under Appledore Control. The Wing crossed the English coast at N. Foreland and started climbing, reaching the French coast at 18-19,000 feet. 332(N) Squadron above 331(N) Squadron. A layer of cloud -10/10ths at 6-8,000 feet over channel and Northern France made it impossible to see the ground. The Wing climbed to 22,000 feet in the St. Omer area, and was then recalled. No enemy aircraft were seen and no flak experienced. The Squadron had landed by 1740 hours. The following pilots took part:-</p> <p>Major W. Mohr D.F.C., Capt. Thorsgaard F., Sgt. Bolstad K., Lieut. Strand T., Sgt. Bakke F., Lieut. Ryg J., Sgt. Herfjord K., 2/Lt. M. Eriksen D.F.M., F/Sgt. D. Johnne O. 2/Lt. Westly E. F/Sgt. Renhof K.</p>		
North Weald	19-2-43		<p>Ground haze prevented any flying during the first half of the day. Weather then cleared up in the afternoon. At 1740 hours, two sections of two aircraft each took off from North Weald to carry out shipping raccos. Lieut. Strand T. (White section leader) crossed the English coast near Folkstone setting course at sea level for Boulogne. At Boulogne, one semi submerged wreck, one tug and two barges were observed inside the harbour. Accurate light flak was experienced from positions on the mole. Major W. Mohr D.F.C., (Red section leader), crossed English coast near North Foreland and set course for Dunkirk at sea level. Before long, Red section had to climb above 10/10ths cloud up to 4,000 feet. Nothing could be seen and there is nothing to report. The sections had landed by 1845 hours and were composed as follows:-</p> <p>Major W. Mohr D.F.C. Red section. Take off 1740 hours landed 1845 hours. F/Sgt. Fuglesang N. " " " " " "</p> <p>Lieut. Strand T. White section. Take off 1740 hours landed 1840 hours. Sgt. Bakke F. " " " " " "</p>		
North Weald.	20-2-43		Thick fog right down to ground level prevented any flying today. The Squadron was released off camp all day.		
North Weald.	21-2-43		Again thick fog prevented any flying.		

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	22-2-43		<p>The fog was still laying thick in the area today and no flying was carried out by this Wing. At 1430 hours at the Squadron Dispersal, a parade of all personnel was held in connection with the changes of Command on the Squadron. Major W. Mohr D.F.C., who is posted away from the Squadron for a rest period, thanked the personnel for the fine way in which they had backed him up during his period of Command. "The Squadron has had both good and bad times in the past", said Major Mohr, "We have lost good pilots and friends but we have also hit back hard". "In the period that has passed since we became operational, this Squadron has become a very good team, and it is largely due to its team spirit that the Squadron has reached the standard it has today. Therefore, continued the Major, never in the future forget that we must back each other up and help each other both in the air and on the ground".</p> <p>Captain F. Thorsager "A" Flight Commander, then took over the Squadron as its new Commander. Lieut. J. Byg was appointed to the new Commander of "A" Flight, whilst Lieut. T. Strand was given Command of "B" Flight during the absence of Capt. W. Christie.</p> <p>The Squadron was released off camp at 1600 hours.</p>		
North Weald.	23-2-43		<p>Again the fog was laying thick over Essex and no flying was carried out today. At 1100 hours, pilots of the two Norwegian Squadrons were driven to a point five miles away from this aerodrome, the idea being to carry out an "Escape Exercise". From this point, pilots were to try to get back to this aerodrome without being caught by the defenders. The Local police as well as the R.A.F. Regiment were guarding all approaches to the aerodrome.</p>		
North Weald	24-2-43		<p>Thick ground haze in the morning, clearing away during the day. Advantage was taken of the fine weather and plenty of practice flying was carried out. Interception and aerobatics were the main main items of practice. The haze thickened in the afternoon and prevented further flying.</p>		
North Weald.	25-2-43		<p>Again fog covered this area in the morning. One section of two aircraft of this Squadron was at readiness from dawn. Later more sections were called to readiness. At mid-day the fog had cleared away but in the late afternoon it became cloudy and started to rain. There was no flying at all today. The Squadron was very pleased to hear of the award of the D.S.O. to its Wing leader, W/Odr. P. G. Jameson D.F.C.</p>		
North Weald	26-2-43		<p>Slight haze in the morning, cleared early and fine for the remainder of the day. At 0945 hours, the pilots were called for briefing at Station Intelligence Office in connection with <i>CIRUS 274</i>, in which the North Weald Wing was acting as first fighter echelon under Appledore control. At 1045 hours, 12 aircraft of this Squadron, led by W/Odr. P. G. Jameson D.F.C. took off from North Weald together with 331(N) Squadron. Course was set for Lympne, but halfway there, the W/Odr. had to return to base owing to R/T trouble. Major Thorsager F. took over and led the Wing throughout the operation. The English coast was crossed at 8,000 feet and course set for Havelot where the Wing crossed coast at 20-21,000 feet. Course was then set at 90-95 degrees with 331(N) Squadron slightly above this Squadron. When over St. Omer, the Wing turned to port and the French coast was, soon after, crossed out between Gravelines and Calais at 23,000 feet. When a few miles off Calais, the Controller reported aircraft to the West at 25,000 feet, but after a climbing turn to port, no aircraft were seen. In mid-channel, enemy aircraft were reported over Cap Gris Nez and Wing made a wide orbit which brought it within a few miles of the French coast. The Controller told the Wing that it was in a bad position and suggested the Wing returned to base. As nothing was seen, course was set for base and the Squadron had landed by 1210 hours, having crossed the English coast at N. Foreland.</p>		

FORM 540 (1942) (REVISED)

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	26-2-43	(Cont'd).	<p>The weather conditions over France were - 10/10ths cloud at 8000 feet with very few gaps. These clouds prevented the bombers finding their target and no bombing was carried out. No enemy aircraft or shipping was seen and no flak experienced.</p> <p>The following pilots took part:- F/Sgt. Rønne K., Lieut. Strand T., F/Sgt. Djønn O., 2/Lt. Ringdal N., Sgt. Harfjord K., Major Thorsager F., F/Sgt. Fuglesang N., Capt. Ryg J., Sgt. Bakke F., Lieut. Ulstein E., Sgt. Bolstad K.,</p> <p>The Squadron remained at readiness after landing but later was changed to 30 minutes. After a quick lunch, another briefing was held at 1345 hours in connection with another Rodeo operation. Apart from slight alterations in timing, this operation was a repetition of this morning. At 1500 hours, 12 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.F.C., took off together with 331(N) Squadron. The English coast was crossed off Lyme at 4,000 feet and course was set for the French coast. Before reaching the coast, Lieut. Ulstein E. had to return owing to trouble with the electrical system. The Wing turned to starboard and flew along the coast, and then crossed at Hadelot at 17,000 feet. Some heavy but inaccurate flak was seen one mile to the North of Hadelot. Climbing steadily, course was set for St. Omer. Before reaching St. Omer, enemy aircraft were reported to the S.E. of this area and the Wing altered course slightly to investigate. Having made a wide orbit to starboard, no enemy aircraft were seen, and the Wing turned North flying at 30-34,000 feet. At this time, numerous e/a were observed flying in sections of 2. When one of these sections of e/a was seen to approach from 11-0'clock slightly below, Yellow section of this Squadron broke away to intercept. e/a took evasive action by diving down and later pulled up sharply. Yellow section also pulled up but owing to their greater speed were not able to get into attacking position. Yellow section rejoined the Wing after these attacks, and this Squadron had no further attacks. 331(N) Squadron had a few combats with the e/a, resulting in 1 F.W. 190 being destroyed, 2 F.W. 190 (a probably destroyed and one damaged), without any casualties to our pilots or aircraft. The French coast was crossed at Sangatte flying at 34,000 feet. Considerable icing difficulties were experienced by our pilots. In mid-channel, a port orbit was made but nothing seen and course was set for base. The English coast was crossed at Folkstone and the Squadron had landed by 1635 hours. No enemy shipping was seen.</p> <p>The following pilots took part:- Major Thorsager F., F/Sgt. Fuglesang N., Capt. Ryg J., Sgt. Bakke F., Lieut. Ulstein E., Sgt. Bolstad K., F/Sgt. Rønne K., 2/Lt. M. Eriksen D.F.M., F/Sgt. Djønn O., 2/Lt. Westly E., Sgt. Harfjord K.,</p> <p>All pilots were enthusiastic about the Appledore Control. They were amazed by the accuracy with which differences in height between themselves and e/a were reported. The Squadron was released from camp at 1900 hours.</p> <p>A celebration was held at "The Thatched House Hotel" Epping, during the evening to celebrate the official handing over of the Squadron from Major W. Mahr D.F.C. to Major F. Thorsager.</p>		
North Weald.	27-2-43		<p>Very fine day with warm sunshine. The Squadron was at readiness from dawn. At 0925 hours, Red section was scrambled but nothing developed from this flight.</p> <p>Capt. Ryg J. and Sgt. Bolstad K. Red section, Scramble. take-off 0925. landed 0955 hours.</p> <p>The Squadron was released from camp at 1300 hours.</p>		

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald	28-2-43		<p>Fine day with warm sunshine. The Squadron was at readiness from dawn and Red section were ordered on a convoy patrol. The weather in the channel was very thick and only the balloons were visible. The Controller cancelled the patrol and ordered the section to return to base.</p> <p>Red section, Capt. Ryg J. and Sgt. Bolstad K. Convoy patrol. Take-off 0920 landed 1030.</p> <p>There was no further operational flying today, so the pilots made good use of the fine weather with plenty of practice flying.</p>		

F. Thorsager.
 Major Commanding,
 332 (Norwegian) Squadron,
 North Weald.

OPERATIONS RECORD BOOK

FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

(1931) W.L. 927-56 6,000 size I.S. 700

FOR THE MONTH OF February 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
1-2-43	Spitfire IX.						
	BS.540	2/Lt. Gilhaus J.	Convoy Patrol	1045	1230	White section.	There is nothing of operational
	BS.252	F/Sgt. Hassel R.	" "	"	"	"	"
	BS.508	Capt. Thorsager F.	" "	1150	1355	Red section.	interest to report from these
	BS.250	Sgt. Bakke F.	" "	"	"	"	"
	BS.249	2/Lt. Westly E.	" "	1250	1450	Blue section.	patrols.
BS.255	2/Lt. M.Eriksen D.F.M.+	" "	"	"	"	"	
2-2-43	BS.507	Major W.Mohr D.F.C.	Circus 257	0925	1040	After take-off, contact was lost with 331(N) Squadron owing	
	BS.508	Capt. Thorsager F.	" "	"	1025	to haze. Near Gravesend, however, contact was made - then	
	BS.250	Sgt. Sand E.	" "	"	1040	lost again near Canterbury. This Squadron crossed the coast	
	EN.182	Lieut. Strand T.	" "	"	1040	over South Foreland at 6,500 feet. The French coast was	
	BS.252	F/Sgt. Hassel R.	" "	"	1025	crossed over Sangatte at 15,000 feet. The Squadron arrived	
	EN.177	Capt. Christie W.	" "	"	1045	over St. Omer at 15,000 feet, circled around and climbed to	
	BS.248	Sgt. Sandvick S.	" "	"	1040	20,000 feet through clouds which were at varying layers of	
	BS.401	2/Lt. Ringdal N.	" "	"	1040	7/10ths. The bombers and their escort were not seen, so the	
	BS.407	F/Sgt. Rønne K.	" "	"	1040	Squadron set course for Calais. Four enemy aircraft were	
	BS.255	2/Lt. M.Eriksen D.F.M.	" "	"	1040	seen flying along coast from North East 5,000 feet below.	
	BS.249	2/Lt. Westly E.	" "	"	1040	One section broke away to engage these e/a but was not able to	
						close sufficiently. No flak was experienced and no enemy shipping	
						seen.	
3-2-43	BS.458	W/Cdr. F.G. Jameson D.F.C.	Target Support.0955	1120		11 aircraft of this Squadron took off from North Weald	
	BS.540	Sgt. Bakke F.	" "	"	1140	together with 331(N) Squadron to take part in Circus 258. The	
	BS.508	Capt. Thorsager F.	" "	"	"	English coast was crossed over South Foreland at 15,000 feet and	
	BS.250	Sgt. Watne R.	" "	"	"	the French coast was crossed near Gravelines at 20,000 feet,	
	EN.182	2/Lt. Gilhaus J.	" "	"	"	arriving over the target at 22,000 feet. Half way between the	
	BS.252	Sgt. Bolstad K.	" "	"	"	French coast and the target, the W/Cdr. Flying with two aircraft	
	EN.177	Capt. Christie W.	" "	"	1120	of this Squadron returned to base owing to petrol trouble. The	
	BS.401	Sgt. Sandvick S.	" "	"	1140	Wing made a wide sweep over target area and then set course for	
	BS.255	2/Lt. M. Eriksen D.F.M.	" "	"	1140	base. Three boats, presumed to be A/S/R, H.S.L's, were operating	
	BS.407	Sgt. Herfjord K.	" "	"	1145	with two aircraft just off Deal. As no assistance seemed to be	
	BS.249	2/Lt. Westly E.	" "	"	1145	required, the Wing continued to base where the Squadron had landed	
	BS.248	F/Sgt. Dønne O.	" "	"	1145	by 1145 hours.	
	BS.508	Capt. Thorsager F.	Target Support	1500	1655	At 1500 hours, the Squadron again took off to act as Target	
	EN.182	Lieut. Strand T.	" "	"	"	support for Venturas bombing Abbeville in Circus 259. Nine	
BS.540	Sgt. Sand E.	" "	"	1645	aircraft of this Squadron, led by Capt. Thorsager F., joined		
BS.250	2/Lt. Gilhaus J.	" "	"	"	331(N) Squadron over base. The Wing was a few minutes late at		
BS.252	F/Sgt. Hassel R.	" "	"	"	rendezvous, but bombers were seen ahead and above when about		
BS.248	2/Lt. Ringdal N.	" "	"	1700	mid-channel. The Wing flew at sea level until in sight of the		
BS.249	Sgt. Herfjord K.	" "	"	1700	French coast, when they climbed rapidly, arriving over Abbeville		
EN.177	2/Lt. M.Eriksen D.F.M.	" "	"	1700	at 14,000 feet. As the bombers turned right after dropping their		
BS.407	F/Sgt. Rønne K.	" "	"	1700	bombs, the Wing followed. Then the Controller reported e/a in the		
						Dieppe area, and as the bombers seemed to be well covered by their	
						escort, the Wing turned to port just after the French coast had been crossed. Having climbed on the	
						way out, the wing was at 20-22,000 feet when 6 F.W.190's were seen to port at 17,000 feet. The	
						Squadrons dived on these e/a and 2/Lt. Eriksen M. D.F.M. probably destroyed one F.W.190. The Wing	
						was split up but later reformed when approaching the English coast.	

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-2-43	Spitfire IX. BS. 458 EN. 177 BS. 407 BS. 248 BS. 395 BS. 249 BS. 508 BS. 510 EN. 182 BS. 250	W/Cdr. P.G. Jameson D.F.C. Capt. Christie W. Sgt. Herfjord K. 2/Lt. Ringdal N. F/Sgt. Djønne O. 2/Lt. M. Eriksen D.F.M. 2/Lt. Westly E. Capt. Thorsager F. Sgt. Bakke F. Lieut. Strand T. Sgt. Bolstad K.	Rodeo 162 "	1145 " " " " " " " " " " 1320 " " " " " " " "	1320 1330 " " " " " " " " " " " " " " " " " "	10 aircraft of this Squadron, led by W/Cdr. P.G. Jameson D.F.C., took off from North Weald. The English coast was crossed at Bradwell and course was set for Dunkirk flying at sea level. After nine minutes on the deck, the Wing started climbing and crossed the French coast at 17,000 feet. E/a had been reported in Ypres area and the Wing made a wide orbit so as to be in an up sun position. 20 B/a were then seen, but the wing did not attack as there were many more hun above. North of St. Omer, four F.W. 190's were seen below and W/Cdr. Jameson with his section dived down to attack. 2/Lt. Westly E., Red 3, dived faster than the W/Co. and damaged an F.W. 190 shooting engine cowling off it and observing hits with cannons on fuselage. Red 3, pulled up after his attack, and 2/Lt. M. Eriksen D.F.M. followed an e/a down to 4,500 feet when it pulled up and disappeared into cloud. On his way to the coast, 2/Lt. Eriksen passed through a formation of 24 F.W. 190's diving down in sections of 6. The Squadron made a large orbit over Cap Gris Nez and then set course for base landing by 1330 hours.	
5-2-43	BS. 508 BS. 249	Capt. Thorsager F. Sgt. Sand E.	Convoy Patrol " "	0920 " "	1045 " "	Red section. There is nothing to report from this patrol.	
6-2-43			No operational flying today.				
7-2-43	BS. 395 BS. 249 BS. 248 BS. 401 EN. 182 BS. 307 BS. 250 BS. 176 BS. 395 BS. 252 BS. 508 BS. 248 EN. 182 BS. 307	2/Lt. Ringdal N. Sgt. Herfjord K. F/Sgt. Djønne O. F/Sgt. Rønne K. Lieut. Strand T. Sgt. Sand E. Lieut. Ulstein E. Sgt. Watne R. 2/Lt. Westly E. Sgt. Bolstad K. Capt. Thorsager F. Sgt. Sandvick S. Lieut. Strand T. Sgt. Sand E.	Scramble " " Convoy Patrol "	1130 " " 1230 " " 1320 " " 1430 " " 1530 " " 1620 " " 1655 " "	1305 " " 1405 " " 1515 " " 1615 " " 1715 " " 1800 " " 1820 " "	Green section. These patrols were carried out according to instructions and there is nothing of operational interest to report. Blue section. White section. Yellow section. Red section. Green section. White section.	
8-2-43			No operational flying today.				
8-2-43			No operational flying today.				

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

(*551) Wt. 225-35 50,000 5/43 T.S. 700

FOR THE MONTH OF February 19 43.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-2-43	Spitfire IX. BS. 908 BS. 250 BS. 176 BS. 507 EN. 177 BS. 395 BS. 295 BS. 401 BS. 248 BS. 249 BS. 407	Capt. Thorsager F. Lieut. Ulstein E. Sgt. Watne E. Lieut. Strand T. Sgt. Bolstad K. Lieut. Rye J. Sgt. Sandvick S. 2/Lt. Ringdal N. F/Sgt. Djønne O. 2/Lt. Westly E. F/Sgt. Rønne K.	Rodeo 167 "	1120 " " " " " " " " " "	1335 " " 1315 " " 1320 " 1330 " "	11 aircraft of this Squadron took off from North Weald, led by Capt. Thorsager F., at 1120 hours. As the visibility at North Weald was less than 500 yards, 331 Squadron and this Squadron became separated. An endeavour to reform over Bradwell was made but without success. Major K. Birksted D.F.C., who was leading the wing, developed R/T trouble, being able to contact Controller on button "B" only. The wing was ordered to return to base. This Squadron had reached the Flushing area and were at 25,000 feet when this order was received. The Squadron swept round the back of Flushing and set course for base. Some 20 miles West of Noorderhoofd, Yellow 2, Sgt. Watne R. reported engine trouble. He was able to continue to within 15 miles of Manston descending gradually to 6,000 feet. He then baled out and landed in the sea. As Sgt. Watne had trouble in releasing his parachute, he was dragged for 25 yards under the water before finally releasing his parachute. He was seen to make a few breast strokes but suddenly all movements ceased and his head fell backwards and remained under water. The main part of the Squadron had been orbiting the spot whilst some pilots flew to the English coast to direct the H.S.L. When picked up by the H.S.L. Sgt. Watne R.K. was dead. The remainder of the Squadron landed at base by 1330 hours, having previously landed at Manston to refuel. There is nothing further to report from this operation. Weather:- England and Channel - visibility very poor below 4,000 feet. Over Holland - 7/10ths cloud at 5-10,000 feet with thin layers of cloud up to 29,000 feet.	
11-2-43	BS. 395 BS. 249 BS. 255 BS. 407 BS. 401 BS. 248 EN. 177 BS. 249 BS. 507 BS. 250 EN. 182 BS. 540 EN. 177 BS. 401 BS. 248 BS. 248	Lieut. Rye J. Sgt. Herfjord K. 2/Lt. M. Eriksen D.F.M. F/Sgt. Rønne K. 2/Lt. Ringdal N. F/Sgt. Djønne O. Lieut. Rye J. Sgt. Herfjord K. Major W. Mohr D.F.C. Sgt. Bolstad K. Lieut. Strand T. Sgt. Sand E. Lieut. Rye J. F/Sgt. Rønne K. 2/Lt. Westly E. F/Sgt. Djønne O.	Patrol " " " " " " " " " " " " " " Ramrod 38 " " " " " " " " " " " " " "	0850 " 0950 " 1045 " 1135 " 1500 " " " " " " "	1025 " 1425 " 1210 " 1235 " 1635 " " " " " " "	Blue section. Green section. All these patrols were uneventful. Black section. Blue section. Nine aircraft of this Squadron, led by Major W. Mohr D.F.C., took off together with 331(N) Squadron. The Wing was led by W/Cdr. P.G. Jameson D.F.C. Five minutes after setting course, the Controller informed the Wing that the planned operation had been cancelled - permission was then given for carrying out a sweep in the Channel. The English coast was crossed just South of Lyme - 331(N) Squadron leading at sea level with this Squadron behind at 1,500 feet. The Wing swept across channel to S.W. of Boulogne harbour and then made a turn to port. Flying about three miles off coast, the Wing proceeded to Gravelines. In Boulogne harbour, a trawler and escort were observed. Two P.W. 190's near Gravelines immediately took evasive action when they saw our aircraft. The wing turned back S.W. and proceeded back along the French coast as far as Boulogne and then set course for base as nothing was seen. Some heavy flak was experienced from South of Gravelines. Flak was experienced from towers was experienced between Calais and Boulogne. Weather:- visibility 4-5 miles. 9/10ths cloud at 2,500 feet.	

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW ¹	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12-2-43	Spitfire IX.		No operational flying today.				
17-2-43	BS: 507 BS: 398 BS: 182 BS: 540 BS: 250 BS: 508 BS: 395 BS: 401 BS: 255 BS: 249 BS: 248	Major W. Mohr D.F.C. Sgt. Bolstad K. Lieut. Strand T. Sgt. Sand E. 2/Lt. Gilmanus J. Sgt. Bakke F. Lieut. Ryg J. Sgt. Sandvick S. 2/Lt. M. Eriksen D.F.C. 2/Lt. Westly E. P/Sgt. Djøgne O.	Circus 262 "	1330 " " " " " " 1520 1515 " "	1515 " " " " " " " " " "	11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off to take part in Circus 262 as target support with 331(N) Squadron. W/Cdr. P.G. Jameson D.F.C., flying with 331 (N) Squadron, was leading the Wing. Course was set for Le Touquet at sea level. After two minutes flying, the wing climbed to cloud base at 4,000 feet. Before reaching the French coast, the W/Co. reported unsuitable weather, and was given permission to use his own discretion. When off Le Touquet, the Wing went down to sea level and swept down to Berck-sur-Mer. Here a turn was made and the wing proceeded to Gravelines. At Gravelines, a turn to port was made and went back as far as Cap Gris Nez. Course was then set for base as nothing of interest was observed. The usual heavy flak was experienced from the Calais area. No shipping or e/a were seen. Weather:- Le Touquet/Gravelines area - 9/10ths cloud at 4,000 feet. Visibility 3-4 miles.	
14-2-43	BS: 507 BS: 250 BS: 508 BS: 398 BS: 182 BS: 540 BS: 249 BS: 395 BS: 248 BS: 401 BS: 255	Major W. Mohr D.F.C. Sgt. Bolstad K. Capt. Thoresager F. Sgt. Sand E. 2/Lt. Gilmanus J. Sgt. Bakke F. Sgt. Herfjord K. Lieut. Ryg J. P/Sgt. Djøgne O. 2/Lt. Ringdal E. Sgt. Sandvick S.	Roadstead "	1210 " " " " " " " " " "	1355 " " " " " " " " " "	11 aircraft of this Squadron, led by W/Cdr. P.G. Jameson D.F.C., took off with 331(N) Squadron from North Weald. Having crossed the English coast at 1220 hours near Bradwell, course was set for Calais - flying at sea level. Mid-way to France, one flight of 331(N) Squadron climbed to 1,500 feet. The other flight joined this Squadron and the whole formation turned to port. Flying 5 miles off shore, the wing proceeded to Ostende. Meeting a wall of mist at Ostende, the wing turned 180 degrees and followed the coast back past Cap Gris Nez to the same. The wing then returned to base via North Foreland landing at base by 1355 hours. There is nothing to report from this operation. Weather:- West of Dunkirk - 10/10ths cloud at 2,000 feet. Dunkirk/Ostende - clear North and East of Dunkirk - Thick mist.	

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No FIVE.

(1951) Wt. 525-36 60,000 5/16 T.S. 700

FOR THE MONTH OF February 19 43

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15-2-43	SPITFIRE IX. BS. 507 BS. 398 BS. 508 BS. 540 EN. 182 BS. 250 BS. 395 BS. 401 BS. 255 BS. 248 EN. 177	Major W. Mohr D.F.C. 2/Lt. Gilhus J. Capt. Thorsager F. Sgt. Bolstad K. Lieut. Strand T. Sgt. Sand E. Lieut. Ryg J. Sgt. Sandvik S. 2/Lt. M. Eriksen D.F.M. F/Sgt. Reinhof K. 2/Lt. Westly E.	Circus 265 "	1215 " " " " " " " " " " "	1350 " " " " " " " " " " "	11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron. W/Odr. P.G. Jameson D.F.C. was leading the wing which crossed the English coast at N. Foreland. Course was then set, at sea level, for Dunkirk. Having flown on the deck for two minutes, the wing started climbing and the French coast was crossed S. of Dunkirk at 15,000 feet. Nothing was seen of the Bostons which were going to bomb the docks at Dunkirk. The wing proceeded inland and making a wide sweep to starboard, reached St. Omer at 25,000 feet. The wing now turned North and recrossed the coast S. of Ostende. There was no enemy reaction during this operation, and no flak experienced. The Squadron had landed by 1350 hours. Weather: - W. of Dunkirk/St. Omer - 6/10ths cloud up to 25,000 feet. E. of Dunkirk/St. Omer - 10/10ths cloud up to 23,000 feet.	
	BS: 507 BS. 398 BS. 540 EN. 182 BS. 250 BS. 395 BS. 401 BS. 248 BS. 249 EN. 177	Major W. Mohr D.F.C. 2/Lt. Gilhus J. Sgt. Bolstad K. Lieut. Strand T. Sgt. Sand E. Lieut. Ryg J. 2/Lt. Ringdal N. F/Sgt. Djanne O. 2/Lt. M. Eriksen D.F.M. F/Sgt. Reinhof K.	Circus 267 " " " " " " " " " " " " " " " " " "	1505 " " " " " " " " " "	1635 " " " " " " " " " "	After a quick lunch, the pilots were again called to briefing in connection with Circus 267. The North Weald Wing was going to act as target support for 20 Liberators bombing an armed merchant ship in Dunkirk Harbour. At 1505 hours, 11 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.F.C., took off together with 331(N) Squadron. Course was set for Dunkirk with the wing climbing from base. The French coast was crossed W. of Dunkirk at 1535 hours flying at 24,000 feet. The wing, being early, flew a short distance inland and then turned and crossed the coast W. of Dunkirk. Seeing the bombers and their escort coming in, the wing turned to starboard and flew in over Dunkirk. Although the target itself was not seen, pilots reported to have seen numerous bomb bursts on quayside. As the bombers turned after bombing, the wing followed them out. One bomber was seen to be hit by flak and spun down. Crossing the French coast, 5 F.W. 190's were seen in line abreast to port flying at 20,000 feet. W/Odr. Jameson turned down along coast to get into the sun, and led his section into the attack. During this attack, two F.W. 190's were destroyed, one by the W/Odr. and one by 2/Lt. Gilhus J., - the remainder took evasive action by diving inland. This section then climbed to rejoin the formation. At this time the bomber escort was split up in sections to repulse attacks from more e/a, and this wing was again split up as they went into attack. Two more e/a were destroyed, one by the W/Odr. and one by 2/Lt. M. Eriksen D.F.M. The pilots were split up following these combats and returned individually to base after escorting the bombers. 2/Lt. M. Eriksen D.F.M. followed one damaged bomber, and he saw a F.W. 190 flying on the deck so he went after it. He was not able to close in to a short range so he gave an 8 seconds burst from dead astern. As a result of this firing, the e/a dived into the sea and no trace of wreckage or the pilot was seen. The damaged Liberator went into the sea off Manston and Eriksen circled the spot until the H.S.L. arrived and picked up the survivors. The Squadron had landed at base by 1640 hours. The North Weald Wing destroyed 7 e/a and damaged two without any casualties to our pilots or aircraft. This Squadron claimed three out of the seven.	APPENDIX 3 APPENDIX 4

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1		2		

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
16-2-43	SPITFIRE II. BS. 507 BS. 250 BS. 508 EN. 182 BS. 540 BS. 395 EN. 177 BS. 401 BS. 248	Major W. Mohr D.F.C. Sgt. Bakke F. Capt. Thorsager F. Lieut. Strand T. Sgt. Sand E. Lieut. Ryg J. Sgt. Herford K. 2/Lt. Ringdal N. Sgt. Djsame O.	Rodeo 170 " " " " " " " " " " " " " " " "	1605 " " " " " " " " " " " " " " " "	1750 " " " " " " " " " " " " " " " "	Nine aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron. The French coast was crossed E. of Dunkirk at 24,000 feet. The Wing then proceeded to Ypres and swept South and West passing St. Omer at 27,000 feet. The French coast was recrossed between Dunkirk and Nieuport. The Wing came down to mid-channel to investigate aircraft reported by 124 Squadron. The Wing reached 35,000 feet over Cap Gris Nez but set course for base as nothing was seen and had landed at base by 1750 hours. No flak was experienced and no shipping seen. Weather: - 3/10ths cloud at 5-8,000 feet - cumulus cloud at 20,000 feet. Visibility very good over France.	
17-2-43	BS. 508 BS. 250 BS. 508 EN. 397 BS. 507 BS. 398 EN. 182 BS. 250	Capt. Thorsager F. F/Sgt. Fuglesang N. Capt. Thorsager F. Sgt. Bolstad K. Lieut. Strand T. Sgt. Bakke F. 2/Lt. Gilhus J. F/Sgt. Fuglesang N.	Scramble " " " " " " " " " " " " " "	0805 " " 1410 " " " " " " " " " "	0950 " " 1510 " " " " " " " " " "	Red section. These scrambles were carried out according to instructions but there is nothing of operational interest to report. Yellow section. White section.	
	BS. 507 BS. 398 BS. 508 BS. 250 EN. 182 EN. 397 BS. 401 BS. 395 EN. 177 BS. 255 BS. 248	Major W. Mohr D.F.C. Sgt. Bakke F. Capt. Thorsager F. F/Sgt. Fuglesang N. 2/Lt. Gilhus J. Sgt. Sand E. Sgt. Sandvik S. Lieut. Ryg J. Sgt. Herfjord K. 2/Lt. Eriksen M. F/Sgt. Bønhof K.	Circus 269 "	0940 "	1125 " " " " " " 1055 " " 1125 " " " " " " " " " "	11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off together with 331(N) Squadron. Owing to weather; 10/10ths cumulus between 2 and 8,000 feet, 8/10ths at 12,000 feet and poor visibility below cloud, the operation was cancelled for the North Weald Wing. The Wing made a sweep along the French coast at 10,000 feet and at sea level. The Squadron had landed by 1125 hours with nothing to report.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

SECRET

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

(*5511) WL 525-35 50,000 5/43 T.S. 700

FOR THE MONTH OF February 19 43.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18-2-43	Spitfire IX. BS. 507 BS. 508 EN. 397 EN. 182 BS. 398 BS. 395 EN. 177 BS. 255 BS. 248 BS. 407 BS. 401	Major W. Mohr D.F.C. Capt. Thorsager P. Sgt. Bolstad K. Lieut. Strand T. Sgt. Bakke F. Lieut. Ryg J. Sgt. Herffjord K. 2/Lt. M. Eriksen D.F.M. F/Sgt. Djønne O. 2/Lt. Westly E. F/Sgt. Rønne K.	Circus 270 "	1540 " " " " " " " " " "	1710 " " " " " " " " " "	11 aircraft of this Squadron, led by Major W. Mohr D.F.C., took off from North Weald together with 331(N) Squadron acting as first fighter echelon in connection with Circus 270 operation. W/Cdr. P. C. Jameson D.F.C., flying with 331(N) Squadron, was leading the Wing. The Wing was going to be under Appledore Control. The Wing crossed the English coast at N. Foreland and started climbing, reaching the French coast at 18-19,000 feet - 332(N) Squadron above 331(N) Squadron. A layer of cloud - 10/10ths at 6-8,000 feet over channel and Northern France made it impossible to see the ground. The Wing climbed to 22,000 feet in the St. Omer area, and was then recalled. No s/a were seen and no flak experienced.	
19-2-43	EN. 182 BS. 398	Lieut. Strand T. Sgt. Bakke F.	Shipping Recco " "	1740 "	1840 "	White section. Lieut. Strand T. leading white section, took off on a Shipping recco. The English coast was crossed near Folkestone, setting course at sea level for Boulogne. At Boulogne, one semi submerged wreck, one tug and two barges were observed inside the harbour. Accurate light flak was experienced from positions on the mole.	
	BS. 507 BS. 540	Major W. Mohr D.F.C. F/Sgt. Fuglesang N.	Shipping Recco " "	1740 "	1845 "	Red section. Major W. Mohr D.F.C., leading Red section, took off on a similar shipping recco. The English coast was crossed near N. Foreland and course was set for Dunkirk at sea level. Before long, Red section had to climb above 10/10ths cloud at 1,000 feet. Nothing could be seen and there is nothing to report from this flight.	
20-2-43		No operational flying today.					
21-2-43		No operational flying today.					
22-2-43		No operational flying today.					
23-2-43		No operational flying today.					
24-2-43		No operational flying today.					
25-2-43		No operational flying today.					

92

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-2-43	SPITFIRE IX. BS. 249 BS. 407 BS. 248 BS. 401 EN. 177 BS. 508 BS. 255 BS. 507 EN. 182 EN. 291 EN. 397	F/Sgt. Rønne K. Lieut. Strand T. F/Sgt. Djønn O. 2/Lt. Ringdal N. Sgt. Herfjord K. Major Thorsager F. F/Sgt. Fuglesang N. Capt. Ryg J. Sgt. Bakke F. Lieut. Ulstein E. Sgt. Bolstad K.	Circus 274 "	1045 " " " " " " " " " " "	1210 " " " " " " " " " " "	At 1045 hours, 12 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.F.C., took off from North Weald together with 331(N) Squadron to act as first fighter echelon under Appledore Control in Circus 274 (Roadstead). Course was set for Ignye, but half way there, W/Odr. had to return owing to R/T trouble. Major F. Thorsager took over and led the Wing throughout the operation. The English coast was crossed at 8,000 feet and course was set for Hardelot, where the coast was crossed at 20-21,000 feet. Course was then set at 90-95 degrees with 331(N) Squadron slightly above. When over St. Omer, the Wing turned to port and the French coast was, soon after, crossed out between Gravelines and Calais at 23,000 feet. When a few miles off Calais, the Controller reported aircraft to the West at 25,000 feet, but after a climbing turn to port, no aircraft were seen. In mid-channel, e/a were reported over Cap Gris Nez and the Wing made a wide orbit which brought it within a few miles of the French coast. The Controller told the Wing that it was in a bad position and suggested the Wing returned to base. As nothing was seen, course was set for base and the Squadron had landed by 1210 hours, having crossed the English coast at N. Foreland. The weather conditions over France were - 10/10ths cloud at 8,000 feet with very few gaps. These clouds prevented the bombers from finding the target and no bombing was carried out. No enemy aircraft or shipping was seen and no flak experienced.	
	BS. 508 BS. 540 BS. 507 EN. 182 EN. 291 EN. 397 BS. 401 BS. 255 BS. 248 BS. 249 EN. 177	Major Thorsager F. F/Sgt. Fuglesang N. Capt. Ryg J. Sgt. Bakke F. Lieut. Ulstein E. Sgt. Bolstad K. F/Sgt. Rønne K. 2/Lt. M. Eriksen D.F.M. F/Sgt. Djønn O. 2/Lt. Westly E. Sgt. Herfjord K.	Circus 274 "	1500 " " " " " " " " " " "	1635 " " " 1605 1635 " " " " " "	At 1500 hours, 12 aircraft of this Squadron, led by W/Odr. Jameson, D.F.C. took off from together with 331(N) Squadron on circus 274 Circus 274. Apart from a slight alteration in timing, this operation was a repetition of this morning. The English coast was crossed at Ignye at 4,000 feet and course was set for the French coast. Before reaching the coast, Lt. Ulstein E. had to return owing to trouble with the electrical system. The Wing turned to starboard and flew along the coast, and then crossed at Hardelot at 17,000 feet. Some heavy but inaccurate flak was seen one mile to the North of Hardelot. Climbing steadily, course was set for St. Omer. Before reaching St. Omer, enemy aircraft were reported to the S.E. of this area and the wing altered course slightly to investigate. Having made a wide orbit to starboard, no enemy aircraft were seen, and the Wing turned North flying at 30-40,000 feet. At this time numerous e/a were observed in flying in sections of two. When one of these sections of e/a was seen to approach from 11-o'clock slightly below, Yellow section of this Squadron broke away to intercept. e/a took evasive action by diving down and later pulled up sharply. Yellow section also pulled up but owing to their greater speed were not able to get into attacking position. Yellow section rejoined the Wing after these attacks, and this Squadron had no further attacks, 331(N) Squadron had a few combats with the e/a, resulting in 1 F.W. 190 being destroyed, 2 F.W. 190's probably destroyed and one damaged, without any casualties to our pilots or aircraft. The French coast was crossed at Sangatte flying at 34,000 feet. Considerable icing difficulties were experienced by our pilots. In mid-channel a port orbit was made but nothing seen and course was set for base. The Squadron crossed English coast at Folkestone and had landed by 1635 hours. No enemy shipping was seen.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

SECRET

FORM 541

set for base. The Squadron crossed English coast at Folkestone and had landed by 1635 hours. No enemy shipping was seen.

OPERATIONS RECORD BOOK

FORM 541.

DETAIL OF WORK CARRIED OUT

By **332(Norwegian) Squadron, North Weald.**

SECRET

PAGE NO. **NINE.**

(1953) Wt. 925/36 60,000 5/48 T.S. 700

FOR THE MONTH OF **February, 1943** 19...

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-2-43	SPITFIRE IX BS. 507 EW. 397	Capt. Ryg J. Sgt. Bolstad K.	Scramble "	0925 "	0955 "	Red section. There is nothing to report from this flight.	
28-2-43	BS. 507 BS. 398	Capt. Ryg J. Sgt. Bolstad K.	Convoy Patrol " "	0920 "	1030 "	Red section. The weather over the convoy was very thick and the patrol was cancelled.	

Reference: - **AIR 27/1728**

PUBLIC RECORD OFFICE

1	2	3	4	5	6

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ONE.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	1-3-43.		<p>Fair but slight haze all day. Pilots were called to briefing at 1000 hours in connection with Rodeo 172. At 1140 hours, 12 aircraft of this Squadron took off from North Weald with Major F.Thorsager leading. Course was set from base for Blankenberghe at zero feet. Having flown on the deck for 20 minutes, the Wing climbed and crossed the Dutch Coast at 15,000 feet. Still climbing the Wing swept over Bergen op Zoom with 331 Squadron at 22,000 feet and this Squadron 2,000 feet above and slightly behind. Coming out North of Walcheren, enemy aircraft were reported inland. The Wing turned South to get up sun and recrossed the coast near Ostend. Enemy aircraft were reported East of the Wing at 25,000 feet, and the Wing climbed so as the bottom Squadron reached 26,000 feet and made a wide sweep overland. As Wing came out near Ostend, 3-4 aircraft were seen to the North but too far away. The Wing now had to set course for base owing to the length of time that it had been airborne. The English coast was recrossed near North Foreland and the Squadron had landed by 1340 hours. No flak was experienced. Four ships of 1-2,000 tons were seen in Knocks- one of the ships was just leaving harbour. Four barges towed by an ocean going tug were seen coming out of South end of canal approx. Lat 51°-26' North, Long. 4°-01' East. One Tanker between Schouwen and Tholen.</p> <p>Weather:- England, Channel and Belgian coast- Clear 10/10ths cloud at 3,000 feet inland over France and Belgium. Visibility very good.</p> <p>The following pilots took part in this operation:- Major F.Thorsager, Capt. Ryg J., Sgt. Bakke F. 2/Lt. Fosse G. Sgt.Sand E, Lieut.Strand T., P/Sgt.Rønhof K., Lieut. Ringdal N., Sgt.Herfjord K., P/Sgt.Fuglesang N., 2/Lt.Westly E., Sgt. Sandvik S.,</p>	
North Weald.	2-3-43.		<p>Slight Haze and clouds all day. Pilots were briefed in connection with a Circus including Fortresses bombing Rennes but the operation was cancelled.</p>	
North Weald.	3-3-43		<p>Cloudy and strong North wind. 2/Lt.M.Eriksem D.F.M. made a recon. in the Channel area and reported 10/10ths cloud between 1,200 feet and 3,800 feet. This Squadron was at readiness from dawn to dusk. In the early morning, 3 aircraft were scrambled but the pilots have nothing to report from this flight.</p> <p>Lt.Strand T., 2/Lt.Ringdal N., P/Sgt.Djønne O. took-off 0710 and landed 0810. One section of two aircraft was detailed for a Convoy Patrol off the Sector Coastline. There were no incidents on this patrol. Capt.Ryg J. and Sgt.Bolstad K. took-off 0945 and landed 1045 hours.</p>	

94

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1		2		

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	4-3-43		<p>Fair with scattered clouds. The North wind was still fairly strong during the day.</p> <p>At 1250 hours, 12 aircraft of this Squadron led by Major F.Thorsager took off on a Rodeo 174 together with 331(N) Squadron. Major K.Birksted D.F.C. was leading the Wing. The operation went as planned, crossing the French coast near Dunkirk- 331 Squadron at 20,000 feet and this Squadron at 22,000 feet. The Wing climbed to 24,26,000 over Ypres - flying just below 10/10ths cloud at 28,000 feet. When in the Ypres-Merville area. 40 plus enemy aircraft were reported in the Dunkirk-Calais area. On Merville aerodrome quite a number of enemy fighters were seen on the N.W.-S.E. runway.</p> <p>On the way over the coast near Sangatte, enemy aircraft were reported to be in the same area at 25,000 feet but nothing was seen when the Wing made a wide orbit. Recrossing the French Coast, a ship of some 2-4,000 tons and 5 smaller ships were seen in Boulogne harbour.</p> <p>Weather:- Patches of 7/10ths cloud at 15,000 feet- 10/10ths cloud layer at 28,000 feet.</p> <p>No flak was experienced, and the Squadron had landed by 1430 hours.</p> <p>The following pilots took part:- Major F.Thorsager., F/Sgt.Fuglesang N., Capt.Ryg J., Sgt.Bolstad K., 2/Lt.Posse G., Sgt.Sand E., Lieut.Strand T., F/Sgt.Rønne K., 2/Lt.M.Eriksen D.F.M., Sgt.Sandvik S., Lieut.Ringdal N. Sgt.Herfjord K.</p>	
North Weald.	5-3-43		<p>Cloudy most of the day, clearing up in the late afternoon. The Squadron was on readiness throughout the day - but there was no operational flying.</p>	
North Weald.	6-3-43		<p>Clear in the morning becoming cloudy in the afternoon. This Squadron together with 331(N) Squadron made a formation flight over Ongar and District in connection with the opening of "Wings for Victory" week. The Squadron was released from camp after landing.</p>	
North Weald.	7-3-43		<p>Slight haze in early morning cleared away and weather remained fair all day. The Squadron was on readiness from dawn to dusk. Four sections of two aircraft carried out Convoy Patrols during the day. There is nothing to report from these patrols which were carried out off the Sector Coastline.</p> <p>The sections were as follows:- 2/Lt.Gillmaus J. and 2/Lt.Posse G. White section. took off 1110 and landed 1240. Lt.Ulstein E. and Sgt.Sand E. Yellow section. " " 1150 " " 1305. Lt.Ringdal N. and Sgt.Herfjord K. Black section. " " 1645 " " 1825. Lt.Strand T. and F/Sgt.Rønne K. Blue section. " " 1735 " " 1900.</p> <p>In addition to the above defensive flights, two sections of two aircraft were scrambled in connection with enemy aircraft near the East Coast. In both cases, sections were given various vectors but no contact was made as the e/a set course for base before our aircraft were in position.</p> <p>Just after lunch, a briefing was held in the Station Intelligence Office in connection with Rodeo 175. 11 aircraft of this Squadron took off at 1440 hours with "A" Flight of 331 Squadron, Major F.Thorsager was leading the Wing which was going to be the third fighter echelon. Course was set when at 5,000 feet over base and the English coast was crossed at North Foreland flying at 20,000 feet. The Wing arrived W.of Dunkirk 3 or 4 minutes early with this Squadron at 26,000 feet and 331's Flight 1,000 feet above. When S.W.of St.Omer, enemy aircraft were reported in Ypres area and the Wing turned to port and then starboard. The Wing was then ordered to fly on 360 degrees as e/a went West towards Cap Gris Nez. The Wing climbed to 32,000 feet but no e/a were seen. In the Channel, a wide orbit</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. THREE

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	7-3-43	(cont'd)	<p>was made bringing the Wing back to the Cap Gris Nez area, but as nothing was seen, course was set for base. No flak was experienced and the weather was excellent without any clouds over Channel and Northern France. The Squadron had landed by 1540 hours.</p> <p>The following pilots took part in today's operation:- Major F.Thoragager, Lieut.E.Ulstein, 2/Lt.G.Poese, 2/Lt.J.Gilhaus, F/Sgt.N.Fuglesang, Lieut.T.Strand, F/Sgt.K.Rønnef., 2/Lt.M.Eriksen D.F.M., Sgt.Sandvik S., Et.N.Ringdal., Sgt.Herfjord K.,</p>	
North Weald.	8-3-43		<p>Ground haze during the day. About noon 12 aircraft proceeded to Tangmere to take part in Ramrod 40. Having had lunch at Tangmere, the Squadron took off at 1440 hours with 331(N) Squadron to meet the third and fourth box of Fortresses and escort them home after they had bombed Rennes. The English Coast was crossed off Tangmere at 3,000 feet and the French coast was crossed West of Pointe Percee at 24,000 feet. Our bombers were seen over St.Loe at 25,000 feet and our fighters escorted the third and fourth boxes to the English coast flying 2,000 feet above the Fortresses. Over the Sea smoke started pouring from one of the bombers so Yellow section from 331(N) Squadron was detailed to look after it. The remainder reached the English Coast without further incident, which was recrossed over Selsey Hill at 45,000 feet. The weather was fine over France with some haze in the Channel. No enemy aircraft or shipping were seen and no flak experienced. The Squadron had landed at base by 1610 hours. The following pilots were taking part:- Major F.Thoragager, 2/Lt.J.Gilhaus, Capt.J.Ryg., Sgt.F.Bakke., Lt.E.Ulstein., Sgt.Bolstad K., Lt.T.Strand., F/Sgt.K.Rønnef., Lt.N.Ringdal., Sgt.K.Herfjord., 2/Lt.M.Eriksen D.F.M., Sgt.Sandvik S.,</p>	
North Weald.	9-3-43.		<p>Slight haze in the morning - clearing during the day. The Squadron was at readiness from dawn to dusk. In the early morning, one section of two aircraft was detailed for standing patrol in Maidstone area. There is nothing to report from this patrol which was made by Capt.J.Ryg and Sgt.K.Bolstad, taking off at 0735 and landing at 0905 hours. At 1240 hours, one flight of six aircraft was scrambled but the pilots had only been airborne for 10-15 minutes when ordered to land. One section of two aircraft was scrambled in the late afternoon but nothing was seen. At 1540 hours, 11 aircraft of this Squadron led by W/Odr.F.C.Jameson D.S.O., D.F.C. took off together with 331(N) Squadron on Rodeo 177. The Wing was going to be under Appledore Control with this Squadron on the bottom. When 20 miles off Le.Touquet, the Wing was advised to cross coast 20 miles South as e/a were flying North from the Abbeville area. Appledore by now took over and gave vectors to N.E. When approx. 10 miles S.W. of Bercks-sur-Mer, the top Squadron flying at 28,000 feet without warning was dived upon out of the sun by three Spitfires. Turning to meet the attack 331 became separated from this Squadron. Near St.Omer at 30,000 feet, this Squadron saw 4 M.E.109F's slightly above flying S.W. trying to get up sun. The Squadron turned to starboard climbing towards the e/a which were flying towards 331 Squadron who later engaged these e/a, damaging one of them. This Squadron without further incident set course for base and had landed by 1700 hours. Three ships</p>	

95

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
		1			2

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	9-3-43	(cont'd)	<p>the largest of which was about 1,000 tons were seen in Boulogne from 30,000 feet.</p> <p>Weather:- 3/10ths medium cloud-excellent visibility.</p> <p>The following pilots were taking part in this operation:-</p> <p>W/Cdr. P.G. Jameson D.S.O., D.F.C. Sgt. K. Bolstad., Major F. Thorsager., Capt. J. Ryg., Sgt. F. Bakke., Lieut. E. Ulstein., Lieut. T. Strand., Sgt. E. Sand., F/Sgt. K. Rønne., 2/Lt. M. Eriksen D.F.M., Sgt. K. Herfjord., 2/Lt. Westly E.</p>																									
North Weald	10-3-43		<p>Ground haze prevented any take-offs during the morning. At 1430 hours, the pilots were called to a briefing in connection with Rodeo 179, in which the North Weald Wing was going to be</p> <p>At 1520 hours, 12 aircraft of this Squadron, led by W/Cdr. P.G. Jameson D.S.O., D.F.C., took off together with 331(N) Squadron. 2/Lt. M. Eriksen D.F.M. was flying with 331(N) Squadron.</p> <p>The English coast was crossed near Bradwell at 1530 hours with the Wing flying at sea level. Having kept on "the deck" for 18 minutes, the Wing started to climb to reach a point 30 miles West of Flushing. Six minutes after the Wing started to climb, smoke trails were seen in or above a thin layer of cloud, to the North of Walcheren Island. When going to the North of Walcheren, flak was observed in the Knocke area as the Thunderbolts were apparently going out. The Wing continued to climb and swept round the back of Walcheren reaching 25,000 feet with the this Squadron on the bottom. When East of Flushing, operations answered on request that there were no enemy aircraft in the area. Just as the Wing had turned to starboard and left Knocke behind, 10-12 enemy aircraft were seen approaching from in front and below, climbing towards this Wing. These e/a were F.W.190's. This Squadron positioned for attack. At this time some 12 e/a probably all M.E.109F or G's dived on the Wing from above thin cloud. The Wing was now at 26,000 - 27,000 feet and there was a thin cloud layer at 30,000 feet. The Wing broke into sections. Most of the pilots of this Squadron fired their guns and cannons during combats which developed and the following claims are made.</p> <table border="0" data-bbox="680 766 1644 893"> <tr> <td>Lieut. Strand T.</td> <td>1 F.W.190 probably destroyed.</td> <td></td> <td></td> </tr> <tr> <td>2/Lt. Raeder B.</td> <td>1 F.W.190 " "</td> <td>(Shared with the W/Cdr).</td> <td></td> </tr> <tr> <td>2/Lt. M. Eriksen D.F.M.</td> <td>1 F.W.190 Damaged.</td> <td></td> <td></td> </tr> <tr> <td>2/Lt. Westly E.</td> <td>1 M.E.109F/G Damaged</td> <td></td> <td></td> </tr> <tr> <td>Major Thorsager F.</td> <td>1 M.E. 109F/G Damaged.</td> <td></td> <td></td> </tr> <tr> <td>F/Sgt. Rønne K.</td> <td>1 F.W.190 Damaged.</td> <td></td> <td></td> </tr> </table> <p>The Squadron had landed by 1710 hours and the following pilots were taking part in this operation. Major F. Thorsager., 2/Lt. Raeder B., Capt. Ryg J., Sgt. Bolstad K., F/Sgt. Fuglesang N., Sgt. Sand E., Lieut. Strand T., F/Sgt. Rønne K., Lieut. Ringdal N., Sgt. Sandvik S., 2/Lt. Westly E., 2/Lt. M. Eriksen D.F.M. (Flying with 331(N) Squadron).</p> <p>Information was received from Headquarters Royal Norwegian Air Force that F/Sgts Djørme O and Fuglesang N. have today been promoted to the rank of 2nd. Lieutenant.</p>	Lieut. Strand T.	1 F.W.190 probably destroyed.			2/Lt. Raeder B.	1 F.W.190 " "	(Shared with the W/Cdr).		2/Lt. M. Eriksen D.F.M.	1 F.W.190 Damaged.			2/Lt. Westly E.	1 M.E.109F/G Damaged			Major Thorsager F.	1 M.E. 109F/G Damaged.			F/Sgt. Rønne K.	1 F.W.190 Damaged.			<p>APPENDIX 1</p> <p>" 2+29</p> <p>" 3</p> <p>" 4</p> <p>" 5</p> <p>" 6</p>
Lieut. Strand T.	1 F.W.190 probably destroyed.																											
2/Lt. Raeder B.	1 F.W.190 " "	(Shared with the W/Cdr).																										
2/Lt. M. Eriksen D.F.M.	1 F.W.190 Damaged.																											
2/Lt. Westly E.	1 M.E.109F/G Damaged																											
Major Thorsager F.	1 M.E. 109F/G Damaged.																											
F/Sgt. Rønne K.	1 F.W.190 Damaged.																											

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. **FIVE.**
XXXXX

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices																																
North Weald	11-3-43		<p>Slight haze and scattered clouds throughout the day. There was a little rain in the afternoon. This Squadron was at readiness today, during which 6 sections of two aircraft each were scrambled. At 1540 hours, 4 sections were scrambled in connection with enemy raiders crossing the coast. Our aircraft were only airborne for 35 minutes before being ordered to land as the enemy raiders had recrossed the coast out of reach. 2 Sections of two aircraft were detailed for standing patrols in the Maidstone area. There is nothing of operational interest to report from any of these flights.</p> <table border="0"> <tr> <td>Lt. Ringdal N. and 2/Lt. Eriksen M., D.F.M.</td> <td>Patrol</td> <td>Take-off 1445</td> <td>and landed 1635.</td> </tr> <tr> <td>2/Lt. Fosse G. and Sgt. Sand E.</td> <td>"</td> <td>" " 1540</td> <td>" " 1700.</td> </tr> <tr> <td>2/Lt. Westly E. and Sgt. Sandvik S.</td> <td>Scramble</td> <td>" " 1345</td> <td>" " 1515.</td> </tr> <tr> <td>Capt. Ryg J. and 2/Lt. Raeder B.</td> <td>"</td> <td>" " 1540</td> <td>" " 1615.</td> </tr> <tr> <td>Lt. Ulstein E. and 2/Lt. Fuglesang N.</td> <td>"</td> <td>" " 1540</td> <td>" " 1615.</td> </tr> <tr> <td>Lt. Strand T. and P/Sgt. Renhof K.</td> <td>"</td> <td>" " 1540</td> <td>" " 1615.</td> </tr> <tr> <td>2/Lt. Westly E. and Sgt. Sandvik S.</td> <td>"</td> <td>" " 1540</td> <td>" " 1615.</td> </tr> <tr> <td>Capt. Ryg J. and 2/Lt. Raeder B.</td> <td>"</td> <td>" " 1720</td> <td>" " 1830.</td> </tr> </table>	Lt. Ringdal N. and 2/Lt. Eriksen M., D.F.M.	Patrol	Take-off 1445	and landed 1635.	2/Lt. Fosse G. and Sgt. Sand E.	"	" " 1540	" " 1700.	2/Lt. Westly E. and Sgt. Sandvik S.	Scramble	" " 1345	" " 1515.	Capt. Ryg J. and 2/Lt. Raeder B.	"	" " 1540	" " 1615.	Lt. Ulstein E. and 2/Lt. Fuglesang N.	"	" " 1540	" " 1615.	Lt. Strand T. and P/Sgt. Renhof K.	"	" " 1540	" " 1615.	2/Lt. Westly E. and Sgt. Sandvik S.	"	" " 1540	" " 1615.	Capt. Ryg J. and 2/Lt. Raeder B.	"	" " 1720	" " 1830.	
Lt. Ringdal N. and 2/Lt. Eriksen M., D.F.M.	Patrol	Take-off 1445	and landed 1635.																																	
2/Lt. Fosse G. and Sgt. Sand E.	"	" " 1540	" " 1700.																																	
2/Lt. Westly E. and Sgt. Sandvik S.	Scramble	" " 1345	" " 1515.																																	
Capt. Ryg J. and 2/Lt. Raeder B.	"	" " 1540	" " 1615.																																	
Lt. Ulstein E. and 2/Lt. Fuglesang N.	"	" " 1540	" " 1615.																																	
Lt. Strand T. and P/Sgt. Renhof K.	"	" " 1540	" " 1615.																																	
2/Lt. Westly E. and Sgt. Sandvik S.	"	" " 1540	" " 1615.																																	
Capt. Ryg J. and 2/Lt. Raeder B.	"	" " 1720	" " 1830.																																	
North Weald	12-3-43		<p>Fair and warm all day. At 0740 hours, 12 aircraft of this Squadron were scrambled in connection with enemy raiders passing the coast and trying to penetrate to the London area. 331(N) Squadron had been scrambled at 0725 hours in connection with the same raiders, and they engaged the enemy on the way out, destroying 6 F.W.190's and damaging four others in combats that developed. Pilots of this Squadron did not see the e/a at all although they went "flat out" on the vectors given by the controller. Weather:- There was ground haze up to 200 feet and with the sun just over the horizon, visibility Westwards was very poor. The Squadron had landed by 0840 hours with the following pilots taking part:-</p> <p>Capt. Ryg J., 2/Lt. Raeder B., Lt. Ulstein E., Sgt. Bakke F., 2/Lt. Fosse G., Sgt. Sand E., Lt. Strand T., Sgt. Sandvik S., 2/Lt. Eriksen M. D.F.M., Lt. Ringdal N., 2/Lt. Westly E., Sgt. Herfjord K.</p> <p>At 1140 hours, 12 aircraft of this Squadron including W/Odr. P.G. Jameson D.S.O., D.F.C., took off from North Weald on Ramrod 42. In addition to the above pilots, one of our pilots flew with 331(N) Squadron. Rendezvous was made with Fortresses at Beachy Head and course was set - the Bombers at 22,000 feet and North Weald slightly in front and above. The target was reached without incident. Mid-way between the Target and Pecamp, on the way back two F.W.190's attempted to dive head on at the first box of bombers. This attack was beaten off by Yellow section of this Squadron firing short bursts at long range. Soon after, about 12 more e/a were observed in the area, operating in loose pairs. A single ME.109 endeavoured to make an individual attack on Bombers, but was attacked itself by Capt. Ryg J. and damaged. Blue section of this Squadron soon after attacked 3 F.W.190's which appeared behind and below the bombers. Blue 1, Lt. Strand T., damaged one of these e/a and Blue 3, 2/Lt. Eriksen M., D.F.M. destroyed another attempting to attack Blue 1. Our pilots report that ME.109's were seen during this were camouflaged just like Spitfires, including the band on the fuselage and the pale blue spinner which made recognition very tricky. This Squadron escorted the Bombers to the English Coast and had landed at base by 1350 hours. The weather was clear in the area of operations. The following were the pilots taking part:- W/Odr. P.G. Jameson D.S.O., D.F.C. 2/Lt. Raeder B., Capt. Ryg J., Sgt. Bakke F., Lt. Ulstein E., Sgt. Sand E., Lt. Strand T., Sgt. Sandvik., 2/Lt. Eriksen M., D.F.M. Lt. Ringdal N. 2/Lt. Westly E. Sgt. Herfjord K.</p>	<p>APPENDIX 7A</p> <p>APPENDIX 9</p> <p>96</p>																																

Reference:-

AIR 27/1728

1	2	3	4	5	6
		1		2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald	12-3-43	(Cont'd)	<p>Soon after landing, the pilots were called to a briefing in connection with a Dodge 183, in which the North Weald Wing was acting as second fighter echelon. The Squadron took off at 1540 hours and the operation went as planned. With this Squadron on the bottom, the Belgian coast was crossed Meuport at 20,000 feet. The Wing then climbed to 28-31,000 feet during the sweep. In mid-channel on the way home, e/a were reported in Northern France, and a wide orbit was made to get up sun - slightly recrossing the French coast. As nothing was seen, course was set for base and the Squadron had landed by 1720 hours. The following pilots took part:- W/Odr. P.G. Jameson D.S.O., D.F.C., 2/Lt. Raeder E., Capt. Ryg J., and Sgt. Bakke F., Lt. Ulstein E., Sgt. Sand E., Lt. Strand T., F/Sgt. Rønne K., 2/Lt. M. Eriksen D.F.M., 2/Lt. Ringdal., 2/Lt. Westly E., Sgt. Herfjord K.</p>	
North Weald	13-3-43		<p>Apart from scattered clouds, weather was fine today. The Squadron was at readiness from dawn. From 0640 hours, to 1100 hours, three sections of six aircraft each were detailed for Standing Patrols in the Maidstone area. All these patrols were uneventful. The sections were as follows:- 2/Lieut. Raeder E., Capt. Ryg J., 2/Lt. Gillhus J., Sgt. Bakke F., 2/Lt. Fosse G., Sgt. Bolstad K., took off at 0640 and landed 0805 hours. Lt. Strand T., F/Sgt. Rønne K., 2/Lt. Eriksen M. D.F.M. Sgt. Sandvik S., 2/Lt. Westly E., Sgt. Herfjord K., took off at 0805 and landed 0930 hours. Major Thorsager F., 2/Lt. Raeder E., Capt. Ryg J., Sgt. Bakke F., 2/Lt. Fosse G., Sgt. Bolstad K., took off at 1020 and landed 1100 hours. Just after lunch, the pilots were briefed for Ramrod 43. At 1405 hours, 11 aircraft took off, led by Major F. Thorsager. The Wing, led by W/Odr. P.G. Jameson D.S.O., D.F.C., flew with 331(N) Squadron on the bottom at 25,000 feet and this Squadron on top slightly above. At rendezvous the Bombers were 4-5 minutes late. The Bombers crossed the French coast over Dieppe, where accurate heavy flak was experienced. The Formation continued S.S.E. and later turned East. When one of the bombers turned for home, Blue section of this Squadron escorted it to Beachy Head without incident. The bombers continued off route, although the W/O, W/Odr. P.G. Jameson D.S.O., D.F.C., was told by the Sector Controller to recall them and did so. The Wing was then ordered home independently. This was just after 1505 hours. Cloud in the area made ground observation difficult. This Squadron had landed at base by 1505 hours without any incident on the return journey. Weather at rendezvous and channel:- 8/10ths cloud in patches at 18-23,000 feet. The following pilots took part in this operation:- Major F. Thorsager., 2/Lt. Raeder E., Sgt. Bakke F., Capt. Ryg J., 2/Lt. Fosse G., Sgt. Bolstad K., Lt. Strand T., F/Sgt. Rønne K., 2/Lt. M. Eriksen D.F.M. Sgt. Sandvik S., 2/Lt. Westly E.</p> <p>Information has been received today from the Headquarters, Royal Norwegian Air Force that The St. Olav's Medal has been awarded to 2/Lt. M. Eriksen D.F.M. of this Squadron for Bravery and personal skill in combat with the enemy on 22nd January, 1943 and also for long distinguished service against the enemy.</p> <p>The Krigsmedaljen (War Medal) has been awarded to Major F. Thorsager, Captain W. Christie and Lieut. E. Ulstein for having rendered service of great value against the enemy over a long period.</p>	

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. SEVEN.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

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

Place	Date	Time	Summary of Events	References to Appendices
North Weald	14-3-43		<p>Fair in the morning becoming cloudy in the afternoon. A briefing was held before lunch in connection with Rodeo 187. At 1330 hours, 11 aircraft of this Squadron, led by Major F.Thorsager, took off from North Weald together with 331(N)Squadron. With this Squadron on the bottom, the Wing started climbing at 1400 hours on course to N. of Walcheren arriving W. of Noorderhoofd at 24,000 Feet. During the climb, the Sector Controller informed the Wing of e/a in the Clacton area and Yellow Section of 331(N)Squadron was detailed to investigate. The remainder of the formation went down to sea level and flew along the coast down to Oeais and then set course so as to meet e/a returning from Clacton area, but nothing was seen and the Squadron had landed by 1510 hours. Five of our aircraft returned early - two having petrol trouble and one with electrical trouble.</p> <p>Weather in the Walcheren area:- Cloud at 17-21,000 feet. Slight haze on the sea.</p> <p>No flak was experienced, no enemy aircraft or shipping seen. The following pilots were taking part:- Major F.Thorsager., 2/Lt.Raeder E., Lieut.Ulstein E., 2/Lt.Fuglesang N., 2/Lt.Gilhus J., Sgt.Bolstad K., Lt.Ringdal N., Sgt.Hauge E., 2/Lt.Westly E., Sgt.Sandvik B., P/Sgt.Renhof K.</p>	
North Weald	15-3-43		<p>Thick fog in the morning cleared during the day and the weather was fair in the afternoon. The Squadron was at readiness from dawn to dusk. Seven sections of two aircraft each were detailed for Standing Patrols in the Maidstone area. All the patrols were uneventful.</p> <p>Lt.Ulstein E. and 2/Lt.Fuglesang N. Yellow section. Take-off 1250 and landed 1420. Lt.Strand T. and Sgt.Hauge E. Blue section. " " 1320 " " 1455. Lt.Ringdal N. and Sgt.Herfjord K. Green section. " " 1445 " " 1630. 2/Lt.Gilhus S. and Sgt.Bakke F. White section. " " 1525 " " 1710. Major P.Thorsager and 2/Lt.Raeder E. Red section. " " 1630 " " 1720. 2/Lt. Fosse G. and 2/Lt.Fuglesang N. Yellow section. " " 1730 " " 1850. 2/Lt. Gilhus J. and Sgt. Bakke F. White section. " " 1820 " " 1850.</p> <p>One section of two aircraft was scrambled at 1405 hours but nothing was seen. 2/Lt.Westly E. and Sgt.Sandvik S. Black section. Take-off 1405 and landed 1510.</p>	
North Weald.	16-3-43		<p>Thick fog prevented flying all day. The Squadron was released off camp at 1545 hours.</p>	
North Weald.	17-3-43		<p>Heavy fog all morning clearing slowly during the day. The pilots were called to briefing at 1345 hours but the operation was cancelled a little later. Two sections of two aircraft each were detailed for patrols but there is nothing to report.</p> <p>2/Lt.Raeder E. and Sgt.Bolstad K. White section. Take-off 1515 and landed 1640. Lt.Ringdal N. and Sgt.Hauge E. Blue section. " " 1605 " " 1735.</p>	
North Weald.	18-3-43		<p>No clouds but haze all day. Pilots were briefed in connection with Circus Z.75 but this operation was later cancelled owing to weather. There was no operational flying today.</p>	

97

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices																																																												
North Weald	19-3-43		<p>Low clouds all day and haze during the morning. The Squadron was at readiness from dawn to dusk and 12 sections were detailed for Standing patrols or scrambles. There is nothing at all to reports from these flights which were as follows:-</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Lt. Ringdal N. and Sgt. Herfjord K. Green section.</td> <td style="width: 10%;">Take-off</td> <td style="width: 10%;">0650</td> <td style="width: 10%;">and landed</td> <td style="width: 10%;">0825.</td> </tr> <tr> <td>2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Blue section.</td> <td>" "</td> <td>0750</td> <td>" "</td> <td>0910.</td> </tr> <tr> <td>Lt. Ulstein E. and 2/Lt. Waerner T. White section.</td> <td>" "</td> <td>0845</td> <td>" "</td> <td>1015.</td> </tr> <tr> <td>Capt. Ryg J. and Sgt. Bakke F. Yellow section.</td> <td>" "</td> <td>0940</td> <td>" "</td> <td>1135.</td> </tr> <tr> <td>Major F. Thorsager and 2/Lt. Gilhaus J. Red section.</td> <td>" "</td> <td>1045</td> <td>" "</td> <td>1220.</td> </tr> <tr> <td>Lt. Ringdal N. and Sgt. Herfjord K. Green section.</td> <td>" "</td> <td>1145</td> <td>" "</td> <td>1315.</td> </tr> <tr> <td>Lt. Ulstein E. and 2/Lt. Waerner T. White section.</td> <td>" "</td> <td>1240</td> <td>" "</td> <td>1430.</td> </tr> <tr> <td>Capt. Ryg J. and Sgt. Bakke F. Yellow section.</td> <td>" "</td> <td>1240</td> <td>" "</td> <td>1325.</td> </tr> <tr> <td>Lt. Strand T. and Sgt. Hauge E. Green section.</td> <td>" "</td> <td>1350</td> <td>" "</td> <td>1435.</td> </tr> <tr> <td>2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Black section.</td> <td>" "</td> <td>1535</td> <td>" "</td> <td>1615.</td> </tr> <tr> <td>Lt. Strand T. and Sgt. Hauge E. Green section.</td> <td>" "</td> <td>1630</td> <td>" "</td> <td>1740.</td> </tr> <tr> <td>Major F. Thorsager and 2/Lt. Gilhaus J. Red section.</td> <td>" "</td> <td>1820</td> <td>" "</td> <td>1900.</td> </tr> </table>	Lt. Ringdal N. and Sgt. Herfjord K. Green section.	Take-off	0650	and landed	0825.	2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Blue section.	" "	0750	" "	0910.	Lt. Ulstein E. and 2/Lt. Waerner T. White section.	" "	0845	" "	1015.	Capt. Ryg J. and Sgt. Bakke F. Yellow section.	" "	0940	" "	1135.	Major F. Thorsager and 2/Lt. Gilhaus J. Red section.	" "	1045	" "	1220.	Lt. Ringdal N. and Sgt. Herfjord K. Green section.	" "	1145	" "	1315.	Lt. Ulstein E. and 2/Lt. Waerner T. White section.	" "	1240	" "	1430.	Capt. Ryg J. and Sgt. Bakke F. Yellow section.	" "	1240	" "	1325.	Lt. Strand T. and Sgt. Hauge E. Green section.	" "	1350	" "	1435.	2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Black section.	" "	1535	" "	1615.	Lt. Strand T. and Sgt. Hauge E. Green section.	" "	1630	" "	1740.	Major F. Thorsager and 2/Lt. Gilhaus J. Red section.	" "	1820	" "	1900.	
Lt. Ringdal N. and Sgt. Herfjord K. Green section.	Take-off	0650	and landed	0825.																																																												
2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Blue section.	" "	0750	" "	0910.																																																												
Lt. Ulstein E. and 2/Lt. Waerner T. White section.	" "	0845	" "	1015.																																																												
Capt. Ryg J. and Sgt. Bakke F. Yellow section.	" "	0940	" "	1135.																																																												
Major F. Thorsager and 2/Lt. Gilhaus J. Red section.	" "	1045	" "	1220.																																																												
Lt. Ringdal N. and Sgt. Herfjord K. Green section.	" "	1145	" "	1315.																																																												
Lt. Ulstein E. and 2/Lt. Waerner T. White section.	" "	1240	" "	1430.																																																												
Capt. Ryg J. and Sgt. Bakke F. Yellow section.	" "	1240	" "	1325.																																																												
Lt. Strand T. and Sgt. Hauge E. Green section.	" "	1350	" "	1435.																																																												
2/Lt. M. Eriksen D.F.M. and F/Sgt. Bønhof K. Black section.	" "	1535	" "	1615.																																																												
Lt. Strand T. and Sgt. Hauge E. Green section.	" "	1630	" "	1740.																																																												
Major F. Thorsager and 2/Lt. Gilhaus J. Red section.	" "	1820	" "	1900.																																																												
North Weald.	20-3-43		Very dull and hazy weather. The Squadron was released off camp at 1000 hours.																																																													
North Weald.	21-3-43		The Squadron was at readiness today but no flying was carried out owing to bad weather.																																																													
North Weald.	22-3-43		Thick fog in the morning clearing slowly during the day. A haze remained all day. There was no operational flying today.																																																													
North Weald	23-3-43		There was fog in the morning clearing up during the day. The pilots were briefed in connection with Ramrod 47, but the operation was not carried out owing to unsuitable weather in the area of operations. There was no operational flying at all today.																																																													
North Weald	24-3-43		<p>10/10ths cloud and haze most of the day. The Squadron was at readiness and detailed the following sections for patrols and scrambles. There is nothing at all to report from these flights.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Lt. Strand T. and Sgt. Hauge E. Blue section.</td> <td style="width: 10%;">Scramble.</td> <td style="width: 10%;">Take-off</td> <td style="width: 10%;">and landed</td> <td style="width: 10%;">0940.</td> </tr> <tr> <td>2/Lt. Fosse G. and Sgt. Bakke F. White "</td> <td>Patrol.</td> <td>" "</td> <td>" "</td> <td>1035.</td> </tr> <tr> <td>Major F. Thorsager and 2/Lt. Raeder E. Red "</td> <td>Scramble.</td> <td>" "</td> <td>" "</td> <td>1920.</td> </tr> <tr> <td>Lt. Ulstein E. and 2/Lt. Fuglesang N. Yellow "</td> <td>" "</td> <td>" "</td> <td>" "</td> <td>1920.</td> </tr> <tr> <td>2/Lt. Fosse G. and Sgt. Bakke E. White "</td> <td>" "</td> <td>" "</td> <td>" "</td> <td>1920.</td> </tr> </table> <p>In the late afternoon, the Squadron was ordered to be ready to escort Whirlwind Bombers attacking shipping in Boulogne Harbour. This operation was, however, cancelled.</p> <p>At 1245 hours, pilots were called to briefing in connection with a Rodeo operation in the Flushing area. At 1400 hours, 12 aircraft including W/Odr. P. G. Jameson D.S.O., D.F.C. took off from North Weald together with four aircraft from 331(N) Squadron. The formation flew on the deck for 12 minutes after crossing the English coast, when the four aircraft of 331(N) Squadron climbed to 2,000 feet - the remainder of the formation stayed on the deck. Course was set for Noorderhoofd and later turned to port up to Westhoofd where the formation turned and followed the same route back to base. No e/a or shipping were seen and no flak experienced.</p> <p>Weather:- Haze up to 3,000 feet. 7-8/10ths cloud at 15,000 feet. The following pilots took part:-</p> <p>W/Odr. P. G. Jameson D.S.O., D.F.C. 2/Lt. Raeder E., Capt. Ryg J., 2/Lt. Fuglesang N., 2/Lt. Fosse G., Sgt. Bakke F., Lt. Strand T., Sgt. Hauge E., 2/Lt. Westly E., Sgt. Herfjord K. Major F. Thorsager and F/Sgt. Bønhof K.</p>	Lt. Strand T. and Sgt. Hauge E. Blue section.	Scramble.	Take-off	and landed	0940.	2/Lt. Fosse G. and Sgt. Bakke F. White "	Patrol.	" "	" "	1035.	Major F. Thorsager and 2/Lt. Raeder E. Red "	Scramble.	" "	" "	1920.	Lt. Ulstein E. and 2/Lt. Fuglesang N. Yellow "	" "	" "	" "	1920.	2/Lt. Fosse G. and Sgt. Bakke E. White "	" "	" "	" "	1920.																																				
Lt. Strand T. and Sgt. Hauge E. Blue section.	Scramble.	Take-off	and landed	0940.																																																												
2/Lt. Fosse G. and Sgt. Bakke F. White "	Patrol.	" "	" "	1035.																																																												
Major F. Thorsager and 2/Lt. Raeder E. Red "	Scramble.	" "	" "	1920.																																																												
Lt. Ulstein E. and 2/Lt. Fuglesang N. Yellow "	" "	" "	" "	1920.																																																												
2/Lt. Fosse G. and Sgt. Bakke E. White "	" "	" "	" "	1920.																																																												

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. NINE.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	25-3-43		<p>Low clouds and some rain during the first part of the day. After lunch the pilots were briefed in connection with Rodeo 193, and at 1505 hours 12 aircraft of this Squadron including Major F. Thorsager took off together with 331(N) Squadron. W/Cdr. P. G. Jameson D.S.O., D.F.C. was leading the Wing. With 331(N) Squadron below this Squadron flew under 500 feet to Maidstone where course was set for Havelot, and the Wing started climbing when 5 miles off the French Coast. When at 24,000 feet, the Wing was given a vector of 190 degrees by Appledor. Soon after some 10 Spitfires were seen at 32,000 feet coming out from France. When at Cayeux, the Wing turned inland and then North at 33,000 feet and flew parallel to coast 15 miles inland. A wide orbit was made in the St. Omer area and 6 e/a were reported well East of this point. The Wing was advised to turn for base as the e/a were too far inland. The French coast was crossed out near Calais and the English coast over N. Foreland. No ships were seen in Boulogne outer Harbour. No flak was experienced and noe/a seen.</p> <p>Weather:- 2/10ths cloud at 8,000 feet over channel, increasing to 4/10ths over France. Visibility very good. The pilots taking part had landed by 1645 hours:- Major F. Thorsager., 2/Lt. Fuglesang N., Lt. Hlstein E., Sgt. Sand E., 2/Lt. Raeder B., Sgt. Bolstad K., Lt. Ringdal N., Sgt. Hauge E., 2/Lt. M. Eriksen D.F.M., Sgt. Herfjord K.; 2/Lt. Djønne O.; Sgt. Sandvik S.</p>	
North Weald.	26-3-43		<p>Low clouds and rain for most of the day. The Squadron was at readiness from dawn to dusk. Two sections of two aircraft each were scrambled during the afternoon but there is nothing to report. Capt. Ryg J. and Sgt. Bolstad K., Red section. Take-off 1750 and landed 1900. Lt. Ulstein E. and Sgt. Larsen S. Yellow section. " " 1900 " " 1910.</p>	
North Weald.	27-3-43		<p>Low clouds and haze for most of the day. The Squadron was released off camp at 1030 hours.</p>	
North Weald	28-3-43		<p>Scattered clouds in the morning, later closing in over S. E. England. The pilots were called to a briefing at 1100 hours in connection with Ramrod 48 in which the North Weald Wing was going to act as close escort to bombers. At 1155 hours, 12 aircraft led led by Major F. Thorsager, took off with 331(N) Squadron this Squadron was flying on top. Major K. Birksted D.F.C. was leading the Wing. The Wing was to rendezvous with bombers at Beachy Head at 1230 hours at 24-26,000 feet and then act as close escort. Having orbited Beachy Head for 10 minutes without seeing the bombers, the Wing was ordered to proceed across Channel and patrol between Le Treport and Pecamp. This patrol was carried out at 30,000 feet flying just off coast and several bombers were observed crossing the coast going N.W. out in the Channel. When returning, several sections of this Squadron investigated aircraft behind, but apart from two M.E. 109's at a great distance only friendly aircraft were seen. One of this Squadrons aircraft landed at Lympne to refuel and two returned at 1350 hours- one having engine trouble. No flak was experienced and no shipping seen.</p> <p>Weather:- mainly clear over Channel. Visibility good 10/10ths cloud just outside French coast from 5-10,000 feet. The Squadron had landed at North Weald by 1345 hours and the following pilots were taking part:- Major F. Thorsager., 2/Lt. Fuglesang N., Capt. Ryg J., 2/Lt. Waerner T., 2/Lt. Fosse G., Sgt. Sand E., Capt. Christie N., 2/Lt. Djønne O., 2/Lt. M. Eriksen D.F.M. 2/Lt. Westly E. Lieut. Strand T., Sgt. Hauge E.</p>	

86

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6

AID 07/1708

Place	Date	Time	Summary of Events	References to Appendices									
North Weald 28-3-43	(Cont'd)		This Squadron was called to readiness in the late afternoon as 12 aircraft of 331(N) Squadron were scrambled. This Squadron was ordered back to 30 minutes readiness as soon as 331(N) Squadron (which had had an uneventful scramble) had refueled.										
North Weald. 29-3-43			<p>Low cloud and strong shifting wind all day. The Squadron was at readiness from dawn. Three sections of two aircraft were detailed for patrols all of which were carried out without incident. The sections were as follows:-</p> <table border="0"> <tr> <td>2/Lt. M. Eriksen, D.F.M. and 2/Lt. Westly E.</td> <td>Black section.</td> <td>Take-off 1555 and landed 1735 hours.</td> </tr> <tr> <td>2/Lt. Gilhaus J. and 2/Lt. Raeder B.</td> <td>White section.</td> <td>" " 1700 " " 1835 "</td> </tr> <tr> <td>2/Lt. Fosse C. and Sgt. Larsen S.</td> <td>Yellow section.</td> <td>" " 1750 " " 1940 "</td> </tr> </table> <p>At 1300 hours, 12 aircraft of this Squadron, led by Major F. Thorsager, took off with 331(N) Squadron on Circus No. 277 in which the North Weald Wing was to act as first fighter echelon - controlled by Appler. 331(N) Squadron were on the bottom with Major K. Birksted D.F.C. leading the Wing. The Wing arrived in the Le Touquet area at 1326 hours at 23,000 feet, and proceeded to Hesdin-Abbeville area out to Berck-sur-Mer and back to Le Touquet before returning to base. No e/a were seen and no flak experienced. One large vessel 5-6,000 tons and four smaller vessels were seen in Boulogne outer harbour from 23,000 feet at 1340 hours.</p> <p>Weather:- 10/10ths cloud from 1500 to 7000 feet over S.E. England - Channel clear 3/10ths cloud at 2,000 - 5,000 feet over France. Visibility good. The Squadron had landed by 1420 hours and the following pilots were taking part:- Major F. Thorsager., 2/Lt. Gilhaus J., Capt. Ryg J., 2/Lt. Waerner T., 2/Lt. Raeder B., Sgt. Bakke P., Capt. Christie W., Sgt. Hauge E., Lieut. Strand T., 2/Lt. Djonhe O., 2/Lt. Westly E., F/Sgt. Rønne K.</p>	2/Lt. M. Eriksen, D.F.M. and 2/Lt. Westly E.	Black section.	Take-off 1555 and landed 1735 hours.	2/Lt. Gilhaus J. and 2/Lt. Raeder B.	White section.	" " 1700 " " 1835 "	2/Lt. Fosse C. and Sgt. Larsen S.	Yellow section.	" " 1750 " " 1940 "	
2/Lt. M. Eriksen, D.F.M. and 2/Lt. Westly E.	Black section.	Take-off 1555 and landed 1735 hours.											
2/Lt. Gilhaus J. and 2/Lt. Raeder B.	White section.	" " 1700 " " 1835 "											
2/Lt. Fosse C. and Sgt. Larsen S.	Yellow section.	" " 1750 " " 1940 "											
North Weald	30-3-43		Low cloud and very strong gusty wind all day. There was no operational flying today.										
North Weald	31-3-43		<p>Low clouds and gusty West wind. At 0945 hours, the pilots were briefed in connection with Ramrod 47. At 1035 hours, 11 aircraft of this Squadron, led by W/Cdr. P.C. Jameson D.S.O., D.F.C., proceeded to Martlesham for refuelling. At 1148 hours, the Squadrons took off from Martlesham and course was set for Rotterdam. Climbing on the way to the Dutch coast, the Wing passed through different layers of clouds - 40/10ths at 5,000 feet and 10/10ths at 15-21,000 feet which covered the whole area. Soon after the Dutch coast had been crossed West of Rotterdam at 25,000 feet, the bombers were seen coming out, so the Wing turned and escorted them without incident to the English coast. No shipping or e/a were seen and no flak experienced. The following pilots who were taking part had landed at base by 1320 hours.</p> <p>Capt. Christie W., Sgt. Sandvik S., 2/Lt. Westly E., Sgt. Herfjord K., 2/Lt. Raeder B., 2/Lt. Eriksen M., 2/Lt. Fosse C., Capt. Ryg J., 2/Lt. Waerner T., Lieut. Ulstein E., Sgt. Bakke P.</p>										

F. Thorsager
Major Commanding,
332(N) Squadron.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

SECRET

FORM 541

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

(1911) Wt. 245—38 60,000 5/12 T.S. 700

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
1-3-43	SPITFIRE IX. BS. 508 BS. 540 BS. 507 BS. 291 BS. 398 EN. 397 BS. 407 BS. 248 BS. 401 EN. 177 BS. 249 BS. 255	Major F. Thorsager F/Sgt. Fuglesang N. Capt. Ryg J. Sgt. Bakke F. 2/Lt. Fosse G. Sgt. Sand E. Lieut. Strand T. F/Sgt. Rønne K. Lieut. Ringdal N. Sgt. Herfjord K. 2/Lt. Westly E. Sgt. Sandvik S.	Rodeo 172 "	1140 " " " " " " " " " " 1340	1335 " " " " " " " " " " 1340	12 aircraft of this Squadron took off from North Weald, led by Major F. Thorsager, together with 331(N) Squadron. Course was set from base for Elanzenberghes at zero feet. After flying on the deck for 20 minutes, the Wing climbed and crossed the Dutch coast at 15,000 feet. Still climbing, the Wing swept over Bergen op Zoom with 331(N) Squadron at 22,000 feet and this Squadron 2,000 feet above and slightly behind. Coming out North of Walcheren, e/a were reported inland. The Wing turned South to get up sun and recrossed the coast near Ostend. A/a were reported East of the Wing at 25,000 feet, and the Wing climbed so as the bottom Squadron reached 26,000 feet and made a wide orbit overland. As Wing came out near Ostende, 3/4 aircraft were seen to the North but too far away. The Wing now had to set course for base owing to the length of time that it had been airborne. The English coast was recrossed near N. Foreland and the Squadron had landed by 1340 hours. No flak was experienced. 4 Ships of 1-2,000 tons were seen in Knocke-one of the ships was just leaving harbour. 4 barges towed by an ocean going tug were seen coming out of the South end of canal approx. Lat. 51-26' North, Long. 4-01' East. One tanker between Schouwen and Tholen.		
						clear 10/10ths cloud at 3,000 feet over France and Belgium.		
		Weather:- England, Channel and Belgian coast - Visibility very good.						
2-3-43		No operational flying today.						
3-3-43	BS. 255 BS. 248 BS. 401 BS. 407 EN. 397	Lieut. Strand T. F/Sgt. Djønne O. Lieut. Ringdal N. Capt. Ryg J. Sgt. Bolstad K.	Scramble " " Convoy Patrol " "	0710 " " 0945 "	0810 " " 1045 "	There is nothing to report from this defensive patrol. Red section. This section carried out a patrol off the Sector coastline without any incidents.		
4-3-43	BS. 508 BS. 540 BS. 507 EN. 397 BS. 398 EN. 182 BS. 407 BS. 248 BS. 255 BS. 249 BS. 401 EN. 177	Major F. Thorsager F/Sgt. Fuglesang N. Capt. Ryg J. Sgt. Bolstad K. 2/Lt. Fosse G. Sgt. Sand E. Lieut. Strand T. F/Sgt. Rønne K. 2/Lt. M. Eriksen D.F.M. Sgt. Sandvik S. Lieut. Ringdal N. Sgt. Herfjord K.	Rodeo 174 "	1250 " " " " " " " " " " "	1430 " " " " " " " " " " "	12 aircraft of this Squadron led by Major F. Thorsager took off on Rodeo 174 together with 331(N) Squadron. The Wing was led by Major E. Birkestad D.F.C. The operation went as planned, crossing the French coast near Dunkirk- 331(N) Squadron at 20,000 feet with this Squadron 2,000 feet above. The Wing climbed to 24/26,000 feet over Ypres- flying just below 10/10ths cloud at 28,000 feet. When in the Ypres-Merville area, 40 plus enemy aircraft were reported in the Dunkirk-Calais area. On Merville aerodrome quite a number of e/fighters were seen on the N.W.-S.E. runway. On the way over the coast near Sangatte, e/a were reported to be in the same area at 25,000 feet but nothing was seen when the Wing made a wide orbit. Recrossing the French Coast, a ship of some 2-4,000 tons and five smaller ships were seen in Boulogne Harbour.		
		Weather:- Patches of 7/10ths cloud at 15,000 feet - 10/10ths cloud layer at 28,000 feet. No flak was experienced.						

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5-3-43	SPITFIRE IX	No operational flying today.					
6-3-43		No operational flying today.					
7-3-43	ES. 291 ES. 398 ES. 250 ES. 507 ES. 255 ES. 248	2/Lt. Gilhus J. 2/Lt. Fosse G. Lieut. Ulstein E. Sgt. Sand E. 2/Lt. M. Eriksen D.P.M. Sgt. Sandvik B.	Convoy Patrol " " " " " " Scramble. " "	1110 1150 1200 " "	1240 1305 1305 " "	White Section. There are no incidents to report from these patrols which were carried out off the Sector Coastline. Yellow section. Green section. Nothing to report.	
	ES. 508 ES. 507 ES. 398 ES. 291 ES. 540 ES. 407 ES. 395 ES. 255 ES. 249 ES. 401 EN. 177	Major Thorsager P. Lieut. Ulstein E. 2/Lt. Fosse G. 2/Lt. Gilhus J. F/Sgt. Fuglesang N. Lieut. Strand T. F/Sgt. Rahnhof K. 2/Lt. M. Eriksen D.P.M. Sgt. Sandvik S. Lieut. Ringdal N. Sgt. Herfjord K.	Rodeo 175 "	1410 "	1540 "	11 aircraft of this Squadron, led by Major P. Thorsager, took off together with "A" Flight of 331(N) Squadron, to act as third fighter echelon. Course was set when at 5,000 feet over base and the English coast was crossed at North Foreland, flying at 20,000 feet. The Wing arrived West of Dunkirk 3-4 minutes early with this Squadron at 26,000 feet and the 331 Flight 1,000 feet above. When S.W. of St. Omer, e/a were reported in the Ipres area and the Wing turned to port and then starboard. The Wing was then ordered to fly on 360 degrees as e/a went West towards Cap Gris Nez. The Wing climbed to 32,000 feet, but no e/a were seen. In the Channel, a wide orbit was made to bring the Wing back to the Cap Gris Nez area, but as nothing was seen, course was set for base. No flak was experienced and the weather was excellent without any clouds over Channel and Northern France.	
	ES. 401 EN. 177 ES. 507 ES. 398 ES. 407 ES. 395	Lieut. Ringdal N. Sgt. Herfjord K. Lieut. Ulstein E. 2/Lt. Fosse G. Lieut. Strand T. F/Sgt. Rahnhof K.	Convoy Patrol " " Scramble " " Convoy Patrol " "	1645 " " 1730 " " 1735 " "	1825 " " 1840 " " 1900 " "	Black section. Yellow section. Blue section.	
8-3-43	ES. 508 ES. 291 ES. 507 EN. 182 ES. 398 ES. 540 ES. 407 ES. 249 ES. 401 EN. 177 ES. 248 ES. 255	Major Thorsager P. 2/Lt. Gilhus J. Capt. Ryg J. Sgt. Bakke F. Lieut. Ulstein E. Sgt. Bolstad K. Lieut. Strand T. F/Sgt. Rahnhof K. Lieut. Ringdal N. Sgt. Herfjord K. 2/Lt. M. Eriksen D.P.M. Sgt. Sandvik S.	Ramrod 40 "	1410 "	1610 "	About noon, 12 aircraft from this Squadron proceeded to Tangmere to take part in Ramrod 40. Having had lunch at Tangmere, the Squadron took off at 1410 hours together with 331(N) Squadron to meet the third and fourth boxes of Fortresses and escort them home after they had bombed Rennes. The English coast was crossed off Tangmere at 3,000 feet and the French Coast was crossed W. of Pointe Perose at 24,000 feet. Our bombers were seen over St. Loe at 25,000 feet and our fighters escorted the third and fourth boxes to the English coast flying 2,000 feet above the Fortresses. Over the sea, smoke started pouring from one of the bombers, so Yellow section from 331(N) Squadron was detailed to look after it. The remainder reached the English coast without further incident, which was recrossed over Selsey Bill.	
The weather was fine over France with some haze in the Channel. No enemy aircraft or shipping were seen and no flak experienced.							

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

APPROVED

FORM 541

SECRET

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. THREE

(*922) WL 525-16 60,000 3/42 T.S. 700

FOR THE MONTH OF March 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9-3-43	SPITFIRE IX.						
	BS.507	Capt. Ryg J.	Patrol	0735	0905	Red section.	The patrol was carried out without incident in the Maidstone area. "B" Flight were scrambled but ordered to land again within a very short time.
	BS.508	Sgt. Bolstad K.					
	BS.248	Lieut. Strand T.	Scramble	1210	1220	Blue section.	
	BS.395	Sgt. Rønhof K.	"	"	"	"	
	BS.401	2/Lt. Fosse G.	"	"	1225	Green section.	
	EN.177	Sgt. Hartjård K.	"	"	"	"	
	BS.255	2/Lt. M. Eriksen D.F.M.	"	"	1220	Black section.	
	BS.249	2/Lt. E. Westly	"	"	"	"	
	BS.401	Sgt. Bolstad K.	Rodeo 177	1540	1700	11 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.S.O., D.F.C., took off together with 331(N) Squadron. The Wing was going to be under Appledore Control with this Squadron on the bottom. When 20 miles off Le Touquet, the Wing was advised to cross coast 20 miles South as e/a were flying North from the Abbeville area. Appledore by now took over and gave vectors to N.E. When approx 10 miles S.W. of Berck-sur-Mer, the top Squadron was flying at 28,000 feet when without any warning, they were dived upon out of the sun by three Spitfires. Turning to meet the attack 331 Squadron became separated from this Squadron. Near St. Omer at 30,000 feet, this Squadron saw four M.E.109F's slightly above flying S.W. trying to get up sun. The Squadron turned to starboard climbing towards the e/a which were flying towards 331 Squadron, who later engaged these e/a, damaging one of them. This Squadron, without further incident, set course for base and had landed by 1700 hours.	
BS.507	Capt. Ryg J.	"	"	"	"		
BS.540	Sgt. Bekke F.	"	"	"	"		
BS.250	Lieut. Ulstein E.	"	"	"	"		
BS.291	Sgt. Sand E.	"	"	"	"		
EN.182	Major Thorsager P.	"	"	"	"		
BS.248	Lieut. Strand T.	"	"	"	"		
BS.395	F/Sgt. Rønhof K.	"	"	"	"		
BS.255	2/Lt. M. Eriksen D.F.M.	"	"	"	"		
EN.177	Sgt. Hartjård K.	"	"	"	"		
BS.249	2/Lt. Westly E.	"	"	"	"		
Three ships, the largest of which was about 1,000 tons were seen in Boulogne from 30,000 feet. Weather:- 3/10ths medium cloud - excellent visibility							
10-3-43	BS.398	2/Lt. Raeder B.	Rodeo 179	1520	1650	12 aircraft of this Squadron, led by W/Odr. P.G. Jameson D.S.O., D.F.C., took off together with 331(N) Squadron. 2/Lt. M. Eriksen D.F.M. was flying with 331(N) Squadron. The English coast was crossed near Bradwell at 1530 hours with the Wing flying at sea level. Having kept on "the deck" for 15 minutes, the Wing started to climb to reach a point 30 miles W. of Flushing.	Six minutes after the Wing had started to climb, smoke trails were seen in or above a thin layer of cloud, to the North of Walcheren Island. When going to the North of Walcheren, flak was observed in the Knoeke area as the Thunderbolts were apparently going out. The Wing continued to climb and swept round the back of Walcheren reaching 25,000 feet with this Squadron on the bottom. When East of Flushing operations answered on request that there were no e/a in the area. Just as the Wing had turned to starboard and left Knoeke behind, 10-12 e/a were seen approaching from in front and below, climbing towards this Wing. These e/a were F.W.190's. This Squadron positioned for attack. At this time some 12 e/a probably all M.E.109F/G's dived on the Wing from above thin cloud. The Wing was now at 26-27,000 feet and there was a thin cloud layer at 30,000 feet. The Wing broke into sections. Most of the pilots of this Squadron fired their guns and cannons during combats which developed and the following claims are made. (See attached reports).
	BS.508	Major Thorsager P.	"	"	"		
	BS.507	Capt. Ryg J.	"	"	"		
	BS.250	Sgt. Bolstad K.	"	"	"		
	BS.540	F/Sgt. Fuglesang N.	"	"	1710		
	BS.291	Sgt. Sand E.	"	"	1700		
	BS.248	Lieut. Strand T.	"	"	1650		
	BS.395	F/Sgt. Rønhof K.	"	"	1700		
	BS.401	2/Lt. Ringdal N.	"	"	1650		
	EN.177	Sgt. Sandvik S.	"	"	"		
	BS.249	2/Lt. Westly E.	"	"	"		
	BS.255	2/Lt. M. Eriksen D.F.M.	"	"	"		

APPENDICES 1-2-3-4-5-6

100

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				Up	Down				
11-3-43	SPITFIRE IX.								
	BS.249	2/Lt. Westly E.	Scramble	1345	1515	Green section.	The patrols were carried out in the Maidstone area without any incident. The scrambles were uneventful owing to the e/a setting course for base before our aircraft reached the area concerned.		
	EN.177	Sgt. Sandvik S.	"	"	"	"			
	BS.401	Lt. Ringdal N.	Patrol	1445	1635	Black section.			
	BS.255	2/Lt. Eriksen M.D.F.M.	"	"	"	"			
	BS.398	2/Lt. Fosse G.	"	1540	1700	White section.			
	BS.508	Sgt. Sand E.	"	"	"	"			
	BS.507	Capt. Ryg J.	Scramble	"	1615	Red section.			
	EN.182	2/Lt. Raeder B.	"	"	"	"			
	BS.250	Lt. Ulstein E.	"	"	"	Yellow section.			
	BS.540	2/Lt. Fuglesang N.	"	"	"	"			
	BS.407	Lt. Strand T.	"	"	"	Blue section.			
	BS.395	F/Sgt. Rønhof K.	"	"	1600	"			
	BS.249	2/Lt. Westly E.	"	"	"	Green section.			
	BS.249	Sgt. Sandvik S.	"	"	1615	"			
BS.507	Capt. Ryg J.	"	1720	1830	Red section.				
EN.182	2/Lt. Raeder B.	"	"	"	"				
12-3-43	BS.507	Capt. Ryg J.	Scramble	0740	0840	This Squadron was scrambled in connection with enemy raiders passing the coast and trying to penetrate to the London area. 331(N) Squadron had been scrambled at 0725 hours in connection with the same raiders, and they engaged the enemy on the way out, destroying six F.W.190's and damaging four others in combats which developed. Pilots of this Squadron did not see any of the e/a although they went "flat out" on the vectors given by the Controller. Weather:- There was ground haze up to 200 feet and with the sun just above the horizon, visibility Eastwards was very poor.			
	EN.182	2/Lt. Raeder B.	"	"	"				
	BS.250	Lt. Ulstein E.	"	"	"				
	BS.291	Sgt. Bakke F.	"	"	"				
	EN.397	2/Lt. Fosse G.	"	"	"				
	BS.401	Sgt. Sand E.	"	"	"				
	BS.407	Lt. Strand T.	"	"	"				
	BS.395	Sgt. Sandvik S.	"	"	"				
	BS.248	2/Lt. Eriksen M., D.F.M.	"	"	"				
	BS.508	Lt. Ringdal N.	"	"	"				
	BS.249	2/Lt. Westly E.	"	"	"				
	EN.177	Sgt. Herfjord K.	"	"	"				
	EN.182	2/Lt. Raeder B.	Ramrod 42	1140	1350			12 aircraft from this Squadron including W/Odr.P.G.Jameson D.S.O., D.F.C. took off on Ramrod 42. Rendezvous was made with Fortresses at Beachy Head and course was set with bombers at 22,000 feet and this Wing slightly in front and above. The target was reached without incident. Mid-way between the target and Pecamp, on the way back two F.W.190's attempted to dive head-on at the first box of bombers. This attack was beaten off by Yellow section of this Squadron by firing short bursts at long range. Soon after, about 12 more e/a were observed in the area, operating in loose pairs. A single ME.109 endeavoured to make an individual attack on the bombers but was attacked itself by Capt. Ryg J. and damaged. Blue section of this Squadron, soon after attacked three F.W.190's which appeared below and behind the bombers. Blue 1, Lt. Strand T. damaged one of these e/a and Blue 3 2/Lt. M. Eriksen D.F.M. destroyed another attempting to attack Blue 1. REMARKS This Squadron escorted the bombers to the English coast and had landed by 1350 hours. The weather was clear in the area of operations.	APPENDIX 19
	BS.507	Capt. Ryg J.	"	"	1335				
	BS.291	Sgt. Bakke F.	"	"	1345				
BS.250	Lt. Ulstein E.	"	"	1330					
BS.508	Sgt. Sand E.	"	"	1340					
EN.397	2/Lt. Fosse G.	"	"	1350					
BS.407	Lt. Strand T.	"	"	1340					
BS.395	Sgt. Sandvik S.	"	"	1315					
BS.248	2/Lt. M. Eriksen D.F.M.	"	"	1340					
BS.401	Lt. Ringdal N.	"	"	1340					
BS.249	2/Lt. Westly E.	"	"	1350					
EN.177	Sgt. Herfjord K.	"	"	1350					

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

SECRET

FORM 541

PAGE FIVE

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

FOR THE MONTH OF March 1943 19

(*5511) WL 925-38 50,000 5/43 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES					
				UP	DOWN							
12-3-43	SPITFIRE IX.	W/Cdr. P.G. Jameson	Rodeo 183	1550	1720	This Squadron was to act as second fighter echelon in this operation. With this Squadron on the bottom, the Belgian coast was crossed over Nieupoort at 20,000 feet. The Wing then climbed to 28-31,000 feet during the sweep. In mid-channel on the way home, a/a were reported in Northern France, and a wide orbit was made to get up sun - slightly recrossing the French coast. As nothing was seen, course was set for base where the Squadron landed without any further incident.						
	BS. 458	D.S.O., D.F.C.										
	BS. 291	2/Lt. Raeder B.										
	BS. 508	Capt. Ryg J.										
	EN. 397	Sgt. Bakke F.										
	EN. 182	Lieut. Ulstein E.										
	BS. 398	Sgt. Sand E.										
	BS. 407	Lieut. Strand T.										
	BS. 395	F/Sgt. Rønne K.										
	BS. 250	2/Lt. M. Eriksen D.F.M.										
	BS. 401	Lieut. Ringdal N.										
BS. 249	2/Lt. Westly E.											
EN. 177	Sgt. Herfjord K.											
13-3-43	BS. 507	Capt. Ryg J.	Patrol	0640	0805	These three sections of six aircraft each were detailed to carry out Standing Patrols in the Maidstone area. There is nothing at all to report from these sorties.						
	BS. 540	2/Lt. Raeder B.										
	BS. 291	2/Lt. Gilhaus J.										
	BS. 250	Sgt. Bakke F.										
	BS. 398	2/Lt. Fosse G.										
	EN. 397	Sgt. Bolstad K.										
	BS. 407	Lieut. Strand T.										
	BS. 395	F/Sgt. Rønne K.										
	BS. 248	2/Lt. M. Eriksen D.F.M.										
	BS. 401	Sgt. Sandvik S.										
	BS. 249	2/Lt. Westly E.										
	EN. 177	Sgt. Herfjord K.										
	BS. 508	Major Thorsager F.										
	BS. 291	2/Lt. Raeder B.										
	BS. 507	Capt. Ryg J.										
	BS. 250	Sgt. Bakke F.										
	BS. 398	2/Lt. Fosse G.										
	EN. 397	Sgt. Bolstad K.										
	BS. 407	Lieut. Strand T.						Ramrod 43	1405	1540	Major F. Thorsager was leading this Squadron and W/Cdr. P.G. Jameson D.S.O., D.F.C. was leading the Wing when the take-off was made. 331(N) Squadron were on the bottom at 25,000 feet with this Squadron slightly above. At rendezvous, the bombers were 4-5 minutes late. The bombers crossed the French coast over Dieppe, where accurate heavy flak was experienced. The formation continued S.S.E. and later turned East. When one of the bombers turned for home, Blue section of this Squadron escorted it to Beachy Head without any incident. The bombers continued off route, although the W/Co. was told by the Controller to recall them and did so. The Wing was then ordered home independently. This was just after 1505 hours. Cloud in the area made ground observation difficult. The Squadron had landed at base by 1605 hours without any incidents on the return journey.	
	EN. 177	F/Sgt. Rønne K.										
	BS. 255	2/Lt. M. Eriksen D.F.M.										
	BS. 401	Sgt. Sandvik S.										
	BS. 249	2/Lt. Westly E.										
BS. 508	Major Thorsager F.											
BS. 291	2/Lt. Raeder B.											
BS. 507	Capt. Ryg J.											
BS. 250	Sgt. Bakke F.											
BS. 398	2/Lt. Fosse G.											
EN. 397	Sgt. Bolstad K.											

PUBLIC RECORD OFFICE

Reference:-

AID 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

10

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14-3-43	SPLITFIRE IX.						
	BS.508	Major Thorsager F.	Rodeo 187	1330	1510	11 aircraft of this Squadron, led by Major F. Thorsager, took off from North Weald together with 331(N) Squadron. With this Squadron on the bottom, the Wing started climbing at 1400 hours on course for N. of Walcheren arriving West of Noorderhoofd at 21,000 feet. During the climb, the Sector Controller informed the Wing of e/a in the Clacton area and Yellow section from 331(N) Squadron was detailed to investigate. The remainder of the formation went down to sea level and flew along the coast down to Calais and then set course so as to meet e/a returning from Clacton area, but nothing was seen and the Squadron had landed by 1510 hours. Five of our pilots had to return early - two having petrol trouble and one with electrical trouble. Weather in the Walcheren area:- cloud at 17-21,000 feet. Slight haze on the sea. No flak was experienced, no e/a or shipping seen.	
	BS.398	2/Lt. Raeder B.	" "	" "	" "		
	BS.250	Lt. Ulstein E.	" "	" "	" "		
	BS.540	2/Lt. Fuglesang N.	" "	" "	1505		
	BS.291	2/Lt. Gilhus J.	" "	" "	1510		
	EN.397	Sgt. Bolstad K.	" "	" "	" "		
	BS.401	Lt. Ringdal N.	" "	" "	" "		
	EN.177	Sgt. Hauge E.	" "	" "	" "		
	BS.249	2/Lt. Westly E.	" "	" "	1455		
BS.407	Sgt. Sandvik S.	" "	" "	1430			
BS.395	P/Sgt. Bohnhof K.	" "	" "	1340			
15-3-43	ES.507	Lt. Ulstein E.	Patrol	1250	1420	Yellow section.	
	BS.540	2/Lt. Fuglesang N.	"	"	"	"	
	BS.407	Lt. Strand T.	"	1320	1455	Blue section.	There is nothing of
	BS.248	Sgt. Hauge E.	"	"	"	"	
	BS.395	2/Lt. Westly E.	Scramble	1405	1510	Black section.	operational interest to
	BS.255	Sgt. Sandvik S.	"	"	"	"	report from any one of these
	BS.401	Lt. Ringdal N.	Patrol	1445	1630	Green section.	sorties.
	EN.177	Bgt. Herfjord K.	"	"	"	"	
	BS.291	2/Lt. Gilhus J.	"	1525	1710	White section.	
	BS.250	Sgt. Bakke F.	"	"	"	"	
	BS.508	Major Thorsager F.	"	1630	1720	Red section.	
	EN.182	2/Lt. Raeder B.	"	"	"	"	
	BS.540	2/Lt. Posse G.	"	1730	1850	Yellow section.	
	BS.398	2/Lt. Fuglesang N.	"	"	"	"	
BS.291	2/Lt. Gilhus J.	"	1820	1850	White section.		
BS.250	Sgt. Bakke F.	"	"	"	"		
16-3-43	No operational flying today.						
17-3-43	EN.182	2/Lt. Raeder B.	Patrol	1515	1640	White section.	There is nothing to report from these two patrols.
	BS.250	Sgt. Bolstad K.	"	"	"	"	
	BS.401	Lt. Ringdal N.	"	1605	1735	Blue section.	
BS.407	Sgt. Hauge E.	"	"	"	"		
18-3-43	No operational flying today.						

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

APPENDIX

FORM 541.

SECRET

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT
By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN

102111 Wt. 6250-56 50,000 2143 T.S. 700

FOR THE MONTH OF March, 1943, 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
19-3-43	SPITFIRE IX.						
	BS. 248	Lieut. Ringdal N.	Patrol	0650	0825	Green section.	
	EN. 177	Sgt. Herfjord	"	"	"	"	
	BS. 255	2/Lt. M. Eriksen D.F.M.	"	0750	0910	Blue section.	
	BS. 395	F/Sgt. Egnhof K.	"	"	"	"	
	BS. 250	Lieut. Ulstein E.	"	0845	1015	White section.	
	BS. 540	2/Lt. Waerner T.	"	"	"	"	
	BS. 507	Capt. Ryg J.	"	0940	1135	Yellow section.	There is nothing of
	BS. 398	Sgt. Bakke F.	"	"	"	"	operational interest
	EN. 177	Lieut. Strand T.	"	1950	1830	Green section.	to report from any of
	BS. 249	Sgt. Hauge E.	"	1350	1435	"	these sorties.
	BS. 508	Major Thorsager F.	"	1045	1220	Red section.	
	EN. 182	2/Lt. Gilhaus J.	"	"	"	"	
	BS. 248	Lieut. Ringdal N.	"	1145	1315	Green section.	
	EN. 177	Sgt. Herfjord K.	"	"	"	"	
	BS. 250	Lieut. Ulstein E.	"	1240	1430	White section.	
	BS. 540	2/Lt. Waerner T.	"	"	"	"	
	BS. 507	Capt. Ryg J.	"	1240	1325	Yellow section.	
	BS. 398	Sgt. Bakke F.	"	"	"	"	
	BS. 255	2/Lt. M. Eriksen D.F.M.	Scramble	1535	1615	Black section.	
BS. 395	F/Sgt. Egnhof K.	"	"	"	"		
EN. 177	Lieut. Strand T.	"	1630	1740	Green section.		
BS. 249	Sgt. Hauge E.	"	"	"	"		
BS. 508	Major Thorsager F.	"	1820	1900	Red section.		
EN. 182	2/Lt. Gilhaus J.	"	"	"	"		
20-3-43		No operational flying today.					
21-3-43		No operational flying today.					
22-3-43		No operational flying today.					
23-3-43		No operational flying today.					
24-3-43	BS. 407	Lieut. Strand T.	Scramble	0815	0940	Blue section.	
	BS. 248	Sgt. Hauge E.	"	"	"	"	
	BS. 398	2/Lt. Fosse G.	Patrol	0910	1035	White section.	There is nothing at all
	BS. 291	Sgt. Bakke F.	"	"	"	"	to report from these flights.
	BS. 508	Major Thorsager F.	Scramble	1800	1915	Red section.	
	EN. 182	2/Lt. Baeder E.	"	"	"	"	
	BS. 250	Lieut. Ulstein E.	"	"	"	Yellow section.	
	BS. 540	2/Lt. Fuglesang N.	"	"	1920	"	
	BS. 507	2/Lt. Fosse G.	"	"	"	White section.	
	EN. 397	Sgt. Bakke F.	"	"	"	"	

102

PUBLIC RECORD OFFICE

Reference:-

	1	2	3	4	5	6
--	---	---	---	---	---	---

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
24-3-43	SPITFIRE IX						
	BS. 508	Major Thorsager F.	Rodeo	1400	1535	12 aircraft including W/Cdr. P.G. Jameson D.S.O., D.F.C. took off from North Weald together with four aircraft from 331(N) Squadron. The formation flew on the deck for 42 minutes after crossing the English coast, when the four aircraft of 331(N) Squadron climbed to 2,000 feet - the remainder of the formation stayed on the deck. Course was set for Noorderhoofd and later turned to port up to Westhoofd where the formation turned and followed the same route back to base. No e/a or shipping was seen and no flak experienced. Weather: haze up to 3,000 feet. 7-9/10ths cloud at 15,000 feet.	
	EN. 182	2/Lt. Raeder B.	"	"	"		
	BS. 507	Capt. Ryg J.	"	"	1415		
	BS. 540	2/Lt. Fuglesang N.	"	"	1535		
	BS. 398	2/Lt. Fosse G.	"	"	"		
	BS. 291	Sgt. Bakke F.	"	"	"		
	BS. 401	Lieut. Strand T.	"	"	"		
	BS. 248	Sgt. Hauge E.	"	"	"		
	BS. 255	2/Lt. Westly E.	"	"	"		
	EN. 177	Sgt. Herfjord K.	"	"	"		
BS. 395	F/Sgt. Rønne K.	"	"	"			
25-3-43	BS. 508	Major Thorsager F.	Rodeo 193	1505	1645	12 aircraft of this Squadron, led by Major F. Thorsager, took off together with 331(N) Squadron. W/Cdr. P.G. Jameson D.S.O., D.F.C. was leading the Wing. With 331(N) Squadron below this Squadron, the Wing flew below 500 feet to Maidstone where course was set for Hardslot, and the Wing started climbing when five miles off the French coast. When at 24,000 feet, the Wing was given a vector of 190 degrees by Appledor. Soon after some 10 Spitfires were seen at 32,000 feet coming out from France. When at Cayeux, the Wing turned inland and then North at 33,000 feet and flew parallel to coast 15 miles inland. A wide orbit was made in the St. Omer area and 6 e/a were reported well East of this point. The Wing was advised to turn for base as the e/a were too far inland. The French coast was crossed out near Calais and the English coast over N. Foreland. No ships were seen in Boulogne Harbour. No flak was experienced and no e/a seen. Weather: 2/10ths cloud at 8,000 feet over Channel, increasing to 4/10ths over France, Visibility very good.	
	BS. 540	2/Lt. Fuglesang N.	"	"	"		
	BS. 250	Lieut. Ulstein E.	"	"	"		
	BS. 507	Sgt. Sand E.	"	"	"		
	EN. 182	2/Lt. Raeder B.	"	"	"		
	EN. 397	Sgt. Bolstad K.	"	"	"		
	BS. 401	Lieut. Ringdal N.	"	"	"		
	BS. 395	Sgt. Hauge E.	"	"	"		
	BS. 255	2/Lt. M. Eriksen D.F.M.	"	"	"		
	EN. 177	Sgt. Herfjord K.	"	"	"		
	BS. 248	2/Lt. Dønne O.	"	"	"		
BS. 249	Sgt. Sandvik S.	"	"	"			
26-3-43	BS. 507	Capt. Ryg J.	Scramble	1750	1900	Red section.	There is nothing to report from these two scrambles.
	EN. 397	Sgt. Bolstad K.	"	"	"		
	BS. 250	Lieut. Ulstein E.	"	1900	1940	Yellow section.	
	BS. 398	Sgt. Larsen S.	"	"	"		
27-3-43	No operational flying today.						

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

APPENDIX

FORM 541.

SECRET

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE.

(*9511: Wt. 925-56 60,000 Size T.S. 700)

FOR THE MONTH OF March 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28-3-43	SPIREFIRE IX. BS.508 BS.540 BS.507 EN.397 BS.250 ES.291 EN.177 BS.248 BS.255 BS.249 BS.407 BS.395	Major Thorsager F. 2/Lt. Fuglesang N. Capt. Ryg J. 2/Lt. Waerner T. 2/Lt. Fosse G. Sgt. Sand E. Capt. Christie W. 2/Lt. Djønne O. 2/Lt. M. Eriksen D.F.M. 2/Lt. Westly E. Lieut. Strand T. Sgt. Hauge E.	Ramrod 48 " " " " " " " " " " "	1200 " " " " " " " " " " "	1355 1400 1345 1415 1345 1345 1355 1245 1355 1400 1315 1355	12 aircraft from this Squadron, led by Major F. Thorsager, took off with 331(N) Squadron to act as close escort to bombers. Major K. Birksted D.F.C. was leading the Wing and this Squadron was flying on the top. The Wing was to rendezvous with bombers at Beachy Head at 1230 hours at 24-26,000 feet and then act as close escort. Having orbited Beachy Head for 10 minutes without seeing the bombers, the Wing was ordered to proceed across Channel and patrol between Le Touquet and Fecamp. This patrol was carried out at 30,000 feet flying just off coast and several bombers were observed crossing the coast going N.W. out in the Channel. When returning, several sections of this Squadron investigated aircraft behind, but apart from two M.E.109's at a great distance only friendly aircraft were seen. One of this Squadrons aircraft landed at Iympe to refuel and two returned at 1350 hours - one having engine trouble. No flak was experienced and no shipping seen. Weather:- mainly fair over channel. Visibility good 10/10ths cloud just outside French coast from 5-10,000 feet.	
29-3-43	BS.255 BS.249 ES.291 EN.182 BS.508 EN.397	2/Lt. M. Eriksen D.F.M. 2/Lt. E. Westly 2/Lt. Gilhaus J. 2/Lt. Raeder B. 2/Lt. Fosse G. Sgt. Larsen S.	Patrol " " " " "	1555 " 1700 " 1750 "	1735 " 1835 " 1940 "	Black section. There are no incidents to report from any of these patrols. 12 aircraft of this Squadron, led by Major F. Thorsager, took off with 331(N) Squadron on Circus No. 277 in which the North Weald Wing was to act as first fighter echelon - controlled by Appledor. 331(N) Squadron was on the bottom with Major K. Birksted D.F.C. leading the Wing. The Wing arrived in the Le Touquet area at 1326 hours at 23,000 feet, and proceeded to Hesdin-Abbeville area out to Berck-sur-Mer and back to Le Touquet before returning to base. No e/a were seen and no flak experienced. One large vessel of 5-6,000 tons and four smaller vessels were seen in Boulogne outer harbour from 23,000 feet at 1340 hours. Weather:- 10/10th cloud from 1500 to 7000 feet over S.E. England - Channel clear 3/10th cloud at 2,000 - 5,000 feet over France. Visibility good. The Squadron had landed at base by 1430 hours.	
30-3-43.						There was no operational flying today.	

103

PUBLIC RECORD OFFICE

Reference:-

1	2	3	4	5	6
---	---	---	---	---	---

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
31-3-43	SPITFIRE IX.						
	HN. 177	Capt. Christie W.	Desmod. A7	1150	1320	At 1025 hours, 11 aircraft of this Squadron, led by R/Odr. P.G. Jameson D.S.O., D.F.C., proceeded to Martlesham for refuelling. They took off again from Martlesham at 1448 hours and course was set for Rotterdam. On landing on the way to the Dutch coast, the wing passed through different layers of clouds - 10/10ths at 5,000 feet and 10/10ths at 15-21,000 feet which covered the whole area. Soon after the Dutch coast had been crossed West of Rotterdam at 25,000 feet, the bombers were seen coming out, so the wing turned and escorted them without incident to the English coast. No shipping or a/a were seen, and no flak experienced.	
	BG. 401	Sgt. Sandvik S.	" "	"	"		
	BG. 249	2/Lt. Westly M.	" "	"	"		
	BG. 407	Sgt. Harford K.	" "	"	"		
	BN. 182	2/Lt. Snider B.	" "	"	"		
	BG. 255	2/Lt. Erikson D.F.L.	" "	"	"		
	BG. 540	2/Lt. Ross G.	" "	"	"		
	BG. 507	Capt. Egg J.	" "	"	"		
	BN. 397	2/Lt. Waxner L.	" "	"	"		
	BG. 508	Lieut. Hlatkin E.	" "	"	"		
BN. 291	Sgt. Balke F.	" "	"	"			

F. Thorsage
 Major Commanding,
 332(H) Squadron.

0

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

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

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	1-4-43		Low clouds and stormy wind. No operational flying was carried out by the Squadron today. 40 men under the command of Lieut. Fjeld K.T. (Adjutant 331(N) Squadron) represented the Norwegian Squadrons on a Colour Hoisting Parade in connection with the 25th Birthday of the ROYAL AIR FORCE. During the afternoon a football match was played - Norwegians v English, a mixed hockey match - S.H.Q. v Operations and the Officers played the WAAF at Netball resulting in a win for the officers.	
North Weald.	2-4-43		Cloudy and continued stormy wind. No operational flying today.	
North Weald.	3-4-43		Scattered clouds - Wind not so strong as previous days. This Squadron was at readiness today. One section of two aircraft carried out a standing patrol which was the only operational flying. This patrol was uneventful, and the section was in the air for a short time only. White section. 2/Lt. Gilmanus J. and Sgt. Bolstad K. Took off 1550 and landed 1715. The Squadron was released at 2000 hours. A cocktail-dance was held in the officer's mess during the evening. Among those present were Admiral Riise-Larsen - A.O.C. Royal Norwegian Air Forces - and his wife, Staff officers from No. 11 Group, our former C.O. Major W. Mohr D.F.C. who was accompanied by his wife.	
North Weald.	4-4-43		Clouds in the morning cleared and scattered cloud only left in the afternoon. Wind increased. Pilots were briefed during the morning in connection with Ramrod 51. At 1345 hours, 12 aircraft of this Squadron, led by Captain Christie W., took off together with 331(N) Squadron to act as withdrawal cover to 70 Fortresses from Billancourt. Two of our aircraft, Yellow 4 and 2, returned to base at 1450 hours owing to supercharger trouble. The Wing climbed from base, arriving in the Rouen area at 27,000 feet at 1430 hours. The bombers were about 5 minutes late and when moving out to the French Coast, a number of e/a were seen. They were about 25 strong - F.W. 190's and M.E. 109's mixed. 331(N) Squadron bounced a group of four e/a and soon after this Squadron engaged the enemy. These combats continued until the Fortresses were 25 miles out to sea. About ten miles out to sea from the French coast, two of four F.W. 190's attempting to make a beam attack on the last box of bombers, were seen to be shot down into the sea. Weather:- Small amount of cloud - visibility very good. Most of our pilots landed at forward bases to refuel and later returned to North Weald. The following are the pilots who were taking part:- Captain Christie W., Sgt. Bakke F., Lieut. Ulstein E., Sgt. Bolstad K., 2/Lt. Gilmanus J., Sgt. Sand E., 2/Lt. M. Eriksen D.F.M., Sgt. Sandvik S., 2/Lt. Westly E. and Sgt. Herfjord K., <u>Claims:-</u> 2/Lt. M. Eriksen D.F.M. 1 M.E. 109 destroyed and another damaged. Sgt. K. Herfjord. 1 M.E. 109 probably destroyed. 2/Lt. E. Westly. 1 M.E. 109 and 1 F.W. 190 damaged. <u>Losses:-</u> NIL.	APPENDIX 1 104

PUBLIC RECORD OFFICE

Reference:-

AID 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	5-4-43		<p>A briefing was held just after noon in connection with Ensign 52 in which the North Weald Wing was to act as 2nd withdrawal cover to 80 Fortresses and Liberators from Antwerp.</p> <p>At 1500 hours, 11 aircraft of this Squadron, led by Major F. Thorsager, took off from North Weald together with 331(N) Squadron. W/Odr. P. G. Jameson D.S.O., D.F.C. was leading the Wing. The Wing climbed from base to 25,000 feet and rendezvous was made in the Odis-Tholen area at 1542 hours. Just as the Wing was going to take up position with the last box of Fortresses, a box of Liberators was seen a mile behind at about 24,000 feet. As the Wing approached the Liberators, a single e/a was seen approaching but on sighting our fighters, this e/a climbed rapidly away. Another e/a seen to attack alone was shot down by the Liberators. The Wing now took up position, this Squadron in front of the bombers with Yellow and Blue sections slightly above red section, and 331(N) Squadron above bombers at 28,000 feet. Course was now followed as planned. When about 30 miles N.N.W. of Hamstede, 50 plus e/a were reported to approach from the Dunkirk-Ostende area. Just after this message had been received, 5 e/a came in from 10 o'clock to attack the bombers. A further number of e/a came in from opposite beam and this Squadron turned to meet these e/a. In the following combats, Yellow 3 (2/Lt. Raeder B.) followed a P.W. 190 down to sea level, and after giving it several bursts from astern, saw it go straight into the sea. Blue 4, (Sgt. Herzford K.) followed another P.W. 190 down to 6,000 feet and saw this one also crash into the sea- the pilot did not bale out. Blue 1, (2/Lt. Westly E.) attacked what he thought to be a M.E. 109 but later considered to be a P.W. 190. After observing strikes all over the fuselage of the E/a, Blue 1 saw this e/a go down vertically towards the sea, taking no evasive action. Blue 1, followed e/a down but when at 10,000 feet he pulled out having been warned of another P.W. 190 on his tail. He lost sight of the e/a for 2-3 seconds and then saw a huge splash in the sea at the exact point to which the e/a had been falling. Yellow 4, (Sgt. Bakke F.) reports that he saw a splash in the sea some 3 seconds after he heard the warning being given to 2/Lt. Westly. This splash was in the very same area that Blue section had their combats. Sgt. Bakke F. reports that he also saw another a/c going down in flames and finally crash in the sea and this would appear to be Sgt. Larsen S. of this Squadron who did not return, and this agrees with the report of Sgt. Herzford K., who saw a Spitfire spin into the sea. Sgt. Bakke F. saw no other aircraft following either of the two aircraft crashing into the sea and it is, therefore, unlikely that either of these splashes seen by Sgt. Bakke F. relate to the e/a destroyed by 2/Lt. Raeder B. and Sgt. Herzford K. Following these engagements, the Wing escorted the Bombers to a point 10 miles East of Bradwell Bradwell. All five returned to North Weald later.</p> <p>Weather in combat area:- Fair with good visibility.</p> <p>The Following pilots were taking part:- Major F. Thorsager, 2/Lt. Waerner T., Capt. Ryg J., Sgt. Larsen S., 2/Lt. Raeder B., Sgt. Bakke F., Sgt. Bøtcher C., 2/Lt. Westly E., Sgt. Herzford K., Sgt. Sandrik S., and 2/Lt. M. Eriksen D.F.C.</p> <p>Claims:- 2 P.W. 190's destroyed by 2/Lt. Raeder B. and Sgt. Herzford K. 1 P.W. 190 probably destroyed by 2/Lt. Westly E.</p> <p>Losses:- Sgt. Larsen S. and his aircraft.</p>	<p>APPENDICES 1 2 3</p>
North Weald	6-4-43		<p>This Squadron was at readiness and carried out 2 convoy patrols with two sections of two aircraft each. One section of two aircraft was scrambled in the morning but there is nothing to report from any one of these flights.</p> <p>Yellow section, 2/Lt. Gilhaus J. and Sgt. Sand E., Convoy Patrol. Took off 1020 and landed 1140 Blue section, Capt. Christie W. and Sgt. Bøtcher C. " " " " 1100 " " 1230 Red section, Capt. Ryg J. and 2/Lt. Waerner T. Scramble " " 1035 " " 1150</p>	

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. THREE

(Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	7-4-43		<p>Three sections of two aircraft were detailed for standing patrols during the morning. There is nothing of interest to report from these patrols and they were the only operational flying today.</p> <p>Red section. Capt. Ryg J. and Sgt. Balcke F. Took off 0940 and landed 1120 Yellow section. 2/Lt. Warner T. and Sgt. Sand E. " " 1030 " " 1135 Blue section. 2/Lt. Djævne O. and Sgt. Hauge E. " " 1120 " " 1140.</p>	
North Weald.	8-4-43		<p>A briefing was held in the afternoon for Circus 280 in which the North Weald Wing was going to act as 1st Fighter Echelon.</p> <p>At 1845 hours, 10 aircraft of this Squadron, led by W/Cdr. P. G. Jameson D.S.O., D.F.C., took off together with 334(N) Squadron. The English coast was crossed near Dungemans at 16,000 feet at 1835 hours and course was set for Le Touquet. In mid-channel, the Wing was ordered on a more southerly course by Appledore Control. With this Squadron at 29,000 feet and 334(N) Squadron at 31,000 feet, a wide port orbit was made off shore between Le Treport and Dieppe and then sighted four F.W. 190 flying South along coast about 6,000 feet below. Red and Yellow sections of 334(N) Squadron dived to intercept these e/a but they must have seen our aircraft as they took evasive action by diving inland. Blue section of this Squadron also dived after these e/a from 29,000 feet down to 12,000 feet. Neither the sections from 334 nor our Blue section were able to close on the e/a so orders were given to pull up and reform. Blue 3, Lieut. Strand T., was seen at 17,000 feet firing from extreme range on e/a and evidently did not hear Blue 1's order to break. Blue 1 called Blue 3 repeatedly over R/T but no answer was received. Blue 3 did not return from this operation. The Wing reform and returned to base without further incident landing at 1945 hours.</p> <p>Weather:- 7/10ths medium cloud base 2,000 feet. Base restricted visibility.</p> <p>The following pilots were taking part:- Capt. Ryg J. Sgt. Sand E., Lieut. Ulstein E., 2/Lt. Fuglesang N., Capt. Christie W., Sgt. Hauge E., Lieut. Strand T. (H.Y.R.), 2/Lt. Djævne O., Lieut. Ringdal N. Sgt. Sandvik S.</p> <p><u>Claims:-</u> NIL. <u>Losses:-</u> Lieut. Strand T. and his aircraft.</p>	
North Weald	9-4-43		<p>At 0705 hours this morning Pink Section, 2/Lt. Eriksen D.F.M. and Sgt. Sandvik S. took off from North Weald with Spitfire VB's to carry out a Rumbart operation. The intention was to attack railway and other transport targets in the St. Omer-Hazebrouk area, but on reaching the French coast, 2/Lt. M. Eriksen decided not to go inland owing to insufficient cloud cover. The section turned East and followed the French, Belgian and Dutch coast as far as Westhoofd looking for shipping. Accurate flak was experienced from Ostende. Neither e/a nor shipping was seen. The section remained on the deck until they were halfway back across the Channel when they pulled up to cross English coast, and landed at base at 0900 hours.</p> <p>Weather:- English coast to mid-channel - 7/10ths cloud at 2-3,000 feet. Mid-channel and inland over France - 7/10ths cloud very thin between 4 and 5,000 feet. Visibility at sea level generally 2 miles.</p> <p>Pink section. 2/Lt. M. Eriksen D.F.M. and Sgt. Sandvik S. Took off 0705 landed 0900 hours.</p>	

105

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	9-4-43	(cont'd)	<p>After lunch a briefing was held in connection with a fighter Roadstead in the Flushing area. At 1545 hours, 6 Spitfire IX's from this Squadron and 12 Spitfire IX's from 331 (Norwegian) Squadron took off from North Weald. The section from this Squadron included Group Captain D.G. Morris D.F.C. (Station Commander) and W/Cdr. P.G. Jameson D.S.O., D.F.C. (Wing Commander Flying). Flying below 500 feet, the wing crossed the English coast and proceeded on the deck until 5 minutes before reaching the Belgian coast at Ostende. Here the 332 flight climbed to 2,000 feet whilst 331 remained on the deck. The coast was followed from Ostende to the Western point of Walcheren, then back to Moleport where course was set for base. No e/a were seen and no flak experienced. One coastal type vessel of 500 tons was seen entering Ostende from N.E. at 1630 hours.</p> <p>Weather:- Over North Sea - 8/10ths thin cloud base 2-3,000 feet. Visibility 5 miles.</p> <p>The flight had landed at base by 1720 hours. The following pilots were taking part:- W/Cdr. P.G. Jameson D.S.O., D.F.C. Group Captain D.G. Morris D.F.C. Major P. Thorsager. 2/Lt. Warner T. Capt. Christie W. and Lt. Ringdal N.</p>	
North Weald	10-4-43		No operational flying today.	
North Weald	11-4-43		<p>A patrol was carried out in the afternoon by a section of two aircraft. There is nothing to report from this patrol.</p> <p>Yellow section. 2/Lt. Fosse G. and Sgt. Böttker C. took off 1540 and landed 1715 hours. Lt. Ringdal N. was forced to make a forced landing today owing to engine failure. His aircraft was completely wrecked but the pilot managed to climb clear although injured about the head. He was removed to hospital and is making a good recovery.</p>	
North Weald	12-4-43		No operational flying today.	
North Weald	13-4-43		<p>At 1140 hours, 10 Spitfire IX's of this Squadron, led by Major P. Thorsager, took off with 331(N) Squadron on Ramrod 50. W/Cdr. P.G. Jameson D.S.O., D.F.C. was leading the wing which was to act as Fighter Echelon for 6 Whirlwind-bombers attacking Bruges Warshipping Yards. 331(N) Squadron was flying on the bottom. The Wing set course for Walcheren keeping below 500 feet until 1213 hours when they started to climb. When over Walcheren, the Wing turned S.E. flying at 25,000 feet and made 2 wide orbits in the Walcheren area, the first to starboard and the second to port. E/a were reported in the Flushing area at 26,000 feet but although a climb was made to 28,000 feet nothing was seen. Six bursts of what appeared to be marker flak were seen in the Flushing area. After two orbits the wing set course for base and landed at 1330 hours without further incident. At 1240 hours, three small vessels were seen from 25,000 feet proceeding N.W. off Noorderhoofd close into the shore - probably minesweepers.</p> <p>Weather:- Mainly clear from English coast to mid North Sea then 10/10ths cloud from 3-5,000 feet which extended inland over Belgium and France. Clearer over Flushing with 5/10ths at 5,000 feet. Visibility generally good. The following pilots were taking part:- Major P. Thorsager, F/Sgt. Rønne E., Capt. Rye J., Sgt. Sand E., Lieut. Ulstein E., 2/Lt. Puglesang N., Capt. Christie W., Sgt. Böttker C., 2/Lt. Djarne B., and Sgt. Hauge E.</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. FIVE.

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

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	13-4-43	(Cont'd)	<p>at 1530 hours, 9 Spitfire IX's of this Squadron including W/Odr. P.C. Jameson D.S.O., D.F.C. took off together with 331(N) Squadron on Circus 282 in which this Wing was going to act as escort cover for 12 Venturas attacking Caen Marshalling Yards. Course was set for Selsey Bill, flying to the South of the London Balloon Barrage at zero feet. Rendezvous was made at 1600 hours with the Venturas and their close escort of two Spitfire VB Squadrons. Setting course for Caen, the whole formation proceeded below 500 feet for 15 minutes. Then they started to climb and the Wing crossed the French coast at 1630 hours with this Squadron at 14,000 feet and 331 G, 6,000 feet above. After bombing the Venturas turned right. Soon after leaving the target, two F.W. 190's attempted to attack Yellow section of this Squadron but Blue 5 2/Lt. Djsime G. attacked one firing two bursts from astern. e/a went out of control and was seen by Blue 3 to crash in a small wood 5 miles S.W. of Caen. The other e/a dived away and was not seen again. Just after this incident, 331(N) Squadron attacked a formation of F.W. 190's attempting to bounce the close escort and several dog fights took place, and the Wing was split up. About 15-20 miles out from the French coast, 8 F.W. 190's came into attack the rear of the bombers. These e/a were dealt with by this Squadron. Blue 1, Capt. Christie W. damaging one and Sgt. Bditker C. Blue 2 firing a long burst at another but makes no claim. Blue 2 became separated and was jumped by 8 F.W. 190's. He managed to evade and reached base at Ford where he refuelled and then returned to base. His aircraft was damaged and classed as Cat. "B". After the e/a had been driven off by this Squadron our aircraft came back singly and in pairs without further incident. Some flak (accurate) experienced from Caen aerodrome. One large twin-engined aircraft (unidentified) was seen taxiing towards hangar. Six of our pilots and the W/Odr. landed at Tangmere at 1745 hours where they refuelled. All had returned to base by 2000 hours.</p> <p>Weather:- Ground haze. Slight cloud at 25,000 feet. Visibility very good.</p> <p>Claims:- 2/Lt. Djsime G. 1 F.W. 190 destroyed. Capt. Christie W. 1 F.W. 190 damaged.</p> <p>Losses:- NIL One aircraft damaged Cat. "B".</p> <p>The following pilots were taking part:- W/Odr. P.C. Jameson D.S.O., D.F.C. Sgt. Hauge E., 2/Lt. Waerner T., Capt. Ryg J., 2/Lt. Fosse G., 2/Lt. Raeder E., Capt. Christie W., Sgt. Bditker C., 2/Lt. Djsime G.</p>	APPENDICES <u>VIII</u>
North Weald.	14-4-43		<p>The Squadron at readiness today and one section of two aircraft was scrambled during the morning but ordered to pancake after a short while as the raid faded.</p> <p>Yellow section. 2/Lt. Fosse G. and Sgt. Band E. took off 1140 and landed 1205 hours.</p> <p>At 1540 hours, 9 Spitfire IX's of this Squadron, led by Major P. Thorsager, took off with 331(N) Squadron on a Ramrod operation. (Ramrod 50 repeated). W/Odr. P.C. Jameson D.S.O., D.F.C. was leading the Wing. Course was set for Walcheren at 1550 hours, flying at sea level until 1613 hours and then climbing reaching Northern point of Walcheren at 15,000 feet - 40 minutes after setting course. As there was 10/10ths cloud at 16,000 feet in the area, the Wing did not climb further. This Squadron on top was just below the cloud base. As 6 e/a were reported in the Ostende area, the Wing turned Starboard and flew along coast to Ostende, keeping just out of flak range. No e/a were seen so the Wing turned and flew back to Noorderhoofd where course was set for base at 1650 hours. 8 small vessels in line astern, believed to be "B" boats were observed from 15,000 feet at 1645 hours 20-25 miles off Knocke-Ostende. These vessels were travelling S.W. at great speed.</p> <p>Weather:- 10/10ths cloud at 16,000 feet. Visibility very good. The Squadron had landed at base by 1735 hours.</p>	106

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	14-4-43	(Cont'd)	<p>The following pilots were taking part:- Major F. Thorsager, 2/Lt. Gilhaus J., Sgt. Herfjord K., Capt. Ryg J., 2/Lt. Fosse G., 2/Lt. Raeder E., Capt. Christie W., Sgt. Sandvik S., and 2/Lt. Djønne O. In the evening a section of two aircraft was scrambled. No e/a were seen and the pilots have nothing to report. Yellow section. Lieut. Ulstein E. and 2/Lt. Gilhaus J. took off 1930 and landed at 2020 hours.</p>	
North Weald	15-4-43		<p>At 1720 hours, 8 Spitfire IX's of this Squadron, led by Major F. Thorsager, took off with 331(N) Squadron on Route 204, with this Wing acting as third Fighter Echelon. Major F. Thorsager was leading the Wing. The English coast was crossed at Dungeness at 14,000 feet and course was set for the French coast. Climbing on the way across the Channel, the French coast was crossed near Hardelet at 22,000 feet. The Wing turned to port and swept inland over St. Omer, Ypres and Mardyck where it turned to South towards St. Omer. Heights during this sweep varied from 25 to 32,000 feet. Approaching St. Omer for the second time, Appledore Control reported a number of e/a to the South. These e/a were not seen and the Wing turned starboard crossing the French coast between Sangatte and Cap Gris Nez at about 1820 hours. Course was set for base and the Squadron had landed by 1850 hours without further incident. Weather:- 8/10ths cloud in thin layers between 18 and 30,000 feet somewhat hampered this operation. 3 vessels, each of approx. 2000 tons, were seen in Boulogne outer harbour at 1845 hours from 20,000 feet. No flak was experienced and no e/a seen. The following pilots were taking part:- Major F. Thorsager, 2/Lt. Waerner T., 2/Lt. Fosse G., Sgt. Sand E., 2/Lt. Fuglesang N., Capt. Christie W., F/Sgt. Rønne K., and 2/Lt. Djønne O.</p>	
North Weald	16-4-43		<p>At 1340 hours, 7 Spitfire IX's of this Squadron took off from North Weald with 331(N) Squadron to act as 1st Fighter Echelon in Circus 283. 12 Venturas bombing Chemical Works at Ostende. W/Odr. F. G. Jameson D.S.O., D.F.C. was leading the Wing. The English coast was crossed at Clacton at sea level and course was set for Noorderhoofd. The Wing remained in the dock until 1412 hours when the formation started climbing reaching Noorderhoofd at 20,000 feet, 46 minutes after take off. Two orbits off Walcheren were made at 22,000 feet where 3 F.W. 190's were observed flying South off coast some 5,000 feet below. This Squadron was ordered to stay above as cover while 331(N) Squadron went down to attack the huns, all of which were destroyed. The W/Odr. reformed 331(N) Squadron after the attack and returned to base. Meanwhile, this Squadron having made several orbits off Walcheren sighted about 3 e/a F.W. 190's coming into attack from the Sana Van Gent area. These e/a were 1,000 feet above, i.e. 25,000 feet. The Squadron turned to attack and some dog fights developed - during which Major Thorsager destroyed a F.W. 190 and 2/Lt. Gilhaus J. probably destroyed another without loss to ourselves. The remainder of the e/a took evasive action and were not seen again. The Squadron reformed and was soon ordered towards Manston as e/a appeared in that area. This order was soon cancelled as the e/a had turned back. Course was set for base and the Squadron had landed by 1525 hours. One vessel of about 4,000 tons escorted by 12 "E" Boats was seen 6-10 miles off Noorderhoofd heading South. Seen from 22,000 feet. Weather:- Mainly clear over whole area covered during this operation. Visibility very good. Claims:- Major F. Thorsager 1 F.W. 190 destroyed. 2/Lt. Gilhaus J. 1 F.W. 190 probably destroyed. Losses:- NIL. The following pilots were taking part:- Major F. Thorsager, 2/Lt. Gilhaus J., Lieut. Ulstein E., Sgt. Bolstad K., 2/Lt. Djønne O., Sgt. Hauge E., Sgt. Herfjord K.</p>	APPENDICES I - XI

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 5971.

See instructions for use of this form in K.R. and A.C.T., para. 2A19, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	16-4-43	(cont'd)	In the late afternoon this Squadron carried out convoy patrols. Altogether three sections of two aircraft each were detailed for these patrols. None of the pilots taking part have anything to report from these flights. The sections were as follows:- Pink section. 2/Lt. Fuglesang N. and F/Sgt. Rønne K. took off 1825 and landed 2005 hours. Black section. SGT. Herfjord K. and Sgt. Sandvik G. " " 1925 " " 1955 " Yellow section. 2/Lt. Haerner T. and Sgt. Hauge E. " " 2035 " " 2135 "	
North Weald.	17-4-43		The pilots were briefed in the morning at the Station Intelligence Office in connection with Bodo 206. The North Weald Wing was going to act as first Fighter Echelon in this operation. At 1235 hours, 10 Spitfire IX of this Squadron, led by Major P. Thorsager, took off together with 334 (Norwegian) Squadron. W/Odr. P. G. Jamsson D.S.O., D.F.C. was leading the Wing. The English coast was crossed at Bradwell with the Wing flying at 10,000 feet. Course was set for Furnes which was reached at 1315 hours at 25,000 feet. The Wing was now taken over by Appledore Control and swept inland over France - Ypres and Hazebrouck - Bethune and Lens. The Wing then turned N.E. to just East of Lille and turned to port crossing the French coast out at Gravelines. When in the Ypres area, nine plus a/a were reported coming up, 5,000 feet below. These a/a were not seen and were later reported to have gone down again. Weather:- very thin streaks of cloud about 30,000 feet - otherwise clear. Visibility good. Smoke trails height:- 29,000 feet. The Squadron had landed at base by 1410 hours. The following pilots took part in the above operation. Major P. Thorsager, 2/Lt. Fuglesang N., Capt. Ryg J., Sgt. Bakke F., 2/Lt. Poese G., Sgt. Sand E., Capt. Christie W., Sgt. Bødtker C., Sgt. Herfjord K., 2/Lt. Djønn O.	
North Weald.	18-4-43		Fair weather all day. The Squadron was at readiness and the morning was rather busy with scrambles and convoy patrols. Five sections, each of two aircraft, were detailed, three for scrambles and two for convoy patrols. There is nothing to report from these sorties. Blue section. Capt. Christie W. and Sgt. Bødtker C. Scramble. Take off 0715 and landed 0740. Yellow " Lt. Ulstein K. and Sgt. Sand E. Convoy patrol. " " 1145 " " 1330. Black " F/Sgt. Rønne K. and Sgt. Herfjord K. " " 1245 " " 1435. Blue section. Capt. Christie W. and Sgt. Sandvik G., Scramble. " " 1350 " " 1415. Green section. 2/Lt. Djønn O. and Sgt. Hauge E. " " 1355 " " 1410. At 1700 hours, the pilots were called to a briefing in connection with Ramrod 64. The North Weald Wing was going to be first Fighter Echelon - 8 Bomphoons attacking Courtrai aerodrome. At 1745 hours, 11 Spitfire IX's of this Squadron, led by Major P. Thorsager, took off from North Weald with 334 (N) Squadron. W/Odr. P. G. Jamsson D.S.O., D.F.C., flying with the latter, was leading the Wing. The English coast was crossed at Bradwell below 500 feet and course was set for Blankenberghe. The Wing remained at sea level for 16 minutes and then started climbing. The Belgian coast was crossed over Blankenberghe at 1828 hours with the wing flying at 17,000 feet. The W/Odr. had to return at this time as he was unable to release his jettison tank. Major H. Maestre D.F.C. 334 (N) Squadron leader took over the Wing. Continuing to climb, the Wing swept over Bruges and Dixmude which they reached at 26,000 feet. 8 a/c were then observed flying inland at same height. These a/c were not identified and dis appeared into haze as soon as they had been seen. The Wing recrossed the coast near Dunkirk at 30,000 feet.	

107

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	18-4-43	(Cont'd)	<p>An orbit to port was then made bringing the wing a few miles inland before recrossing the coast near Haxbyok. Course was now set for base where the wing had landed by 1930 hours without further incident. No shipping was seen and no flak experienced. The weather was mainly clear but hazy particularly to the South. Visibility good. The following pilots were taking part:- Major P. Thorsager, Sgt. Sand E., 2/Lt. Poese G., Sgt. Bakke P., 2/Lt. Raeder B., Sgt. Bolstad K., 2/Lt. Westly E., 2/Lt. Djvane O., Sgt. Herfjord K., F/Sgt. Rønne K., Sgt. Sandvik G.</p>	
North Weald	19-4-43		<p>Strong wind throughout the day. Fair in the morning becoming cloudy in the afternoon. There was no operational flying today.</p>	
North Weald.	20-4-43		<p>Weather remained fair throughout the day. The Squadron was at readiness and five sections of two aircraft each were detailed for convoy patrols. In addition two sections of two aircraft each were scrambled during the day. In the course of one scramble a Ju.88 was destroyed by 2/Lt. M. Eriksen D.F.M. Apart from the combat in which the Ju.88 was destroyed, there is nothing to report from these defensive parties.</p> <p>Pink section. 2/Lt. Poese G. and 2/Lt. Isachsen H. Convoy patrol. Take off 1010 and landed 1150. Green section. 2/Lt. Djvane O. and Sgt. Hauge E. Scramble. " " 1020 " " 1105. Purple " 2/Lt. Raeder B. and Sgt. Aajessen O. Convoy patrol. " " 1110 " " 1250. Blue " 2/Lt. M. Eriksen D.F.M. and Sgt. Herfjord K. Scramble. " " 1130 " " 1240.</p> <p>This section was scrambled and ordered to go to Clacton at 30,000 feet by Sector Controller (P/Lt. Wilson). When 10 miles East of Clacton flying at 30,000 feet, the Section was handed over to Tramble Heath Controller (S/Ldr. Kidd) who ordered section to increase angels to 30,000 feet on vector 340 degrees. These orders were carried out and smoke trails were observed 10 miles W. of Clacton. Blue 1, 2/Lt. M. Eriksen D.F.M. then sighted an aircraft on a climb into sun. Aircraft was now identified as a Ju.88. Blue 1 went into attack closing into 250 yards from astern, giving a one second burst with cannons and m/g's which set the port engine on fire. After another burst pieces fell off the e/a. A third burst resulted in e/a turning over on its back and exploded. One of the crew was seen to bale out and he waved as our fighters circled him. Blue 2, Sgt. Herfjord K. fired three bursts at e/a from 500 yards astern but makes no claim. The Squadron had a section on convoy patrol at the time that Blue section was scrambled. Having been released, this section was on its way back when one of the pilots (2/Lt. Raeder B.) was surprised to see pieces of burning aircraft hurtling past his port wing. He went down to sea level and took some cine gun pictures of the wreckage. Blue section landed at 1240 hours.</p> <p>Pink section. F/Sgt. Rønne K. and Sgt. Sandvik G. Convoy patrol. Take off 1210 and landed 1350. Purple section. 2/Lt. Gilhus J. and Sgt. Bakke P. " " " " 1300 " " 1450. Pink section. 2/Lt. Fuglestad N. and Sgt. Hattler G. " " " " 1600 " " 1610. Blue section. Capt. Christie W. and Sgt. Herfjord K. Scramble. " " 1735 " " 1750.</p> <p>Just after noon, the pilots were briefed in connection with Circus 209 in which the North Weald Wing was going to act as target support to Ventura's bombing Zebrugge. At 1455 hours, 12 Spitfire IX's including W/Odr. P. G. Jameson D.S.O., D.F.C. took off together with 334 (N) Squadron. The wing was flying at sea level for 20 minutes and then started climbing. Zebrugge was reached with the wing flying at 18,000 feet some 25 minutes after take off. The wing made three orbits over Zebrugge and our pilots saw the bombers coming in over the target. The wing turned to port along the coast, when the bombers had crossed the coast unmolested. The coast was followed down to Gravelines flying between 25 and 30,000 feet. No e/a were seen and the wing set course for base at about 1555 hours.</p>	<p>APPENDIX XII</p>

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. 1108

See instructions for use of this form in K.B. and A.C.I., para. 2340, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	20-6-43	(Cont'd)	<p>No flak was experienced. Two smaller vessels- believed to be mine sweepers were observed three miles off Sangatte going East.</p> <p>Weather:- haze in the whole area of combat. Scattered clouds between 4 and 5,000 feet over Northern France and Belgium.</p> <p>The Squadron had landed by 1630 hours and the following pilots were taking part:- W/Odr. P.C. Jameson D.S.O., D.F.C. 2/Lt. Waerner T., Major F. Thorsager., 2/Lt. Reeder B., Capt. Ryg J., Sgt. Bolstad K., 2/Lt. Puglesang N., Sgt. Bakke P., Capt. Christie W., Sgt. Haug B., 2/Lt. M. Arksen D.F.M., 2/Lt. Westly E.</p> <p>In the evening, "A" flight was scrambled but there is nothing to report as it was ordered to land very soon after take off.</p> <p>Red section. Capt. Ryg J. and 2/Lt. Waerner T. Scramble. 2015 to 2025. Yellow section. 2/Lt. Reeder B. and Sgt. Bolstad K. " " " White section. 2/Lt. Puglesang N. and Sgt. Bakke P. " " "</p>	
North Weald.	21-6-43		<p>Circus 290 took place today. The pilots were briefed in the morning; the wing was going to act as first fighter echelon for 12 Venturas attacking Abbeville Marshalling Yards. At 1135 hours, 11 Spitfire IX's of this Squadron, led by Major F. Thorsager, took off together with 334 (N) Squadron. W/Odr. P.C. Jameson D.S.O., D.F.C., in an aircraft from this Squadron, flew with 334 (N) Squadron.</p> <p>Course was set for Beachy Head 10 minutes after take off - 334 (N) Squadron leading with this Squadron slightly behind and above. The English coast was crossed at Beachy Head flying at 10,000 feet. Flying on a course of approx. 145 degrees, the wing climbed gradually as they crossed the Channel. The W/Odr. decided not to go higher than 17,000 feet as there was 10/10ths cloud at this height. Le Troport was reached 40 minutes after take off and the wing swept inland towards Abbeville when they saw the bombers and their escort crossing coast and went out behind them on the way back to the English coast. When approx. 10 miles off the coast, the wing turned North and followed the French coast to Cap Gris Nez increasing angle to 24,000 feet as cloud decreased to 5/10ths at 25,000 feet in the Boulogne area. On reaching Cap Gris Nez, a wide starboard orbit was made bring ing the wing a few miles inland. As nothing was seen, the wing recrossed the French coast near Boulogne and set course for base. No flak, enemy aircraft or shipping was seen. The Squadron had landed by 1300 hours and the following pilots took part:-</p> <p>Major F. Thorsager., Capt. Fran B., 2/Lt. Westly E., Capt. Ryg J., 2/Lt. Puglesang N., 2/Lt. Gilhaus J., Sgt. Bolstad K., Capt. Christie W., Sgt. Sandvik G., 2/Lt. Arksen D.F.M. P/Sgt. Reinhof K.</p> <p>At 1940 hours, six aircraft of "A" flight were scrambled. The flight was ordered to patrol the Sector coastline. These orders were carried out and the instructions were given to return to base. There is nothing to report from this patrol.</p> <p>Red section. Major F. Thorsager and 2/Lt. Waerner T. Scramble. 1940 to 2045. Yellow " Capt. Ryg J., and Sgt. Bolstad K., " " " White section. 2/Lt. Puglesang N. and Sgt. Bakke P.</p>	

108

Reference - PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	22-4-43		10/10ths low cloud most of the day. The Squadron was at readiness. In the late afternoon, Pink section, 2/Lt. Raeder B. and 2/Lt. Puglesang N. took off to carry out a Harbort operation in the Bruges-Dissade area. Rail and road transport was the proposed target. Spitfire VB's were used for this operation. Crossing the English coast North of Foulness at sea level, course was set for a point just W. of Ostende. When about 12 miles from the Belgian coast, it was considered that the weather was unsuitable for the proposed operation and the section returned to base landing at 1750 hours. Weather over Eastern England and $\frac{2}{3}$ of the way across the North sea:- 10/10ths cloud base 550 feet, top 4500 feet and visibility 2 miles at sea level. At about 15-20 miles from the Belgian and French coast, there was no cloud and the weather was clear with good visibility. Some mist to the N.E. Yellow section, 2/Lt. Gillman J. and Sgt. Sand R. was scrambled at 1905 hours but there is nothing to report from this flight. The section had landed by 1950 hours. At 2050 hours, six aircraft of "B" flight were scrambled and ordered to Bradwell at 30,000 feet. Reaching 24,000 feet, the flight was ordered to patrol coast off Bradwell at 10,000 feet. The patrol was uneventful and the flight had landed by 2135 hours. Weather:- Thin layers of cloud at 20,000 feet. Visibility poor. 2/Lt. M. Erikson D.F.M., Sgt. Bytaker C., 2/Lt. Westly R., Sgt. Herfjord K., f/Sgt. Rynhof K., Sgt. Hauge B. were the pilots taking part.	
North Weald	23-4-43		Mist and rain for most of the day, clearing in the late afternoon. No operational flying today.	
North Weald	24-4-43		Fair weather throughout the day. Six aircraft of "A" flight were scrambled in the early morning. The flight patrolled Clacton-Cantebury between 5 and 10,000 feet. Apart from being ordered to "down" a balloon approx. 10 miles North of Heme Bay, this patrol was uneventful. The flight had landed at base by 0905 hours. 2/Lt. Fosse G., 2/Lt. Puglesang N., 2/Lt. Gillman J., Sgt. Bolstad K., 2/Lt. Raeder B., Sgt. Bakke F., were the pilots taking part. A scramble in the evening was uneventful. Blue section, Sgt. Herfjord K. and Sgt. Bytaker C took off at 1935 hours and landed 2010 hours.	
North Weald.	25-4-43		Fair in the morning then closing in. No operational flying today.	
North Weald.	26-4-43.		Rather cloudy during the day with strong West wind. Being at readiness the Squadron detailed nine sections of two aircraft each to carry out convoy patrols. All these patrols were uneventful. Red section. Capt. Rye J. and Sgt. Anjensen O. Convoy Patrol. take off 0855 and landed 1025 hours. Yellow section. 2/Lt. Fosse G. and Sgt. Balde F. " " " " " 0930 " " 1015 " White section. 2/Lt. Puglesang N. and Sgt. Sand R. " " " " " 0930 " " 1015 " Pink section. Sgt. Herfjord K. and Sgt. Hauge B. " " " " " 0950 " " 1135 " Red section. 2/Lt. Gillman J. and Sgt. Odman H. " " " " " 1055 " " 1230 " Blue section. f/Sgt. Rynhof K. and 2/Lt. Isachsen H. " " " " " 1155 " " 1345 " Red section. 2/Lt. Fosse G. and Sgt. Reid R. " " " " " 1350 " " 1420 " Purple section. 2/Lt. Weerner T. and Sgt. Anjensen O. " " " " " 1445 " " 1615 " Yellow section. 2/Lt. Raeder B. and 2/Lt. Isachsen H. " " " " " 1540 " " 1630 "	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ELEVEN.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	27-4-43		<p>Cloudy throughout the day. The Squadron was at readiness until 1300 hours. A new readiness state has been brought into force as and from today, and will be on for 24 hours every other day starting at 1300 hours. A briefing was going to be held in Station Intelligence Office at 0730 hours in connection with a Form "D" having arrived late last night, but the operation was cancelled owing to weather conditions. The Squadron detailed three sections of two aircraft each for convoy patrols during the morning. These patrols were all uneventful.</p> <p>Pink section. F/Sgt. Rønne K. and Sgt. Kedin R. Convoy patrol. take off 1005 and landed 1145 hours. White section. 2/Lt. Waerner T. and Lieut. Ravn H. " " " " 1105 " " 1245 " Pink section. Sgt. Sand E. and Sgt. Aanjesen O. " " " " 1205 " " 1345 "</p>	
North Weald	28-4-43		<p>Showers of rain - low cloud and mist all day. The Squadron took over readiness at 1300 hours. Two uneventful patrols were carried out in the afternoon by sections of two aircraft each.</p> <p>Yellow section:- Lieut. Ulstein E. and Sgt. Sand E. Patrol take off 1855 and landed 2035 hours. Pink section:- Sgt. Herfjord K. and Sgt. Røslund J. " " " " 1955 " " 2130 "</p>	
North Weald	29-4-43		<p>Fair in the morning, then becoming cloudy. Six of the new Sergeant pilots with six pilots from 331(N) Squadron were detailed for "wet" dinghy drill. Five sections were detailed for patrols but none of the pilots have anything to report from these defensive sorties.</p> <p>Pink section. Sgt. Herfjord K. and F/Sgt. Rønne K. Patrol take off 0930 and landed 1050 hours. Purple section. 2/Lt. Fuglesang N. and Lieut. Ravn H. " " " " 1040 " " 1155 " Pink section. 2/Lt. Djønne O. and Sgt. Herfjord K. " " " " 1215 " " 1325 " Purple section. 2/Lt. Gilhus J. and Lieut. Ravn H. " " " " 1315 " " 1425 " Purple section. Lieut. Ulstein E. and Sgt. Aanjesen O. " " " " 1530 " " 1705 "</p> <p>At 1150 hours, 10 Spitfire IX's of this Squadron, led by Major F. Thorsager, took off together with 331(N) Squadron on Ramrod 66 in which the North Weald Wing was going to act as Fighter Echelon to 12 Whirlwind-bombers bombing Railway targets at Bu. The Wing climbed from Tenetsden and crossed the English coast at 18,000 feet over Dungeness. Continuing climbing across the Channel, the French coast was crossed South of Berck at 19,000 feet. Still climbing the Wing then swept inland as far as Bethune and crossed coast out at Gravelines having reached 26,000 feet. When between Berck and Bethune, a warning was received of 20 e/a to the South of the Wing but these e/a were not seen. Two small ships were seen in Calais harbour and one medium and one small in Boulogne harbour. Estimation of tonnage impossible owing to the height at which the wing was flying.</p> <p>Weather:- hazy in layers up to 12,000 feet, and then at 30,000 feet over France 6/10ths cloud between 5-6,000 feet. Over France there was a strong wind - approx. 100 m.p.h. at 20,000 feet Northerly direction. The Squadron had landed by 1315 hours and the following pilots took part:- Major F. Thorsager, 2/Lt. Fosse G., Capt. Ryg J., Sgt. Bakke F., Lieut. Ulstein E., Sgt. Sand E., 2/Lt. M. Eriksen D.F.M., Sgt. Sandvik S., 2/Lt. Haeder B., Sgt. Hauge E.</p> <p>When the Wing was on the way home, instructions were received in the Dispersal that the aircraft were to be refuelled and rearmed as quickly as possible and pilots having a quick lunch so as to enable the Wing to go to Manston and arrive there at 1445 hours. This was later postponed for one hour. The pilots were briefed at North Weald in connection with Ramrod 69 and took off for Manston where they were to refuel.</p>	

109

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald	29-4-43	(Cont'd)	<p>When at Manston, the Wing was told that Banzard 69 was cancelled for the day. The Wing made a diversionary sweep in the Flushing area instead in connection with a 12 Group Roadstead. Taking off at 1725 hours from Manston, the Wing flew at sea level for 10 minutes and then climbed to 25,000 feet. A wide right hand orbit was made over Walcheren and the main land bringing the Wing out near Knocke. Accurate and intense heavy flak was experienced from the Flushing area, and marker flak from Ostende. E/a were reported to the South of the Wing before crossing the Dutch coast out, but neither height nor number was given and they were not seen by the Wing.</p> <p>Weather:- North sea - haze to 6,000 feet. Thin cloud at 26,000 feet. Visibility good below cloud, poor over sea.</p> <p>The Squadron had landed at base by 1850 hours and the following pilots were taking part. Major F.Thorsager., 2/Lt.Fuglesang N., Capt.Ryg J., Sgt.Bakke F., 2/Lt.Posse G., 2/Lt.Waerner T., 2/Lt.M.Eriksen D.F.M., Sgt.Böttker C., 2/Lt.Djønne O., F/Sgt.Rahhof K.</p>	
North Weald	30-4-43		<p>10/10ths low cloud with mist and rain all day. The Squadron was at readiness from 1300 hours. There was no flying at all today owing to bad weather.</p> <p><u>Monthly General Report.</u> The Squadron has been fairly busy during the month of April, apart from routine flying, convoy patrols, standing patrols, and scrambles. The Squadron has taken part in 6 Banzard operations, 5 Circus operations, 2 Bodeo operations and two Roadstead operations. It is wished to place on record the appreciation of all members of this Squadron to W/Odr.P.G. Jameson D.S.O., D.F.C. for his outstanding leadership. Two Buzarb operations were carried out by sections of two aircraft each. In the course of the above operations the Squadron made the following score:- 6. 3. 4. We lost two pilots, namely Sgt.Larsen S. during Banzard operation on the 5th April and 1st Lt.Strand T. is missing from Bodeo operation on the 8th April. Noteworthy is also the engagement on the 20th April in which a Ju.88 was destroyed by 2/Lt.M.Eriksen D.F.M. during a scramble. From a statement given by one of the crew who baled out from this Ju.88, the attack delivered by Blue section was a very good one. Nine new pilots have arrived on the Squadron during the month and it is hoped to make them operational during the month of May.</p>	

F. Thorsager
Major Commanding,
332(N) Squadron.

OPERATIONS RECORD BOOK

APPENDIX
S.A.P.
FORM 543.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. 012

(1951) W.L. 927-55 40,000 543 T.S. 700

FOR THE MONTH OF April 1943. 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-4-43		No operational flying today.					
2-4-43		No operational flying today.					
3-4-43	SPITFIRE IX. ES. 291 EN. 397	2/Lt. Gilhaas J. Sgt. Bolstad K.	Patrol.	1550 1550	1715 1715	White section. There is nothing to report from this patrol.	
4-4-43	SPITFIRE IX. EN. 177 ES. 507 ES. 250 EN. 397 EN. 182 ES. 508 ES. 407 ES. 395 ES. 255 ES. 404 ES. 249 ES. 540	Capt. Christie W. Sgt. Balke F. Lieut. Ullstein E. Sgt. Bolstad K. 2/Lt. Gilhaas J. Sgt. Sand K. Lieut. Strand T. P/Sgt. Reinhof K. 2/Lt. M. Eriksen D.F.M. Sgt. Sandvik S. 2/Lt. Westly E. Sgt. Herfjord K.	Ramrod 51	1345 " " " " " " " " " " "	1530 " 1450 " 1530 " 1535 " 1545 1535 " "	At 1245 hours, 12 aircraft of this Squadron, led by Capt. Christie W., took off together with 334(N) Squadron to act as withdrawal cover to 70 Fortresses from Billancourt. Two of our aircraft, Yellow 1 and 2, returned to base at 1450 hours owing to supercharger trouble. The wing climbed from base, arriving in the Rouen area at 27,000 feet at 1430 hours. The bombers were about 5 minutes late, and when moving out to the French coast, a number of e/a were seen. They were about 25 strong - F.W. 190's and H.E. 109's mixed. 334(N) Squadron bounced a group of four e/a and soon after this Squadron engaged the enemy. These combats continued until the Fortresses were 25 miles out to sea. About 10 miles out from the French coast, two of four F.W. 190's attempting to make a beam attack on the last box of bombers, were seen to be shot down into the sea.	
		Weather:- small amount of cloud - visibility very good. Most of our pilots landed at forward bases to refuel and later returned to North Weald.					
		Claims:- 2/Lt. M. Eriksen D.F.M. 1 H.E. 109 destroyed and another damaged. Sgt. Herfjord K. 1 H.E. 109 probably destroyed. 2/Lt. Westly E. 1 H.E. 109 and 1 F.W. 190 damaged.					APPENDIX I
		Losses:- NIL.					
5-4-43.	SPITFIRE IX. EN. 397 ES. 508 ES. 507 ES. 291 EN. 182 ES. 540 EN. 177 ES. 248 ES. 249 ES. 407 ES. 404 ES. 255	2/Lt. Vaerner T. Major Thorsager P. Capt. Ryg J. Sgt. Larsen S. 2/Lt. Baeder B. Sgt. Balke F. Capt. Christie W. Sgt. Ekdal G. 2/Lt. Westly E. Sgt. Herfjord K. Sgt. Sandvik S. 2nd Lt. M. Eriksen, D.F.M.	Ramrod 52	1500 " " " " " " " " " " "	1640 " " D.N.R. 1640 " 1510 1635 1645 " 1640 "	At 1500 hours, 11 aircraft of this Squadron, led by Major Thorsager P., took off from North Weald together with 334(N) Squadron. W/Odr. P. G. Jameson D.S.O., D.F.C. was leading the wing. The wing climbed from base to 25,000 feet and rendezvous was made in the Cede-Tholen area at 1542 hours. Just as the wing was going to take up position with the last box of Fortresses, a box of Liberators was seen a mile behind at about 24,000 feet. As the wing approached the Liberators, a single e/a was seen approaching but on sighting our fighters, this e/a climbed rapidly away. Another e/a seen to attack alone was shot down by the Liberators. The wing now took up position, this Squadron in front of the bombers with Yellow and Blue sections slightly above Red section, and 334(N) Squadron above bombers at 28,000 feet. Course was now followed as planned. When about 30 miles N.N.W. of Hamstedt, 50 plus e/a were reported to approach from the Ostende-Danckirk area. Just after this message had been received, 5 e/a came in from 10-0'clock to attack the bombers. A further number of e/a came in from opposite beam and this Squadron turned to meet these e/a. Numerous combats took place at this time. See Para 540 page two and combat reports for full details of engagements. Following these combats, the wing escorted the bombers to a point 10 miles East of Bradwell without further incident.	

110

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
5-4-43	Cont'd.					Two of our aircraft landed at Martlesham for refueling and three at Bradwell. Weather in the combat area: Fair with good visibility. <u>Claims:-</u> 2 F.W.190's destroyed by 2/Lt. Waerner E. and Sgt. Harford K. 1 F.W.190 probably destroyed by 2/Lt. Westly E. <u>Losses:-</u> Sgt. Larsen S. and his aircraft.	APPENDICES D-2 E-2
6-4-43	SPITFIRE IX. BS.401 BS.540 BS.507 EN.397 SPITFIRE VB. AD.292 BL.372	2/Lt. Gilhaus J. Sgt. Sand E. Capt. Ryg J. 2/Lt. Waerner T. Capt. Christie W. Sgt. Djetner C.	Patrol " Scramble " Convoy Patrol "	1020 " 1035 " 1100 "	1140 " 1150 " 1230 "	Yellow section. " Red section. " Blue section. "	There is nothing of operational interest to report from any of these sorties.
7-4-43	SPITFIRE IX. EN.397 BS.540 BS.395 EN.182 BS.248 BL.249	Capt. Ryg J. Sgt. Balke F. 2/Lt. Waerner T. Sgt. Sand E. 2/Lt. Djetner O. Sgt. Hauge E.	Patrol " " " " "	0940 " 1030 " 1120 "	1120 " 1135 " 1140 "	Red section. " Yellow section. " Blue section. "	There is nothing of operational interest to report from these patrols. The weather was very cloudy, poor visibility and very gusty wind.
8-4-43	SPITFIRE IX. BS.507 BS.508 EN.397 BS.540 BS.407 BS.248 BS.401 BS.255 EN.177 BS.249	Capt. Ryg J. Sgt. Sand E. Lieut. Ulstein E. 2/Lt. Fuglesang N. Lieut. Strand T. 2/Lt. Djetner O. 2/Lt. Ringdal N. Sgt. Sandvik S. Capt. Christie W. Sgt. Hauge E.	Circus 280 " " " " " " " " "	1815 " " " " " " " " "	1945 " " " 1945 " " " " "	At 1815 hours, 10 aircraft of this Squadron, led by W/Odr. P.C. Jameson D.S.O., D.F.C., took off together with 334(N) Squadron to act as 1st Fighter Echelon. The English coast was crossed near Dungeness at 16,000 feet at 1835 hours and course was set for Le Touquet. In mid-channel, the Wing was ordered on a more southerly course by Appledore Control. With this Squadron at 29,000 feet and 334(N) Squadron at 31,000 feet, a wide port orbit was made off shore between Le Treport and Dieppe and then sighted four F.W.190 flying South along the coast about 6,000 feet below. Red and Yellow sections of 334(N) Squadron dived to intercept these s/a but they must have seen our aircraft as they took evasive action by diving inland. Blue section of this Squadron also dived after these s/a from 29,000 feet down to 12,000 feet. Neither of the sections from 334(N) Squadron nor our Blue section were able to close on the s/a so orders were given to pull up and reform. Blue 3, Lieut. T. Strand, was seen at 17,000 feet firing from extreme range on the s/a and evidently did not hear Blue 1's orders to break. Blue 1 called Blue 3 repeatedly over R/T but no answer was received. Blue 3 did not return from this operation. The Wing reformed and returned to base without further incident. Weather:- 7/10ths medium cloud base 2,000 feet. Base restricted visibility. <u>Claims:-</u> Nil. <u>Losses:-</u> Lieut. T. Strand and his aircraft.	

OPERATIONS RECORD BOOK

APPENDIX

F.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

OPERATIONS RECORD BOOK

APPENDIX 5
A.P. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North weald.

SECRET

PAGE No. THREE

(1931) Wt. 215—55 60,000 5/16 T.S. 700

FOR THE MONTH OF April 1943 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9-4-43	SPITFIRE VB BL. 372 BL. 355	2/Lt. M. Eriksen D.F.C. Humberg. Sgt. Sandvik S.	Humberg. "	0705 "	0900 "	Pink section set out to perform a Humberg operation attacking railway and other transport targets in the St. Omer-Hazebrouk area, but on reaching the French coast, Pink 1 decided not to go inland owing to insufficient cloud cover. The section turned West and followed the French, Belgian and Dutch coast as far as Westhoek looking for shipping. Accurate flak was experienced from Ostende. Neither e/a or shipping were seen. The section remained on the deck until they were halfway back across the Channel when they pulled up to cross the English coast, and landed at base at 0900 hours. <u>Weather:-</u> English coast to mid-channel - 7/10ths cloud at 2-3,000 feet. Mid-channel and inland over France - 7/10ths very thin cloud between 4, and 5,000 feet. Visibility at sea level generally 2 miles.	
	SPITFIRE IX. BS. 255 BS. 458 EN. 397 EN. 182 EN. 177 BS. 401	C/O. D.G. Morris D.F.C. Fighter W/Odr. P.G. Jameson D.S.O. Roadstead. Major P. Thorsager 2/Lt. Warner T. Capt. Christie W. Lieut. Ringdal W.	" " " " " "	1550 " " " " "	1720 " " " " "	Flying below 500 feet, the wing crossed the English coast and proceeded on the deck until 5 minutes before reaching the Belgian coast at Ostende. Here the 332 Flight climbed to 2,000 feet while 331 remained on the deck. The coast was followed from Ostende to the Western point of Walcheren, then back to Mieuport where course was set for base. No e/a were seen and no flak experienced. <u>Weather:-</u> Over North Sea - 8/10ths thin cloud base 2-3,000 feet. Visibility 5 miles.	
10-4-43		No operational flying.					
11-4-43	Spitfire VB BL. 860 BL. 355	2/Lt. Fosse C. Sgt. Egdiker C.	Patrol "	1540 "	1715 "	Yellow section. There is nothing to report from this patrol.	
12-4-43		No operational flying.					
13-4-43	SPITFIRE IX. EN. 182 BS. 249 BS. 507 BS. 627 EN. 397 BS. 540 EN. 177 BS. 255 BS. 248 BS. 401	Major P. Thorsager. P/Sgt. Rankof K. Capt. Ryg J. Sgt. Sand B. Lieut. Ulstein H. 2/Lt. Fugleang Capt. Christie W. Sgt. Egdiker C. 2/Lt. Djvane O. Sgt. Hauge S.	Harrod 50 " " " " " " " " "	1145 " " " " " " " " "	1330 " " " " " " " " "	W/Odr. P.G. Jameson D.S.O., D.F.C. was leading the wing which was to act as Fighter Echelon for 6 Whirlwind-bombers attacking the Bruges Marshalling Yards. 331(N) Squadron was flying on the bottom. The wing set course for Walcheren keeping below 500 feet until 1213 hours when they started to climb. When over Walcheren, the wing turned S.E. flying at 25,000 feet and made 2 wide orbits in the Walcheren area, the first to starboard and the second to port. e/a were reported in the Flushing area at 26,000 feet but although a climb was made to 28,000 feet nothing was seen. Six bursts of what appeared to be marker flak was seen in the Flushing area. After two orbits the wing set course for base and landed without further incident. <u>Weather:-</u> Mainly clear from English coast to mid North Sea and then 10/10ths cloud from 3-5,000 feet which extended inland over Belgium and France. Clear over Flushing with 5/10ths cloud at 5,000 feet.	

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

1	2	3	4	5	6
1	2	3	4	5	6

111

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-4-43	SPITFIRE IX.						
	BS.401	Sgt. Hauge E.	Circus 282	1530	1730	W/Cdr. P.G. Jameson D.S.O., D.F.C. was leading this Squadron on Circus 282 in which the wing was to act as escort cover for 12 Venturas attacking Caen Marshalling Yards. Course was set for Selsey Hill, flying to the South of the London Ballon Barrage at zero feet. Rendezvous was made at 1600 hours with the Venturas and their close escort of two Spitfire VB Squadrons. Setting course for Caen, the whole formation proceeded below 500 feet for 15 minutes. Then they started to climb and the wing crossed the French coast at 1630 hours with this Squadron at 14,000 feet and 331 6,000 feet above. After bombing the Venturas turned right. Soon after leaving the target, 2 F.W.190's attempted to attack Yellow section of this Squadron but Blue 3, 2/Lt. Djsane O. attacked one firing two bursts from astern. R/A went out of control and was seen by Blue 3 to crash in a small wood 5 miles S.W. of Caen. The other e/a dived away and was not seen again. Just after this incident, 331(N) Squadron attacked a formation of F.W.190's attempting to bounce the close escort and several dog fights took place, and the wing was split up. About 15-20 miles out from the French coast, 8 F.W.190's came into attack the rear of the bombers. These e/a were dealt with by this Squadron. Blue 4, Capt. Christie W. damaging one and Sgt. Bæthter C. Blue 2, firing a long burst at another but makes no claim. Blue 2 became separated and was jumped by 8 F.W.190's. He managed to evade and reached base at Ford where he refuelled then returned to base. His aircraft was damaged and classed as Cat. "B". After the e/a had been driven off by this Squadron our aircraft came back singly and in pairs without further incident. Weather:- Ground haze. Slight cloud at 25,000 feet. Visibility very good. Claims:- 2/Lt. Djsane O. 1 F.W.190 destroyed. Capt. Christie W. 1 F.W.190 damaged. Losses:- Nil. One aircraft damaged Cat. "B".	APPENDICES VIII - IX
	SN.397	2/Lt. Waerner T.	" "	" "			
	BS.507	Capt. Rye J.	" "	" "			
	BS.540	2/Lt. Poase G.	" "	" "			
	BS.627	2/Lt. Bæster B.	" "	" "			
	SN.177	Capt. Christie W.	" "	" "			
BS.249	Sgt. Bæthter C.	" "	" "				
BS.248	2/Lt. Djsane O.	" "	" "				
14-4-43	SPITFIRE IX.						
	SN.177	2/Lt. Poase G.	Scramble.	1140	1205	Yellow section. There is nothing to report from this	
	BS.627	Sgt. Sand E.	" "	" "	" "	scramble as the raid faded.	
	SN.182	Major Thorsager P.	Rumrod 50	1545	1735	9 Spitfire IX's of this Squadron led by Major P.Thorsager took off together with 331(N) Squadron on a Rumrod operation (Rumrod 50 repeated). W/Cdr. P.G. Jameson D.S.O., D.F.C. was leading the wing. Course was set for Walcheren at 1550 hours, flying at sea level until 1615 hours and then climbing reaching Northern point of Walcheren at 15,000 feet- 40 minutes after setting course. As there was 10/10ths cloud at 16,000 feet in the area, the wing did not climb further. This Squadron on top was just below cloud base. As 6 e/a were reported in the Ostende area, the wing turned starboard and flew along coast to Ostende, keeping just outside of the Flak Range. No e/a were seen so the wing turned and flew back to Norddijkoff where course was set for base at 1650 hours. 8 small vessels in line astern, believed to be "U" boats were observed from 15,000 feet at 1645 hours 20-25 miles off Hooker-Steens. These vessels were travelling N.W. at great speed. Weather:- 10/10ths cloud at 16,000 feet. Visibility very good.	
	BS.627	2/Lt. Gillhaus J.	(repeated)	" "	" "		
	BS.507	Capt. Rye J.	" "	" "	" "		
	SN.397	2/Lt. Poase G.	" "	" "	" "		
	BS.540	2/Lt. Bæster B.	" "	" "	" "		
	SN.177	Capt. Christie W.	" "	" "	" "		
	BS.255	Sgt. Sandvik E.	" "	" "	" "		
BS.248	2/Lt. Djsane O.	" "	" "	" "			
BS.401	Sgt. Nordfart E.	" "	" "	" "			
SN.177	2/Lt. Gillhaus J.	Scramble	1930	2020	Yellow section. No e/a were seen on this scramble and		
SN.182	2/Lt. Birstein N.	" "	" "	" "	the pilots have nothing to report.		

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

(Form 101) W.L. 497-48 (Rev. 15th Dec. 1943)

FOR THE MONTH OF April 1943 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
15/4/43	SPITFIRE IX. EN. 397 EN. 182 BS. 507 BR. 627 BS. 540 BS. 255 BS. 101 BS. 218	2/Lt. Haasner T. Major Thorsager F. P/O. Posse G. Sgt. Sand R. 2/Lt. Puglesang N. Capt. Christie W. P/Sgt. Ryghof K. 2/Lt. Dijkne G.	Rodeo 204 " " " " " " " " " " " " " "	1720 " " " " " " 1870	1850 " " " " " " 1870	8 Spitfire IX's of this Squadron, led by Major F. Thorsager, took off with 331 (H) Squadron on Rodeo 204 with this Wing acting as third fighter echelon. Major F. Thorsager was leading the Wing. The English coast was crossed at Dungeness at 14,000 feet and course was set for the French coast. Climbing on the way across the Channel, the French coast was crossed near Hardelet at 22,000 feet. The Wing turned to port and swept inland over St. Omer, Ypres and Mardyck where it turned to South towards St. Omer. Heights during this sweep varied from 25-32,000 feet. Approaching St. Omer for the second time, Appledore Control reported a number of a/a to the South. These a/a were not seen and the Wing turned to starboard crossing the French coast between Sangatte and Cap Gris Nez at about 1820 hours. Course was set for base and the Squadron had landed by 1850 hours sans Spitfires without further incident. Weather:- 3/10ths cloud in thin layers between 18 and 30,000 feet somewhat hampered this operation. No a/a seen and no flak experienced.	
16/4/43	SPITFIRE IX. BS. 507 BS. 540 EN. 182 EN. 397 BS. 218 BS. 255 BS. 101	Major Thorsager F. 2/Lt. Gillman J. Lieut. Hestair N. Sgt. Bolstad K. 2/Lt. Dijkne G. Sgt. Hauge N. Sgt. Harfjord N.	Circus 283 " " " " " " " " " " " "	1340 " " " " " "	1525 " " " " " "	7 Spitfire IX's of this Squadron took off from North Weald with 331 (H) Squadron to act as first fighter echelon on this operation. 12 Ventura's bombing the Chemical works at Osterde. W/Odr. P. C. Jameson D.S.O., D.F.C. was leading the Wing. The English coast was crossed at Glaston at sea level and course was set for Noorderhoofd. The Wing remained on the deck until 1442 hours when the formation started climbing reaching Noorderhoofd at 20,000 feet, 46 minutes after take off. Two orbits off Walcheren were made at 22,000 feet where three F. 190's were observed flying South off coast some 5,000 feet below. This Squadron was ordered to stay above as cover while 331 (H) Squadron went down to attack the huns, all of which were destroyed. The W/Odr reformed 331 after the attack and returned to base. Meanwhile, this Squadron, having made several orbits off Walcheren, sighted about 7 a/a F. 190's coming into attack from the Sans Van Gent area. These a/a were 1,000 above, i.e. 25,000 feet. The Squadron turned to attack and some dog fights developed during which Major F. Thorsager destroyed an F. 190 and 2/Lt. Gillman J. probably destroyed another without loss to ourselves. The remainder of the a/a took evasive action and were not seen again. The Squadron reformed and was soon ordered towards Manston as a/a appeared in that area. This order was soon cancelled as the a/a had turned back, so course was set for base. One vessel of about 4,000 tons escorted by 12 "E" boats was seen 6-10 miles off Noorderhoofd heading South. Weather:- Mainly clear over whole area covered during this operation. Visibility very good. Claims:- Major F. Thorsager 1 F. 190 destroyed. 2/Lt. Gillman J. 1 F. 190 probably destroyed. Losses:- Nil.	APPENDIX 5 2 + 11
	SPITFIRE VB. AD. 138 BL. 541 BL. 541 AD. 138	2/Lt. Puglesang N. P/Sgt. Ryghof K. 2/Lt. Haasner T. Sgt. Hauge N.	Convoy Patrol " " " " " "	1825 " 2035 "	2005 " 2135 "	Pink section. None of the pilots have anything to report from these patrols which were carried out off the Sector coastline. Yellow section.	
	SPITFIRE IX. BS. 255 EN. 182	Sgt. Harfjord N. Sgt. Sandvik G.	" " " "	1925 "	1955 "	Black section.	

112

PUBLIC RECORD OFFICE

Reference:- AIR 27/1728

1	2	3	4	5	6
	1			2	

AIR 2771728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
17-4-43	SPITFIRE IX.						
	EN.177	Capt. Christie W.	Rodeo 206	1235	1440	The 10 Spitfire IX's of this Squadron, led by Major P. Thorsager, crossed the English coast over Bradwell at 10,000 feet. Course was set for Furnes which was reached at 1315 hours at 25,000 feet. The wing was now taken over by Applodeur Control and swept inland over Brancos - Ypres and Haselrouck - Bethune and Lens. The wing then turned N.E. to just East of Lille and turned to port crossing the French coast out at Gravelines. When in the Ypres area, nine plus e/a were reported coming up, 5,000 feet below. These e/a were not seen and were later reported to have gone down again. The Squadron returned to base without incident and had landed by 1440 hours.	
	BS.255	Sgt. Bjatkor C.	" "	" "	" "		
	BS.248	2/Lt. Djéms O.	" "	" "	" "		
	BS.401	Sgt. Herfjord K.	" "	" "	" "		
	BS.540	2/Lt. Pugleang N.	" "	" "	" "		
	BS.508	Major Thorsager F.	" "	" "	" "		
	BS.507	Capt. Rye J.	" "	" "	" "		
	BR.627	Sgt. Bakke F.	" "	" "	" "		
EN.397	2/Lt. Bosse G.	" "	" "	" "			
BS.250	Sgt. Sand E.	" "	" "	" "			
			Weather:- very thin streaks of cloud about 30,000 feet - otherwise clear. Visibility good. Smoke trail height:- 29,000 feet.				
18-4-43	SPITFIRE IX.						
	EN.177	Capt. Christie W.	Scramble	0715	0740	Blue section.	The pilots taking part in these sorties have nothing of operational interest to report.
	BS.255	Sgt. Bjatkor C.	" "	" "	" "		
	SPITFIRE VB.						
	BL.541	Lieut. Ulstein E.	Convoy Patrol	1145	1330	Yellow section.	
	BL.294	Sgt. Sand E.	" "	" "	" "		
	BL.355	F/Sgt. Rønne K.	" "	1245	1435	Black section.	
	BL.364	Sgt. Herfjord K.	" "	" "	" "		
	SPITFIRE IX.						
	EN.177	Capt. Christie W.	Scramble	1350	1445	Blue section.	
BS.255	Sgt. Sandvik S.	" "	" "	" "			
BS.249	2/Lt. Djéms O.	" "	1355	1410	Green section.		
BS.401	Sgt. Hauge E.	" "	" "	" "			
SPITFIRE IX.							
	BS.508	Major Thorsager F.	Ramrod 64	1745	1925	11 aircraft of this Squadron, led by Major Thorsager, took off from North Weald with 331(N) Squadron on this operation. W/Odr. P.C. Jameson D.S.O., D.F.C., flying with the latter, was leading the wing. The English coast was crossed at Bradwell below 500 feet and course was set for Blankenberghes. The wing remained at sea level for 16 minutes and then started climbing. The Belgian coast was crossed over Blankenberghes at 1828 hours with the wing flying at 17,000 feet. The W/Odr. had to return at this time as he was unable to release his jettison tank. Major Maehre D.F.C., 331(N) Squadron leader took over the wing. Continuing to climb, the wing swept over Bruges and Dinslade which they reached at 26,000 feet. E a/e were then observed flying inland at same height. These a/e were not identified and disappeared into base as soon as they had been seen. The wing recrossed the coast near Dunkirk at 30,000 feet. An orbit to port was then made bringing the wing a few miles inland before recrossing the coast near Maryok. Course was now set for base where the wing had landed by 1930 hours without further incident. No dropping was seen and no flak experienced. The weather was mainly clear but hazy, particularly to the South. Visibility good.	
	BS.250	Sgt. Sand E.	" "	" "	" "		
	BS.507	2/Lt. Bosse G.	" "	" "	" "		
	BS.540	Sgt. Bakke F.	" "	" "	" "		
	EN.182	2/Lt. Raeder B.	" "	" "	" "		
	EN.397	Sgt. Holstad K.	" "	" "	" "		
	EN.177	Capt. Christie W.	" "	" "	" "		
	BS.248	2/Lt. Djéms O.	" "	" "	" "		
	BS.401	Sgt. Herfjord K.	" "	" "	" "		
	BS.249	F/Sgt. Rønne K.	" "	" "	" "		
	BS.255	Sgt. Sandvik S.	" "	" "	" "		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

FORM 541

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Field.

SECRET

PAGE NO. 317

FOR THE MONTH OF April 1943

(1931) W. 911-35 50,000 5142 U.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
19-4-43		No operational flying today.						
20-4-43	Spitfire VB. BL 541	2/Lt. Fosse G.	Convoy Patrol	1010	1150	Pink Section. All these convoy patrols were uneventful.		
	BL 294	2/Lt. Isaacson E.	"	"	"	"		
	AD 138	2/Lt. Raeder B.	"	1110	1250	Purple Section.		
	AD 292	Sgt. Aanessen O.	"	"	"	"		
	BL 541	2/Lt. Gilhaus J.	"	1300	1450	Purple Section.		
	AD 138	Sgt. Bakke F.	"	"	"	"		
	SPITFIRE II.							
	BS 248	2/Lt. Djéane O.	Scramble	1020	1105	Green Section. A Ju 88 was destroyed by the section led by 2/Lt. M. Eriksen D.F.M.		
	BS 249	Sgt. Hauge E.	"	"	"	"		
	EN 177	Capt. Christie W.	"	1735	1750	Blue Section. See attached combat report and form 540 page 8 for full details. The pilots have nothing to report from the other two	APPENDIX XVII	
	BS 401	Sgt. Herfjord K.	"	"	"	"		
	EN 177	2/Lt. M. Eriksen D.F.M.	"	1130	1210	Blue Section.		
	BS 401	Sgt. Herfjord K.	"	"	"	scrambles.		
	SPITFIRE IX.							
	EN 397	2/Lt. Weerner T.	Circuit 289.	1500	1630	11 Spitfire IX's, led by the W/Odr., together with 331(N) Squadron flew on course for Zebrugge at sea level for 20 minutes and then started climbing. Zebrugge was reached with the wing flying at 18,000 feet some 35 minutes after take-off. The wing made three orbits over Zebrugge and our pilots saw the bombers coming in over the target. A turn to port was made along the coast, as the bombers had crossed out unaltered. The coast was followed down to Gravelines flying between 25 and 30,000 feet. No s/a were seen and course was set for base at about 1555 hours. No flak was experienced. Two small vessels - believed to be mine-sweepers were observed three miles off going east.		
	BS 508	Major Thorsager P.	"	"	"	"		
	EN 182	2/Lt. Raeder B.	"	"	"	"		
	BS 507	Capt. Rye J.	"	"	"	"		
	BR 627	Sgt. Bolstad K.	"	"	"	"		
	BS 540	2/Lt. Fuglesang N.	"	"	"	"		
	BS 250	Sgt. Bakke F.	"	"	"	"		
	BS 401	Capt. Christie W.	"	"	"	"		
	BS 248	Sgt. Hauge E.	"	"	"	"		
	BS 255	2/Lt. M. Eriksen D.F.M.	"	"	"	"		
	BS 249	2/Lt. Westly E.	"	"	"	"		
		Weather:- haze in the whole area of combat. Scattered clouds between 4 and 5,000 feet over Northern France and Belgium.						
	SPITFIRE IX.							
	BS 507	Capt. Rye J.	Scramble	2015	2025	A flight was scrambled and ordered to land very soon after take-off. There is nothing at all to report from this flight.		
	EN 397	2/Lt. Weerner T.	"	"	"	"		
	EN 182	2/Lt. Raeder B.	"	"	"	"		
	BR 627	Sgt. Bolstad K.	"	"	"	"		
	BS 540	2/Lt. Fuglesang N.	"	"	"	"		
	BS 250	Sgt. Bakke F.	"	"	"	"		

113

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21-4-43	SPITFIRE IX. EN.182	W/Odr. P.C. Jameson D.S.O., D.F.M.	Circus 290	1135	1300	11 Spitfire IX's of this Squadron, led by Major Thorsager P., took off together with 331(N) Squadron. The W/Odr., flying an a/c from this Squadron, was leading the Wing with 331(N) Squadron. Course was set for Beachy Head where the coast was crossed at 10,000 feet. Flying on a course of approx. 145 degrees, the Wing climbed gradually as they crossed the Channel. The W/Odr. decided not to go higher than 17,000 feet as there was 10/10th cloud at this height. Le Treport was reached 40 minutes after take-off and the Wing swept inland towards Abbeville when they saw the bombers and their escort crossing coast and went out behind them on the way back to the English coast. When approx. 10 miles off the coast, the Wing turned North and followed the French coast to Cap Gris Nez increasing angle to 24,000 feet as cloud decreased to 5/10th at 25,000 feet in the Boulogne area. On reaching Cap Gris Nez, a wide starboard orbit was made bringing the Wing a few miles inland. As nothing was seen, the Wing recrossed the French coast near Boulogne and set course for base. No Flak was experienced and no e/a or shipping seen.	
	EN.177	Capt. Christie W.	"	"	"		
	EN.404	Sgt. Sandvik G.	"	"	"		
	EN.255	2/Lt. M. Erikson D.F.M.	"	"	"		
	EN.248	P/Sgt. Rynhof K.	"	"	"		
	EN.249	2/Lt. Westly E.	"	"	"		
	EN.508	Major Thorsager P.	"	"	"		
	EN.250	Capt. Pron R.	"	"	"		
	EN.507	Capt. Egg J.	"	"	"		
	EN.540	2/Lt. Fuglesang N.	"	"	"		
	EN.627	2/Lt. Gillhaus J.	"	"	"		
	EN.397	2/Lt. Warner T.	"	"	"		
	SPITFIRE IX. EN.508	Major Thorsager P.	Scramble	1940	2045		
EN.397	2/Lt. Warner T.	"	"	"	Sector coastline. These orders were carried out and		
EN.507	Capt. Egg J.	"	"	"	there is nothing to report.		
EN.627	Sgt. Dolstad A.	"	"	"			
EN.540	2/Lt. Fuglesang N.	"	"	"			
EN.182	Sgt. Dakke P.	"	"	"			
22-4-43	SPITFIRE VB. AD.138	2/Lt. Raeder M.	Numberb	1650	1750	Pink section. This section did not carry out its planned operation owing to bad weather. See details on page Ten of Form 540.	
	BL.541	2/Lt. Fuglesang N.	"	"	"		
22-4-43	SPITFIRE IX. EN.627	2/Lt. Gillhaus J.	Scramble	1905	1950	Yellow section. There is nothing to report from this scramble.	
	EN.182	Sgt. Sand E.	"	"	"		
	EN.255	2/Lt. M. Erikson D.F.M.	Scramble.	2050	2135	These six aircraft were scrambled and ordered to Bradwell at 20,000 feet. Reaching 24,000 feet, the flight was ordered to patrol coast off Bradwell at 10,000 feet. The patrol was uneventful.	
	EN.177	Sgt. Rytiker G.	"	"	"		
	EN.249	2/Lt. Westly E.	"	"	"		
	EN.404	Sgt. Westjord A.	"	"	"		
	EN.248	P/Sgt. Rynhof K.	"	"	1950	2100 weather: Thin layers of cloud at 20,000 feet. Visibility poor.	
EN.397	Sgt. Range K.	"	"	2135			
23-4-43		No operational flying today.					
24-4-43	SPITFIRE IX. EN.182	2/Lt. Warner T.	Scramble	0730	0905		

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NDE.

(Form No. 1) W. 943-58 50,000 51st T.S. 700

FOR THE MONTH OF April 1943. 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
24-4-43	SPITFIRE IX.								
	BS. 507 BS. 540 BR. 627 EN. 397 EN. 182 BS. 508	2/Lt. Fosse G. 2/Lt. Puglesang N. 2/Lt. Gilhaus J. Sgt. Bolstad K. 2/Lt. Rueder B. Sgt. Bakke F.	Scramble " " " " "	0730 " " " " "	0905 " " " " "	"A" flight was scrambled and told to patrol Clacton-Cantebury between 5 and 10,000 feet. Apart from being ordered to "down" a balloon approx. 10 miles North of Haine Bay, this patrol was uneventful.			
24-4-43	EN. 182 BS. 540	Sgt. Herfjord K. Sgt. Bakker O.	Scramble "	1935 "	2010 "	Blue section. This scramble was uneventful and the pilots have nothing to report.			
	25-4-43	No operational flying today.							
26-4-43	SPITFIRE VB.								
	BL. 541 AD. 138	Capt. Rvg J. Sgt. Aanjesen O.	Convoy patrol "	0855 "	1025 "	Red section.			
26-4-43	SPITFIRE IX.								
	EN. 397 BS. 404 BS. 540 EN. 182	2/Lt. Fosse G. Sgt. Bakke F. 2/Lt. Puglesang N. Sgt. Sand E.	Convoy patrol " " "	0930 " 0930 "	1015 " 1015 "	Yellow section. White section.	There is nothing of operational interest to report from any one of these patrols.		
26-4-43	SPITFIRE VB.								
	BL. 860 BL. 355 AD. 138 BL. 541 BL. 294 AD. 292 BL. 860 BL. 541 AD. 138 BL. 355 BL. 541 BL. 860	Sgt. Herfjord K. Sgt. Haage E. 2/Lt. Gilhaus J. Sgt. Odman H. P/Sgt. Rahnhof A. 2/Lt. Isachsen H. 2/Lt. Fosse G. Sgt. Kain R. 2/Lt. Waerner T. Sgt. Aanjesen O. 2/Lt. Rueder B. 2/Lt. Isachsen H.	Convoy patrol " " " " " " " " " " "	0950 " 1055 " 1155 " 1350 " 1445 " 1540 "	1135 " 1230 " 1345 " 1420 " 1615 " 1630 "	Pink section. Red section. Blue section. Red section. Purple section. Yellow section.			
	27-4-43	SPITFIRE VB.							
		AD. 138 BL. 541 BL. 355 BL. 294 BL. 355 AD. 292	2/Lt. Waerner T. Lt. Ravn H. P/Sgt. Rahnhof A. Sgt. Kain R. Sgt. Sand E. Sgt. Aanjesen O.	Convoy patrol " " " " "	1105 " 1005 " 1205 "	1245 " 1145 " 1345 "	Pink section. White section. White section.	There is nothing of operational interest to report from these three patrols.	
		28-4-43	SPITFIRE VB.						
			AD. 138 BL. 860 BL. 355 BL. 294	Lieut. Ulstein E. Sgt. Sand E. Sgt. Herfjord K. Sgt. Isaland J.	Patrol " " "	1855 " 1955 "	2035 " 2130 "	Yellow section. Pink section.	The pilots have nothing to report from these two patrols.

111

Reference: PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
29-4-43	SPITFIRE VB.						
	BL. 355	Sgt. Herfjord	Convoy patrol	0930	1050	Pink section.	The pilots have nothing to report from these defensive sorties.
	BL. 294	P/Sgt. Rønne K.	"	"	"	"	
	AD. 138	2/Lt. Fuglesang H.	Patrol	1010	1155	Purple section.	
	BL. 541	Lieut. Ravn H.	"	"	"	"	
	BL. 294	2/Lt. Djøns O.	"	1245	1325	Pink section.	
	BL. 355	Sgt. Herfjord K.	"	"	"	"	
	AD. 138	2/Lt. Gilman J.	"	1315	1425	Purple section.	
	BL. 541	Lieut. Ravn H.	"	"	"	"	
	BL. 355	Lieut. Ulstein N.	"	1530	1705	Purple section.	
BL. 294	Sgt. Aanjesen O.	"	"	"	"		
29-4-43	SPITFIRE IX.						
	BS. 508	Major Thorsager P.	Hamrod 66	1150	1315	10 Spitfire IX's, led by Major P. Thorsager, together with	331(N) Squadron climbed from Tenterden and crossed the English coast at 18,000 feet over Dungeness. Continuing climbing across the Channel, the French coast was crossed south of Berck at 19,000 feet. Still climbing the wing then swept inland as far as Bethune and crossed coast out at Gravelines having reached 26,000 feet. When between Berck and Bethune, a warning was received of 20 e/a to the south of the wing but these e/a were not seen. Two small ships were seen in Calais Harbour and one medium and one small in Boulogne harbour. Estimation of tonnage impossible owing to the height at which the wing was flying. Weather:- Heavy in layers up to 12,000 feet, and then at 30,000 feet over France. 6/10ths cloud between 5-6,000 feet. Over France there was a strong wing, approx. 400 e.p.h. at 20,000 feet Northerly direction.
	BS. 290	2/Lt. Fosse C.	"	"	"	"	
	BS. 507	Capt. Rye J.	"	"	"	"	
	BS. 397	Sgt. Bakke P.	"	"	"	"	
	BS. 540	Lieut. Ulstein N.	"	"	"	"	
	NI. 182	Sgt. Sand E.	"	"	1245	"	
	NI. 177	2/Lt. Eriksen D.P.M.	"	"	1315	"	
	BS. 627	Sgt. Sandvik G.	"	"	"	"	
	BS. 401	2/Lt. Raeder E.	"	"	"	"	
	BS. 248	Sgt. Hauge E.	"	"	"	"	
	NI. 177	2/Lt. Eriksen H., D.P.M.	Diversionary	1730	1850	Operating from Manston, 10 Spitfire IX's, led by Major P.	
	BS. 627	Sgt. Egdiker C.	Sweep in connection	"	"	Thorsager, took off together with 331(N) Squadron flying at	
BS. 248	2/Lt. Djøns O.	with a No. 12	"	"	sea level for 10 minutes and then climbed to 25,000 feet on		
BS. 401	P/Sgt. Rønne K.	Group Roadstead.	"	"	a course to Walcheren. A wide right hand orbit was made over		
BS. 508	Major Thorsager P.	"	"	"	Walcheren and the main land bringing the wing out near Knocke.		
BS. 540	2/Lt. Fuglesang H.	"	"	"	Accurate and intense heavy flak experienced from the Flushing		
BS. 507	Capt. Rye J.	"	"	"	area, and marker flak from Ostende. e/a were reported to the		
NI. 182	Sgt. Bakke P.	"	"	"	south of the wing before crossing the Dutch coast out, but		
BS. 290	2/Lt. Fosse C.	"	"	"	neither height nor number was given and they were not seen by		
NI. 397	2/Lt. Waerner T.	"	"	"	the wing. Course was set for North Weald base and the wing		
					landed without further incident.		
					Weather:- North sea - haze to 6,000 feet. Thin cloud at 26,000 feet. Visibility good below cloud, poor over sea.		
30-4-43		No operational flying today.					

P. Thorsager
 Major Commanding,
 332(Norwegian) Squadron.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE

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

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	1-5-43.		<p>At 1010 hours 9 aircraft of this Squadron led by Major F. Thorsager took off together with 331(N) Squadron on Circus 293. The North Weald Wing was going to act as Forward Support to 12 Bostons bombing marshalling yards at Caen. The Wing proceeded via Beachy Head to 10 miles North of Fecamp. Owing to cloud conditions, the Wing leader selected to stay below cloud, but two sections of 331(N) and 332(N) Squadrons had already started to climb as planned. One section of this Squadron flew off the coast past Le Havre and climbed to 15,000 feet into clear weather over the sea North of Caen. Then losing height, the section returned to Fecamp and came back via Beachy Head. Slight flak was experienced from Etretat. Remainder climbed to 24,000 feet in estimated Tricouville area. Then made one orbit above cloud off Le Havre and returned via Shoreham. The Squadron had landed by 1155 hours.</p> <p>Weather:- Channel, scattered cloud 3-10,000 feet. Over France, clear N.W. of Le Havre.</p> <p>The following pilots from this Squadron took part: Major F. Thorsager, 2/Lt. T. Waerner, Sgt. Bakke, 2/Lt. J. Gilhaus, Sgt. E. Sand, Capt. W. Christie, Sgt. C. Bødtker, 2/Lt. B. Baeder, 2/Lt. K. Herfjord.</p>	
North Weald	2-5-43.		<p>There were scattered clouds increasing towards the end of the day. In the afternoon three sections on readiness were scrambled. The flight was later ordered to patrol Barrow Deep. There is nothing to report. The flight took off at 1505 hour and landed at 1550 hours. The following pilots took part: Capt. W. Christie and 2/Lt. H. Isachsen, Blue Section, 2/Lt. M. Eriksen, D.F.M. and 2/Lt. O. Djsæne, Green Section, 2/Lt. B. Baeder and F/Sgt. K. Rønhof, Black Section.</p> <p>At 1745 hours the pilots were called to a briefing in connection with No. 12 Group Ramrod 15. The North Weald Wing was going to carry out a covering sweep in the Flushing area. At 1830 hours 11 aircraft of this Squadron led by Major F. Thorsager took off together with 331(N) Squadron. W/Odr. P.J. Jameson, D.S.O., D.F.C. was leading the Wing, flying at sea level until 1905 hours the Wing then started climbing rapidly - a head wind helping. The Wing passed the Northern tip of Walchern and proceeds as far as the Island of Tholen. Just East of Walchern Blue Section of this Squadron dived to attack 2 F.W. 190's some 1500 feet below to port. Blue 2, 2/Lt. Isachsen followed his No. 1, 2/Lt. Eriksen, and reports that Blue 1 destroyed one of the F.W. 190's - seeing it dive down and catch fire. At this time Blue 1 and 2 were attacked by 5 F.W. 190's from starboard quarter and slightly above. Blue 2 had to take violent evasive action, and when he was able to look in the direction of his No. 1, 2/Lt. Eriksen, he saw no Spitfire, but a pilot descending by parachute some 2000 feet below over Walchern Island. Yellow 1, Lieut. Ulstein E., reports having seen Blue Section diving to attack and later saw a Spitfire explode - this was probably the aircraft of Blue 1, 2/Lt. M. Eriksen, D.F.M., who is missing from this operation. The remainder continued and were on the way out attacked by numerous F.W. 190's coming out of cloud above. A number of engagements took place and in combat 2/Lt. Gilhaus damaged a F.W. 190. Yellow 1, XXXX Lieut. Ulstein, dived to meet attack followed by his No. 2, 2/Lt. Fuglesang. Yellow 1 opened fire on a F.W. 190 from head on and was himself fired upon simultaneously. The F.W. 190 missed Yellow 1 by aiming to low. When Yellow 1 pulled up, he did not see his No. 2 again, and 2/Lt. N. Fuglesang did not return from this operation. Yellow 1 thinks there may be a chance that the e/a that missed him could have hit his No. 2. 2/Lt. Djsæne, Blue 3, became separated from the rest of the formation during the engagements. When about 3 miles off the coast of Walchern, 2/Lt. Djsæne saw 2 F.W. 190's coming in from the sea. Blue 3 attacked and destroyed one of these e/a. Further out to sea</p>	APPENDIX I 115

(Continued page two.)

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	2-5-43.	(Cont'd)	<p>2/Lt. Djønne saw a F.W. 190 attacking a Spitfire which was taking violent evasive action. Closing in to 150 yards, 2/Lt. Djønne shot F.W. 190 down in flames finally seeing it crash into the sea. 2/Lt. Isachsen and 2/Lt. Gilhus both landed at Bradwell on their way to base. The remainders landed at North Weald by 2020 hours. The Wing destroyed 6 F.W. 190's on this operation - to the loss of 4 Spitfires and 4 pilots N.I.R. Weather:- 8/10th cloud at 24500 feet in combat area. From this Squadron the following pilots took part: Major F. Thorager, 2/Lt. J. Gilhus, Lieut. E. Ulstein, 2/Lt. Pugesang, 2/Lt. Fosse, 2/Lt. M. Eriksen, D.F.M., 2/Lt. H. Isachsen, 2/Lt. O. Djønne, Sgt. O. Bøtner, B/Sgt. K. Rønne, Sgt. S. Sandvik.</p>	APPENDIX I
North Weald	3-5-43.		<p>The weather was fair with scattered clouds. There was a strong East wind throughout the day. At 1710 hours 9 aircraft of this Squadron took off from North Weald together with 331(N) Squadron to act as first fighter echelon in Rodeo 212. W/Odr. P. G. Jameson, D.S.O., D.F.C., flying with this Squadron, was leading the Wing. Climbing from base, the Wing passed through thin layers of cloud at 25-31,000 feet and arrived in estimated position of Walchern. Here many Thunderbolts were seen. On starboard orbit was made and the Wing proceeded along the coast to just East of Dunkirk where the French coast was crossed. A small orbit was made just inland of Dunkirk and 3 e/a - believed to be F.W. 190's were seen about 10,000 feet below. This Squadron went down after these e/a, but was not able to catch up with them as e/a dived inland. The Squadron landed at base by 1845 hours without further incident. The following pilots took part: W/Odr. P.G. Jameson, D.S.O., D.F.C., Major F. Thorager, 2/Lt. Fosse, Sgt. E. Sand, 2/Lt. J. Gilhus, Sgt. P. Bakke, Capt. W. Christie, 2/Lt. E. Westly, 2/Lt. K. Herfjord, 2/Lt. T. Waerner.</p>	
North Weald	4-5-43.		<p>The weather was continuously clear, but the wind was fairly strong during the day. The Squadron was on readiness from 1300 hours and some convoy patrols were carried out by sections of two aircraft each. These convoy patrols were uneventful, they were composed as follows: 2/Lt. T. Waerner and Sgt. E. Sand, White section, took off at 1300 hours, landed at 1425 hours. 2/Lt. E. Westly and Lieut. H. Kavn, Pink section, took off at 1400 hours and landed 1500 hours.</p> <p>The pilots had been briefed in the afternoon in connection with Circus 294. At 1910 hours 9 aircraft of this Squadron, led by Capt. W. Christie, O.C. "B" Flight, took off together with 331(N) Squadron to act as 2nd high cover for 12 Venturas which were going to bomb Abbeville marshalling yards. W/Odr. P.G. Jameson, D.S.O., D.F.C., was leading the Wing. The Station Commander, Group Captain D.G. Morris, D.F.C., also took part in this operation. He was flying with 331(N) Squadron. The Wing took off from base flying at ground level, then started climbing just before the English coast was crossed at Rye at 1923 hours. The French coast was crossed at 1944 hours flying at 20,000 feet over Ault. Finding 10/10th of cloud at 24,000 feet over France, the Wing climbed through towards Abbeville and reached 31-33,000 feet. The Wing turned back losing height gradually to 29,000 feet over some estuary which was clear of clouds. 2 groups, each of 3 e/a were seen going towards France at 22,000 feet. Leaving this Squadron as cover, the W/Odr. dived down with 331(N) Squadron to attack the e/a - which all were M.E. 109's. In combats developing, 331(N) Squadron destroyed 3 of the e/a and damaged 3 others to the loss of one Spitfire and 1 pilot. The Wing reformed up sun and returned to base crossing the English coast East of Ungeness. The Squadron had landed by 2040 hours. The following pilots took part: Capt. W. Christie, 2/Lt. T. Waerner, 2/Lt. J. Gilhus, 2/Lt. E. Fosse, Sgt. E. Sand, Sgt. P. Bakke, 2/Lt. B. Raeder, 2/Lt. K. Herfjord.</p>	
North Weald	5-5-43.		5/10th Cloud and strong wind all day. No operational flying was carried out by this Squadron to-day.	
North Weald	6-5-43.		10/10th cloud in the North Weald area all day. The Squadron was on readiness from 1300 hours. There was no operational flying. Two Sgt. Pilots arrived from O.T.U. today.	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. THREE

See instructions for use of this form in K.R. and A.C.I., para. 2319, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

No. of pages used for day

of (Unit or Formation) 332(N) Squadron, North Weald.

Place	Date	Time	Summary of Events	References to Appendices
North Weald	7-5-43.		The weather was cloudy throughout the day - decreasing towards the evening. The Squadron was off readiness at 1300 hours. In the afternoon pilots were briefed in connection with Fighter Rodeo 214. At 1810 hours 11 aircraft including W/Odr. P.G. Jameson, D.S.O., D.F.C. took off from North Weald together with 331(N) Squadron. The Wing started climbing at Maidstone and crossed the English coast at Dungness at 14,000 feet. Still climbing the Wing crossed the French coast at Berck at 23,000 feet - this Squadron below and 331(N) Squadron on top. Course was set for St. Omer reaching this area at 24,000 feet. 4 M.E. 109's were seen heading South and Blue section of this Squadron broke to attack. Following $\frac{e}{2}$ down to 16,000 feet, 2/Lt. Westly and 2/Lt. Isachsen each damaged a M.E. 109 observing cannon strikes on fuselage. The Wing reformed and returned via Gravelines at 24,000 feet. 2/Lt. Isachsen landed at Manston to refuel. Inaccurate flak was experienced in the Gravelines area. Weather:- Mainly clear in the Channel and over Northern France. Visibility good. The Squadron had landed by 1935 hours and the following pilots took parts W/Odr. P.G. Jameson, D.S.O., D.F.C. 2/Lt. Z. Wazner, Major F. Thorsager, Lieut. E. Ulstein, Sgt. O. Aanjesen, 2/Lt. G. Fosso, Sgt. E. Bakke, Capt. W. Christie, 2/Lt. H. Isachsen, 2/Lt. E. Westly, Sgt. E. Hauge.	APPENDIX <u>II - IV</u>
North Weald	8-5-43		Strong wind in the morning with rain in the afternoon. The Squadron was released off camp at 0945 hours.	
North Weald	9-5-43		The wind increased and heavy rain most of the day. At 1300 hours, one flight was released off camp. The other Flight was on 30 minutes but no flying was carried out owing to the bad weather.	
North Weald	10-5-43		The weather continued to be very bad. One flight was released off camp at 1300 hours and the other flight was on 15 minutes. There was no flying at all today owing to the bad weather.	
North Weald	11-5-43		Fair in the early morning then becoming cloudy with thick ground haze. Pilots were briefed for Circus 295 in which this Wing was going to act as 4th Fighter Echelon. At 1235 hours, 12 Spitfire IX's of this Squadron, led by Major F. Thorsager, took off together with 331(N) Squadron. The Wing climbed to gain 10,000 feet over base before setting course for North Foreland. Whilst still climbing over base, the Wing was ordered to land as the operation was cancelled.	
North Weald	12-5-43		Generally 10/10ths cloud all day. In the afternoon, two sections of two aircraft each were scrambled. These sections were given several vectors - increasing and decreasing height, but nothing was seen and the pilots had nothing to report on landing. Red section. Major F. Thorsager and Sgt. Odman H. took off 1625 and landed at 1700 hours. Yellow section. Capt Ryg J. and Sgt. Aanjesen O. " " 1625 " " 1700 " Sgt. Borge B. was killed today in an aircraft accident while out on practice cloud flying. The cause of the accident is very obscure and is being investigated by the Accidents Branch. His aircraft was damaged beyond repair when it crashed into the ground.	

116

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 127/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald	13-5-43		<p>Fair all day. The pilots were briefed in the early morning for Circus 296 in which this Wing was acting as 4th Fighter Echelon to six Mitchells attacking Boulogne Maraballing Yards. At 1135 hours, 12 Spitfire IX's, led by Major F.Thorsager, took off together with 331(N)Squadron. Having climbed to 10,000 feet over base, the Wing set course for North Foreland where the coast was crossed at 25,000 feet - this Squadron was flying on top with 331(N)Squadron slightly ahead and below. The Wing continued to climb whilst crossing the Channel and the French coast was crossed at 28,000 feet over Mardyck. St.Omer area was reached at 30,000 feet. As e/a were reported in the Cap Gris Nez area, the Wing turned in this direction and was taken over by Appledore Control. Nothing was seen and the Wing turned back towards St.Omer - still at 30,000 feet. North of St.Omer a number of e/a were sighted flying South 6-7,000 feet below. 331(N)Squadron went down to attack whilst this Squadron stayed above as cover owing to high flying e/a being reported in the area. 331 had several engagements and destroyed 2 F.W.190's. This Squadron stayed above as cover at 27,000 feet throughout the combats, and returned to base when they saw that the combats had ceased - crossing the French coast West of Calais at 26,000 feet. They had landed at base by 1300 hours without further incident. No shipping seen and no flak experienced.</p> <p>Weather:- Mainly clear over whole area with good visibility.</p> <p>The following pilots took part in this operation:- Major F.Thorsager., Sgt.Odman H., Capt.Ryg J., Sgt.Aanjesen O., Sgt.Bolstad K., Sgt.Bakke F., 2/Lt.Raeder B., 2/Lt.Isachsen H., 2/Lt.Westly E., Sgt.Hauge E., P/Sgt.Rahner K., Sgt.Radtke C.</p> <p>The pilots had lunch and were then called for briefing in connection with Ramrod 71. In this operation the Wing was going to act as 2nd Fighter Echelon to 80 Fortresses attacking Mesulles. At 1535 hours, 12 Spitfire IX's, led by Major F.Thorsager, took off together with 331(N)Squadron. Major R.Mahire D.F.C. flying with 331(N)Squadron was leading the Wing as on the morning operation. The Wing climbed to Barak sur Mer which they reached at 25,000 feet. Rendezvous was made with the bombers and the Wing took up position in front of the middle boxes. Just N.W. of Amiens, 8 F.W.190's attacked the 1st box of bombers diving straight through it. As a result of this attack, 1 Fortress was seen going down out of control - three of the crew were seen to bale out. Yellow 1 and 2, Capt.Ryg J. and Sgt.Bakke F. dived after these e/a as they came out below bombers but being unable to catch up with them, they reformed with the Squadron. On the way to the target e/a operating in pairs and loose fours made several attempts to attack bombers but turned away as soon as sections of this Wing turned in to attack. As 1st box of bombers started to "unload", 4 F.W.190's in line abreast came in from starboard and below. The intention of these e/a was apparently to get into position to attack bombers as they turned left after bombing. Blue 1, 2/Lt.Raeder B. dived down to attack these e/a followed by his No.2 2/Lt.Isachsen H. Blue 2 saw Blue 1 open fire on e/a to port in formation, but Blue 2 was unable to observe any results - he himself opening fire on other e/a simultaneously. Blue 2 damaged one F.W.190 observing cannon strikes in wing roots. When at 17,000 feet Blue 2 found himself attacked from astern by 4 F.W.190 and he pulled up having seen Blue 1 pull up just before. Blue 2 climbed away from e/a and lost sight of his No.1 2/Lt.Raeder B. who has not returned from this operation. Major F.Thorsager reports a fair amount of heavy flak in target area - generally above bombers. One of the bombers was brought down just near the target - probably by flak. He also reports seeing a Spitfire go down in this area. On the way out from the target 2/Lt.Westly E. (Blue 3) saw 6 e/a (mixed Me.109's and F.W.190's) coming into attack from astern on the last box of bombers which Blue 3 and 4 had been escorting as no other escort was in position. Blue 3 and 4 went into attack these e/a from port beam resulting in 2/Lt.Westly E. destroying one F.W.190 and damaging one Me.109. Blue 2, 2/Lt.Isachsen H. reports that on the way out he saw 6 F.W.190's attack the last box of bombers - one of which was destroyed. The Squadron returned in pairs and fours, Blue 3 2/Lt.Westly E. landing at Higgen Hill and Yellow 4 Sgt.Bolstad K. landing at Menston to refuel.</p>	<p>APPENDIX X</p> <p>APPENDIX VI</p>

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. **FIVE**

See instructions for use of this form in K.R. and A.C.I., para. 2519, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) **332(Norwegian) Squadron, North Weald.**

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	13-5-43	(Cont'd)	<p>Weather:- Mainly clear - visibility good.</p> <p>The Squadron had landed by 1725 hours and was composed as follows:- Major P. Thorsager., Sgt. Aanjesen O., 2/Lt. Westly E., Sgt. Hauge E., Capt. Ryg J., Sgt. Bakke F., 2/Lt. Fosse G., Sgt. Bolstad K., 2/Lt. Raeder E., 2/Lt. Isachsen H., 2/Lt. Herfjord K. and Sgt. Røttinger C.</p> <p>Claims:- 1 F.W.190 destroyed by 2/Lt. Westly E. and one Me.109 damaged. - APPENDIX VI 1 F.W.190 damaged by 2/Lt. Isachsen H. - APPENDIX V</p> <p>Losses:- 2/Lt. Raeder E. and his aircraft.</p>	
North Weald.	14-5-43		<p>Fair and warm all day. Early this morning this Squadron together with 331(N) Squadron proceeded to Coltishall where the Wing was going to refuel before taking off on a 12 Group operation. This operation was cancelled and the wing returned later in the day. In the evening one section of two aircraft was detailed for convoy patrol. The pilots had nothing to report on landing.</p> <p>Pink section:- Sgt. Bolstad K. and Sgt. Bakke F. took off at 1925 and landed at 2100 hours.</p>	
North Weald	15-5-43		<p>A fine day - no clouds or wind and very warm. Pilots were briefed in the afternoon in connection with Circus 297, in which this Wing was going to act as 2nd Fighter Echelon. At 1625 hours, 11 Spitfire IX's, led by Major P. Thorsager, took off with 331(N) Squadron. Major H. Mæhre D.F.C. flying with 331(N) Squadron was leading the wing. The wing kept below 500 feet until the English coast was crossed at Dungeness. The wing started climbing and the French coast was crossed at Cayeux at 1658 hours flying at 20,000 feet - 332(N) Squadron on top and 331(N) Squadron below. Course was set for Poix and Appledore took over the control. Still climbing, the Wing was given a vector towards Amiens being informed of e/a flying S.E. at same height. Flying at 27,000 feet N. of Amiens, the Wing saw two formations of 8 F.W.190's flying in line abreast - 500 yards apart and 6-7,000 feet below. 331(N) Squadron was ordered to attack and this Squadron to follow. Unfortunately the e/a sighted our e/a just a few seconds too early and they took evasive action by diving down, but a few of our pilots were able to close in on these e/a and Capt. Ryg J. (Yellow 1) destroyed one of them by shooting it down in flames. Just after Capt Ryg J. had seen this e/a go down in flames, he saw a Spitfire attack another F.W.190 and this e/a blew up in mid air. This must have been the e/a attacked by Major H. Mæhre D.F.C. as no other pilots make any claims and none of our pilots are missing from this operation. As these formations of e/a were heading for Poix - the area where our bombers were operating - this attack probably prevented an attack from these e/a on our bombers. The Wing reformed and crossed the French coast out over Somme Estuary at 20-22,000 feet. Just before reaching Dungeness, e/a were reported coming out from the Somme Estuary, so the Wing made a port climbing orbit to Mid Channel, but nothing was seen. Course was set then set for base where the Squadron landed by 1755 hours. No flak was experienced and no shipping seen. The weather was clear and visibility excellent. The following pilots took part:- Major P. Thorsager., 2/Lt. Gilhaus J., 2/Lt. Herfjord K., Capt. Ryg J., Sgt. Aanjesen O., 2/Lt. Fosse G., Sgt. Bolstad K., 2/Lt. Westly E., Sgt. Hauge E., 2/Lt. Djerne O., P/Sgt. Rønne K.</p>	APPENDIX VII

117

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	16-5-43		<p>Fair all day. The Squadron proceeded to Ford at noon together with 331(N) Squadron, to take part in Circus 298- Mitchells bombing Caen. The Wing took off from Ford at 1653 hours and rendezvous was made with bombers at Selsey Hill below 500 feet. Setting course for Caen, the formation proceeded for 11 minutes at sea level, then they started climbing and the French coast was crossed at 21,000 feet. Some e/a were reported in the coastal area, and the Wing made a starboard orbit around Caen climbing to 26,000 feet but no e/a were seen. Heavy smoke was seen in the target area after bombing. The bombers turned right after bombing and then set course for the English coast. The Wing escorted these bombers back to the English coast. Some e/a were reported to the rear of the bombers so a port orbit was made but nothing was seen and the English coast was crossed East of Selsey Hill. No shipping was seen. Weather:- thin clouds at 26,000 feet over Caen. The following pilots were taking part:- Major F.Thorsager., Capt.From R.E., Sgt.Bolstad K., 2/Lt.Fosse G., Sgt.Bakke F., F/Sgt.Rønne K., Sgt.Bødtker G., 2/Lt.Westly E., Sgt.Hauge E., 2/Lt.Djønne O., Sgt.Sandvik S.</p> <p>There were two scrambles during the evening but the pilots taking part have nothing to report.</p> <p>F/Sgt.Rønne K. and Sgt.Bødtker G. Scramble. Black section. Took off 1900 and landed 1940. Capt.From R. and Sgt.Bolstad K. " Red section. " " 2110 " " 2210.</p>	
North Weald	17-5-43		<p>Fair all day. At 0730 hours, the North Weald Wing proceeded to Bolt Head to take part in No.10 Group Circus 29. At 1150 hours, 12 Spitfire IX's, led by Major F.Thorsager took off together with 331(N) Squadron to act as second withdrawal Squadron for bombers returning from Lorient. Before reaching the French coast, the Wing was informed that the bombers were 20 minutes late. An orbit was made off Pontusval Point at 24,000 feet from 1230 to 1245 hours. The bombers were then seen approaching Morlaix, and at 1250 hours the Wing formed over the second box - eight miles N.E. of Morlaix. This Squadron escorted bombers heading for Bolt Head and reached the English coast without incident. 331(N) Squadron was engaged on the way and combats developed during which two F.W.190's were destroyed and another damaged, without loss to themselves. No flak was experienced and no shipping seen. The following took part:- Major F.Thorsager., Capt.Ryg J., Sgt.Bakke F., 2/Lt.Fosse G., Sgt.Bolstad K., F/Sgt.Rønne K., 2/Lt. Herfjord K., Sgt.Hauge E., Capt.From R.E. 2/Lt. Isachsen E., 2/Lt.Djønne O., Sgt. Sandvik S.</p> <p>A dance was held on the station, to which all personnel were invited, to celebrate "The Independence Day" of Norway. The dance was a great success and for this we owe our thanks to the station personnel who work so hard with all the preparations.</p>	
North Weald	18-5-43.		<p>The weather was fair and warm all day - no clouds or wind. After an early lunch the pilots were briefed for Circus 300 in which this Wing was going to be 1st Fighter Echelon. At 1410 hours 12 aircraft of this Squadron took off with 331(N) Squadron. Major H. Maehre, D.F.C., flying with this Squadron was leading the Wing. Group Captain D.G. Morris, D.F.C., also took part in this operation flying with 332(N) Squadron as Red 2. For the first 20 minutes after take off the Wing flew at sea level - then climbed rapidly to 20,000 feet, this height was reached at Hardslot. Appledore control now took over and the wing was vectored South and ordered to climb. Several vectors were given to port ending with 010 degrees. When just North of Hedin at 28,000 feet, the wing was informed of 16 e/a at 18,000 feet and these were sighted just afterwards. This Squadron turned 180 degrees and dived. 12 of the e/a flicked over on their backs and dived down at a too great speed for our pilots to overtake them. The remaining 4 e/a, also F.W. 190's, apparently did not see our fighters coming down and four engagements took place, the remaining 4 e/a Capt. Christie W., Blue Leader, made two good attacks resulting in one of the e/a going down in flames. (Continued next page)</p>	<p>APPENDIX VIII</p>

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. SEVEN

See instructions for use of this form in K.R. and A.C.I., para. 2019, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	18-5-43	(Cont'd)	<p>2/Lt. Westly E. attacked another F.W. 190 head on and observed cannon strikes in front of cockpit. He claims it as damaged. The Wing then reformed and crossed the French coast at Le Touquet flying at 27,000 feet. Some red marker flak was seen at 10,000 feet just before crossing the French coast out.</p> <p>Weather:- Clear with good visibility; alight haze over N. France.</p> <p>The Squadron had landed by 1540 hours and the following pilots took part. Major H. Maehre, D.F.C., Group Captain D.G. Morris, D.F.C., Capt. Christie W., Sgt. Bøttker G., 2/Lt. Westly E., F/Sgt. Rønhof K., 2/Lt. Djøvne O., Sgt. Bolstad K., Capt. From R.E., Sgt. Odman H., 2/Lt. Fosse G., Sgt. Sand E.</p> <p>In the evening, the Squadron being on readiness, two sections of two aircraft each were scrambled. Nothing was seen on either of these scrambles. The following pilots took part. Capt. Ryg J. and Sgt. Bolstad K. Scramble. Yellow section. Took off 1735 hours, landed 1855 hours. 2/Lt. Djøvne O., and F/Sgt. Rønhof K. Scramble. Green section. Took off 2015 hours, landed 2125 hours.</p> <p>Information was received from H.Q.R.N.A.F. to-day that 2/Lt. Fosse G., 2/Lt. Waerner T., and 2/Lt. Gilhaus J. had been promoted Lieutenants w.e.f. 16-5-43.</p>	APPENDIX 15
North Weald	19-5-43.		<p>Fair all day. In the early morning "B" Flight, being on readiness, was ordered to patrol off Glaston at sea level. This patrol was carried out without any incident. Capt. Christie W. and Sgt. Sandvik S., 2/Lt. Djøvne O., F/Sgt. Rønhof K., 2/Lt. Herfjord K., Sgt. Bøttker G. took off at 0530 hours and landed at 0705 hours.</p> <p>In addition to the above patrol 2 sections of 2 aircraft each were detailed for patrol duties. The pilots had nothing to report on landing.</p> <p>White section, Lieut. Fosse G. and Sgt. Sand E. took off at 1100 hours and landed at 1230 hours. Red section, Capt. From R.E. and Sgt. Odman H. took off at 1215 hours and landed at 1310 hours.</p> <p>At 1400 hours 12 Spitfire IX's, led by Major H. Maehre, D.F.C., took off together with 334(N) Squadron to act as 1st Fighter Echelon in Rodeo 220. The Wing arrived at Cavelines at 25,000 feet where the Wing turned towards St. Omer and continued to climb. A number of vectors were given by Appledore bringing the Wing as far inland as Bethune at 29,000 feet. Red 4 of this Squadron had engine trouble and set course for the English coast escorted by one section. Soon after this the Wing crossed out over the French at Le Touquet at 1450 hours flying at 25,000 feet. Red 4's engine picked up again at 8,000 feet and he made base safely. No shipping or e/a seen and no flak experienced.</p> <p>Weather:- Fine with good visibility. The following pilots took part. Major H. Maehre, D.F.C., Capt. From R.E., Sgt. Aanjesen O., Lieut. Waerner T., Sgt. Sand E., Sgt. Røeland, Capt. Ryg J., Sgt. Sandvik S., Capt. Christie W., Sgt. Bøttker G., 2/Lt. Djøvne O., F/Sgt. Rønhof K.</p> <p>During the afternoon a section of 4 aircraft from "A" Flight was ordered on a patrol along the Sector coast area. The pilots have nothing to report. Capt. Ryg J., Sgt. Røeland, Lieut. Waerner T. Sgt. Aanjesen O. took off 1810 hours and landed 1945 hours. A scramble in the evening was uneventful as the section was ordered to land soon after take off. Blue section, Capt. Christie W. and Sgt. Bøttker G. took off at 2015 hours and landed 2025 hours.</p>	

118

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	20-5-43		<p>At 1125 hours, 10 Spitfire IX's, led by Captain R.E.Fron, took off together with 331(N) Squadron on Bodeo 222. Major H. Mahre D.F.C. flying with 331(N) Squadron was leading the Wing. Climbing from base the Wing crossed the French coast at Mieuport and made a sweep inland passing East of Ypres and recrossing out at Hardelot, where course was set for base and the Squadron had landed by 1245 hours without any incident. No flak was experienced and no shipping or a/a seen.</p> <p>Weather:- Mainly clear but hazy in area of operation. Visibility good. South and West of Le Touquet layer of 10/10ths cloud with base at about 8,000 feet. The following pilots took part:- Capt. Fron R.E., Capt. Ryg J., Sgt. Bolstad K., Lieut. Waagner T., Sgt. Sand E., Capt. Christie W., Sgt. Sandrik S., 2/Lt. Djerne O., P/Sgt. Rønne K., 2/Lt. Hoffjord K.</p> <p>In the evening Red section was scrambled but as no a/a were sighted, a patrol was made in the area. Red section. Capt. Ryg J. and Sgt. Kolling R. took off 2105 and landed at 2225 hours.</p>	
North Weald.	21-5-43		<p>Fair in the morning, becoming hazy during the afternoon. The pilots were briefed in connection with Circus 301 and they took off at 1255 hours but were recalled before crossing the English coast. Two convoy patrols were carried out without any incidents.</p> <p>Purple section. Lieut. Waagner T. and Sgt. Aereflot E. Take off 1045 and landed 1220 hours.</p> <p>Pink section. 2/Lt. Westly E. and Lieut. Ravn H. " " 1240 " " 1445 "</p>	
North Weald	22-5-43		<p>There was a fair amount of cloud today. The Squadron was released from camp at 1200 hours and there was no operational flying today. Sgt. Pilot Sand E. was killed today when his aircraft dived into the sea off Bradwell Bay. He was carrying out a cannon test and it is believed that he misjudged his height above the water. Weather conditions were poor and visibility bad.</p>	
North Weald.	23-5-43		<p>5/10ths cloud with fairly good visibility. During the morning the pilots were briefed in connection with Circus 302 in which this Wing was to act as 1st Fighter Echelon. At 1155 hours, 11 Spitfire IX's of this Squadron including Major H. Mahre D.F.C. and G/Capt. D.G. Morris D.F.C. took off together with 331(N) Squadron. The Wing remained at sea level until 1242 hours, crossing the English coast at Clacton at about 1205 hours and sighting Bombers and escort just leaving Clacton. At 1225 hours, the Wing had reached 14,000 feet and was 18 miles from the Belgian coast. Still climbing the Bombers and escort were again sighted just leaving target area and the Wing covered their withdrawal. Twenty plus a/a were reported heading North from Ypres, but were not seen and the Wing came back to base without incident. Heavy flak was seen from a point just East of Ostende apparently at the Bombers and escort.</p> <p>Weather:- Small amounts of cloud over North Sea, South and East of a line Walcheren to Boulogne 6/10 to 10/10 cumulus cloud base 6,000 feet, slight haze, visibility good.</p> <p>The following pilots took part:- Major F. Thurnager., G/Capt. D.G. Morris D.F.C., Sgt. Anjosen O., Lieut. Gilhaus J., Capt. Christie W., 2/Lt. Isachsen H., 2/Lt. Westly E., Sgt. Sandrik S., 2/Lt. Djerne O., Sgt. Böttcher C., Major H. Mahre D.F.C.</p> <p>During the morning, two convoy patrols were carried out without incidents.</p> <p>Pink section. 2/Lt. Djerne O. and Lieut. Ravn H. took off 0825 and landed at 0945 hours.</p> <p>Purple section. Sgt. Bakke F. and Sgt. Kolling R. " " 1010 " " 1130 "</p>	
North Weald	24-5-43		<p>10/10ths cloud and heavy rain for most of the day. There was no operational flying today.</p>	

See instructions for use of this form in K.R. and A.C.I., para. 2319, and War Manual, Pt. II., Chapter XX, and notes to R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

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

Place	Date	Time	Summary of Events	References to Appendices
North Weald	25-5-43		<p>Cloudy for the most part of the day with a little rain. The pilots were briefed soon after breakfast in connection with Circus 304 in which this wing was to act as 1st Fighter Echelon. At 1020 hours, 11 Spitfire IX's, led by Major F.Thoranger, took off from North Weald together with 331(N) Squadron. Major H.Machre D.F.C. flying with 334 was leading the Wing. The Wing arrived at Hardelot as appointed. When near Hesdin under Appledore Control, the wing was vectored around to starboard on South Westerly course climbing to 29,000 feet, and were ultimately informed that e/a were ahead and below. These aircraft were intercepted in the Somme area but turned out to be friendly Spitfires, presumably the Kenley Wing. No e/a were seen. Marker flak observed N.E. of Abbeville.</p> <p>Weather:- No cloud in Channel. 5/10ths thin Cirrus at about 30,000 feet over France. 6/10ths cumulus from 2,000 feet up to 4,000 feet extending N.E. from Somme Estuary and more cloud to South of Somme. Visibility good. Slight haze below cloud. Smoke trail height -26,000 feet.</p> <p>The Squadron had landed by 1145 hours and the following pilots took part:- Major F.Thorsager., Capt.Ryg J., Sgt.Kolling R., Lieut.Fosse G., Sgt.Bolstad K., Capt.From R.E. 2/Lt.Inachsen H., 2/Lt.Herfjord K., Sgt.Sandvik S., Capt.Christie W., F/Sgt.Rønnef K.</p> <p>The pilots were briefed during the afternoon in connection with a Rodeo operation. At 1730 hours, 11 aircraft including the W/Co. Flying took off together with 331(N) Squadron. The Wing kept below 500 feet as far as Maidstone and then it climbed crossing the English coast at Dungeness at 10,000 feet (1755 hours). Still climbing, the Wing went to mid-channel between Dungeness and Le Touquet and reached a height of 18,000 feet. A wide port orbit was then made as the Wing leader decided to return to base owing to weather conditions. The English coast was recrossed between Dungeness and Folkstone. There appears to be a fairly large vessel (tonnage not estimated) in Boulogne outer harbour. Seen at 1805 hours from 16,000 feet. Weather:- 6/10ths cumulus cloud at 3,000 feet building up in places to over 18,000 feet from mid-channel extending over France. Visibility under cloud poor North of Thames, good South of the Thames. The Squadron had landed by 1825 hours and the following pilots took part:- Major H.Machre D.F.C., Major F.Thoranger., Capt.Ryg J., Sgt.Olsen H., Sgt.Aanjesen O., Capt.From R. F/Sgt.Rønnef K., Capt.Christie W., Sgt.Hauge E. 2/Lt.Westly E. Sgt.Sandvik S.</p> <p>Three convoy patrols were carried out during the day off the Sector coastline but the pilots taking part have nothing to report.</p> <p>Pink section. Sgt.Bakke P. and a pilot from 331(N) Squadron. took off 1025 and landed at 1225 hours. Lt.Ulstein E. and Sgt.Gabrielsen O. " " 1245 " " " 1425 " Brown section. Sgt.Bolstad K. and Sgt. Olsen H. " " 1450 " " " 1520 "</p>	
North Weald	26-5-43		<p>Fair in the morning with thin cloud. Five sections of two aircraft each were detailed for patrols but there is nothing to report. The whole Squadron was at readiness during the afternoon as other Sectors were engaged on operations.</p> <p>White section. Lt.Gillman J. and Sgt.Bakke P. took off 21-10 and landed 23-00 hours. Pink section. Sgt.Hauge E. and Sgt.Aanjesen O. " " 09-30 " " 11-20 " Blue section. Capt.Christie W. and Lt.Ravn H. " " 19-55 " " 21-25 " Green section. 2/Lt.Herfjord K. and Sgt.Hauge E. " " 19-35 " " 21-25 " Black section. F/Sgt.Rønnef K. and Sgt.Bakker C. " " 21-05 " " 22-40 "</p>	

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

Place	Date	Time	Summary of Events	References to Appendices
North Weald	27-5-43		<p>Fair and warm all day. "B" flight were ordered to carry out a patrol over the Sector coast but there is nothing to report.</p> <p>Blue section. Capt. Christie W. and Lt. Ravn H. took off at 0655 and landed at 0835 hours. Green section. 2/Lt. Herfjord K. and Sgt. Hauge E. " " " 0540 " " " 0725 "</p> <p>In the afternoon the pilots were briefed for Rodeo 224 in which this Wing was to act as 1st Fighter Squadron. At 1650 hours, 10 Spitfire IX's including the W/Co. Flying took off together with 331(N) Squadron. The Wing carried out an economical climb from base reaching Ostende at 1722 hours with bottom Squadron 332 at 30,000 feet. Turning South they had just reached Dixmude when information was received from Sector Controller of two groups that K/a heading South from Flushing area. The Wing turned North East and sighted about 6 e/a at same height 20 miles away which turned and dived inland. These were followed by two groups of F.W.190's at 20,000 feet travelling South East, 10-15 miles apart. The W/Co and 332 engaged one group about 15 miles East of Bruges and 331 went after the other four which they attacked over Ghent with the result that two F.W.190's were destroyed, one by each Squadron. Several other pilots including the W/Co. fired but made no claims. The Wing became split up during these engagements and the two Squadrons returned independently without further incident. Weather:- 6/10ths cumulus cloud, base 4,000 feet. Top 9,000 feet with haze below but visibility generally good. Thin layer of cloud at about 35,000 feet.</p> <p>The Squadron had landed by 1845 hours and the following pilots took part:- Major H. Aehre D.F.C., Major F. Thorsager., Capt. From R.E. Sgt. Odman H., Lt. Gilmanus J., Sgt. Aanjensen O., Capt. Christie W., Lt. Ravn H., 2/Lt. Djerne O., 2/Lt. Isachsen H.</p>	APPENDIX XI
North Weald.	28-5-43.		<p>Fine day with very little cloud or wind. The pilots were briefed in the afternoon for Circus 305 in which the Wing was to act as 2nd Fighter Sweep. 10 Spitfire IX's, led by Captain From R., took off together with 331(N) Squadron. Major H. Aehre D.F.C. flying with 331 was leading the Wing. The Wing arrived at Northern tip of Walcheren at 1732 hours, at 22,000 feet after remaining at sea level until 1712 hours. Sweeping right handed and still climbing, the Wing past over Flushing, East of Bruges, West of Mieuport to Dunkirk where one complete orbit was made at 32,000 feet. E/a were reported in Ypres and Blankenberghe areas, but were not sighted. Some Thunderbolts were seen N.W. of Walcheren and two Groups of Spitfires were also seen, one lot off Blankenberghe and the other heading inland at Mieuport. Considerable smoke seen in the Zeebrugge area.</p> <p>Weather:- Fairly thick haze up to 24,000 feet. Visibility fair only. Sea fog in Flushing area. Some cloud well inland over Holland and Belgium.</p> <p>The Squadron had landed by 1825 hours and was composed as follows, Capt. From R., Major F. Thorsager., Capt. Ryg J., Sgt. Rolling H., Lieut. Fosco G., Sgt. Bolstad K., 2/Lt. Djerne O., Sgt. Hauge E., F/Lt. John K., Sgt. Senvik S.</p> <p>In the evening "B" flight was scrambled at 2035 hours but no e/a were seen and a patrol was made. The pilots have nothing to report from this flight.</p> <p>Red section. Capt. Ryg J. and Sgt. Lukke E. took off at 2035 and landed 2200 hours. Yellow section. Lieut. Fosco G. and Sgt. Odman H. " " " 2035 " " " 2200 " White section. Sgt. Bolstad K., and Sgt. Rolling H. " " " 2035 " " " 2200 "</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ELEVEN.

See instructions for use of this form in K.B. and A.C.I., para. 2519, and War Manual, Pt. II., chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	29-5-43		<p>Fine day with little wind. The Squadron took off at 11:00 hours together with 334(N) Squadron to proceed to Isaley where they were briefed in connection with No. 10 Group Banded 67. This Wing was to act as 3rd. Cover to second diversion. The Wing was led by Major H. Mashre D.F.C. flying with this Squadron. The Wing set course from Isaley at 12:40 hours crossing out over English coast at 1555 hours. They reached a point 10 miles N.W. of St. Brieux at 1632 hours at 25,000 feet, and later climbed to 30,000 feet. They orbited between rendezvous point and Ile de Brehat for 15 minutes but bombers were not seen. A large formation of bombers was seen going into France. Course was set for Isaley with the bombers flying up sea from this Wing. The bombers passed over Isaley a few minutes before the wing landed at 1725 hours. Two of our aircraft landed earlier at 1655 hours owing to one of them having trouble in dropping the Gattison tank. Both Squadrons returned to North Weald later in the evening. Major F. Thorager, Capt. From R., Sgt. Kolling R., Sgt. Bolstad K., Sgt. Bakke F., Capt. Ryg J., 2/Lt. Inachsen R., 2/Lt. Djsjane O., Sgt. Bøtcker O., Sgt. Sandvik S. took part.</p>	
North Weald.	30-5-43		<p>Fairly dull during the morning with haze and thick cloud. The weather improved during the afternoon but there was no operational flying today. The Squadron was released from camp at 1300 hours.</p>	
North Weald.	31-5-43		<p>Fair amount of cloud during the morning with some very dark periods. The pilots were briefed at 1000 hours in connection with Circus 308. At 1100 hours, 11 Spitfire IX's took off together with 334(N) Squadron but before the English coast was crossed, the Wing was ordered to return and land as the operation was cancelled owing to bad weather. During the afternoon the pilots were briefed in connection with Circus 309 - Mitchells bombing Flushing - in which this Wing was to act as target support. 10 Spitfire IX's, led by Capt. From R., took off together with 334(N) Squadron at 1650 hours. Major H. Mashre D.F.C., flying with 334, was leading the Wing. The English coast was crossed at Bradwell bay and course was set for Walcheren keeping at sea level until 1749 hours. Walcheren was reached at approx. 1730 hours with 332 on top at 22,000 feet. A starboard orbit was made passing over Flushing and following the coast down to Knocke. During this orbit the Wing lost height to 15-17,000 feet. At Knocke course was set for base, climbing to sea below "blower height". When 10-15 miles off the English coast between Clacton and Felixstowe, a Mitchell was seen to go into the sea. Several Spitfires were orbiting over the spot. Some marker flak (green) was seen in the West Kapelle area and flak in the Knocke area before the Wing arrived. No shipping was seen. Weather:- Numerous layers of cloud between 6 and 30,000 feet all of 3-5/10. Visibility good. The Squadron which was composed as follows had landed by 1825 hours. Capt. From R., P/Sgt. Reinhof K., Capt. Ryg J., Sgt. Aanjesen O., Lieut. Waerner T., Sgt. Bakke F., 2/Lt. Westly R., Sgt. Sandvik S., 2/Lt. Herjord K., Sgt. Bøtcker C.</p>	

F. Thorager
 Major Commanding,
 332(N) Squadron.

120

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

	1	2	3	4	5	6
	1	2				

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. **ONE.**

(7472) W. 24229(144). 1802. 840. P.1. 51-7751.

FOR THE MONTH OF MAY 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
1-5-43	<u>Spitfire II.</u> BS. 508 EN. 297 B.S. 540 BS. 250 EN. 182 EN. 177 BS. 248 BS. 401 BS. 249	Major F. Thorsager 2/Lt. T. Waerner. Sgt. F. Bakke. 2/Lt. J. Gilhaus, Sgt. E. Sand. Capt. W. Christie. Sgt. C. Bøtker. 2/Lt. B. Raeder. 2/Lt. K. Hertford.	Circus 293. " " " " " " " "	1010 " " " " " " " "	1155 " " " " " " " "	9 aircraft of this Squadron led by Major F. Thorsager took off together with 331(N) Squadron on this operation. The North Weald Wing was going to act as Forward Support to 12 Bombers bombing marshaling yards at Caen. The Wing proceeded via Beachy Head to 40 miles North of Focamp. Owing to cloud conditions, the Wing leader selected to stay below cloud, but two sections, one from each squadron, had already started to climb as planned. One section of this Squadron flew off the coast past Le Havre and climbed to 15,000 feet into clear weather over the sea North of Caen. Then loosing height, the section returned to Focamp and came back via Beachy Head. Slight flak was experienced from Etretat. Remainder climbed to 24,000 feet in estimated Tricqueville area. Then made one orbita above cloud off Le Havre and returned via Shoreham.	
2-5-43.	EN. 177 BS. 250 BS. 255 BS. 248 BS. 401 BS. 249	Capt. W. Christie. 2/Lt. H. Isachsen. 2/Lt. M. Eriksen, D.F.M. 2/Lt. O. Djønnø. 2/Lt. B. Raeder. F/Sgt. K. Rønne.	Scramble " " " " "	1505 " " " " "	1550 " " " " "	Blue Section. These sections were scrambled, but later ordered to patrol Barrow Deep. There is nothing of operational interest to report.	
	BS. 508 BR. 627 EN. 397 BS. 507 B.S. 540 BS. 250 BS. 255 EN. 177 BS. 248 BS. 401 BS. 249	Major F. Thorsager 2/Lt. J. Gilhaus Sgt. S. Sandvik Lieut. E. Ulstein. 2/Lt. N. Fuglesang. 2/Lt. C. Fosse. 2/Lt. M. Eriksen, D.F.M. 2/Lt. H. Isachsen. 2/Lt. O. Djønnø. Sgt. C. Bøtker. F/Sgt. K. Rønne.	No. 12 Group Remrod 15. " " " " " " " " "	1830 " " " " " " " " " " "	2020 " " 2010 D.N.R. 2015 D.N.R. 2010 " 2020 "	11 aircraft led by Major F. Thorsager took off on this operation together with 331(N) Squadron. The North Weald Wing was going to carry out a covering sweep in the Flushing area. Flying at sea level until 1905 hours, the Wing then started climbing rapidly - a head wind helping. The Wing passed the Northern tip of Walcheren and proceeded as far as the Island of Tholen. Just East of Balcheren, Blue section of this Squadron dived to attack 2 F.W.190's some 1500 feet below to port. Blue 2, 2/Lt. Isachsen H. followed his No. 1 2/Lt. Eriksen M., D.F.M. and reports that Blue 1 destroyed one of the F.W.190's - seeing it dive down and catch fire. This section was attacked from starboard quarter slightly above and Blue 2 took violent evasive action. When he was able to look around he was unable to see the Spitfire of his No. 1 but he saw a parachute. The remainder of the Squadron continued and were attacked by numerous F.W.190's out of the clouds. Several combats took place in which 2/Lt. Djønnø O. destroyed two F.W.190's and 2/Lt. Gilhaus J. damaged a F.W.190. See attached reports concerning these combats. 2/Lt. Isachsen H. and 2/Lt. Gilhaus J. landed at Bradwell to refuel and the remainder of the Squadron had landed at base by 2020 hours. 2/Lt. M. Eriksen D.F.M. and 2/Lt. Fuglesang N. did not return from this operation.	
						Weather:- 8/10ths cloud at 24,500 feet in the combat area. Claims:- 2 F.W.190's destroyed by 2/Lt. Djønnø O. and 1 F.W.190 damaged by 2/Lt. Gilhaus J. APPEND I + II	

21

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

ALD 07/1700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
3-5-43	SPITFIRE IX.	D.S.O., D.F.C. W/Cdr. P.G. Jameson	Rodeo 212	1710	1840	9 Spitfire IX's of this Squadron took off together with 331(N) Squadron to act as first fighter echelon in Rodeo 212. W/Cdr. P.G. Jameson D.S.O., D.F.C. flying with this Squadron was leading the Wing. Climbing from base, the Wing passed through thin layers of cloud at 25-31,000 feet and arrived in estimated position off Walcheren. Here many Thunderbolts were seen. One starboard orbit was made and the Wing proceeded along coast to just East of Dunkirk where the French coast was crossed. A small orbit was made just inland of Dunkirk and 3 e/a - believed to be F.W. 190's were seen about 10,000 feet below. This Squadron went down after these e/a but was not able to catch up with them as they dived inland. The Squadron landed at base by 1845 hours without further incident.	
	FN. 397	2/Lt. Waerner T.	"	"	"		
	BS. 508	Major Thorsager F.	"	"	1845		
	BS. 250	2/Lt. Fosse G.	"	"	"		
	FN. 182	Sgt. Sand E.	"	"	"		
	BR. 627	2/Lt. Gillman J.	"	"	1755		
	BS. 507	Sgt. Bakke F.	"	"	1830		
	FN. 177	Capt. Christie W.	"	"	1835		
	BS. 249	2/Lt. Westly E.	"	"	"		
	BS. 401	2/Lt. Herfjord K.	"	"	"		
4-5-43	Spitfire VR.	2/Lt. Waerner T.	Convoy Patrol	1300	1425	White Section. These convoy patrol were uneventful.	
	AL. 138	Sgt. Sand E.	"	"	"	"	
	AL. 292	2/Lt. Westly E.	"	1400	1500	Pink Section.	
	AL. 255	Lieut. Ravn H.	"	"	"	"	
	Spitfire IX.	2/Lt. Waerner T.	Circus 234	1210	2340	9 aircraft of this Squadron, led by Capt. W. Christie, C.O. "B" Flight, took off together with 331(N) Squadron to act as 2nd height cover for 12 Venturas which were going to bomb Abbeville marshalling yards. W/Cdr. P.G. Jameson, D.S.O., D.F.C., was leading the Wing. The Station Commander, Group Captain D.C. Morris, D.F.C., also took part in this operation. He was flying with 331(N) Squadron. The Wing took off from base flying at ground level, then started climbing just before the English coast was crossed at 1923 hours. The French coast was crossed at 1941 flying at 20,000 feet over Ault, finding 10/10th cloud over France, flying at 24,000 feet, the Wing climbed through towards Abbeville and reached 31-33,000 feet. The Wing turned back losing height gradually to 29,000 feet over some estuary which was clear of clouds. Two groups, each of 3 e/a were seen going towards France at 22,000 feet. Leaving this Squadron as cover, the W/Cdr. dived down with 331(N) Squadron to attack the e/a which all were M.E. 109's. In combats developing, 331(N) Squadron destroyed 3 of the e/a and damaged 3 others to the loss of one Spitfire and one pilot. The Wing reformed up sun and returned to base without further incident recrossing the English coast East of Dungeness.	
	FN. 397	2/Lt. Waerner T.	"	"	"		
	BR. 627	2/Lt. Gillman J.	"	"	"		
	BS. 250	2/Lt. Fosse G.	"	"	"		
	AL. 402	Sgt. Sand E.	"	"	"		
	BS. 507	Sgt. Bakke F.	"	"	"		
	BS. 508	2/Lt. Haeder E.	"	"	"		
	BS. 248	Sgt. Hauge E.	"	"	"		
	BS. 249	2/Lt. Herfjord K.	"	"	"		
	FN. 177	Capt. Christie W.	"	"	"		
5-5-43	No operational flying was carried out to-day.						
6-5-43	Operational flying was carried out to-day.						
7-5-43	Spitfire IX.	2/Lt. Waerner T.	Fighter Rodeo 214	1810	1935	10 aircraft of this Squadron together with 331(N) Squadron took part in this operation. W/Cdr. P.G. Jameson, D.S.O., D.F.C., was leading the Wing. The Wing started climbing at Maidstone and crossed the English coast at Dungeness at 14,000 feet. Still climbing the Wing crossed the French coast at Brest at 23,000 feet - this Squadron below and 331(N) Squadron above on top. Course was set for St Omer, this area was reached at 24,000 feet. M.E. 109's were seen heading South, and Elms section of this Squadron broke to attack. (See attached report for details of this section's attack.) The aircraft was seen at 24,000 feet. (See attached report for details of this section's attack.)	
	FN. 397	2/Lt. Waerner T.	"	"	"		
	BS. 508	Major Thorsager F.	"	"	"		
	BS. 507	Lieut. Ulstein E.	"	"	"		
	BR. 627	Sgt. Aamjensen O.	"	"	"		
	BS. 250	2/Lt. Fosse G.	"	"	"		
	FN. 182	Sgt. Bakke F.	"	"	"		
	FN. 177	Capt. Christie W.	"	"	"		
	BS. 401	2/Lt. Trachsen H.	"	"	"		
	BS. 249	2/Lt. Westly E.	"	"	"		
	BS. 401	Lieut. Ravn H.	"	"	"		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

Page No. THREE

FORM 541

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Ronald,

SECRET

PAGE No. THREE

(7411) W. 911-33 5000 1/42 T.S. 700

FOR THE MONTH OF May 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
8-5-43.						No operational flying was carried out by this Squadron to-day.	
9-5-43.						No operational flying was carried out by this Squadron to-day.	
10-5-43.						No operational flying was carried out by this Squadron to-day.	
11-5-43.						No operational flying was carried out by this Squadron to-day.	
12-5-43.	Spitfire IX. BS. 508 BS. 397 BS. 507 BS. 250	Major Thorsager P. Sgt. Odman H. Capt. Rye J. Sgt. Amundsen O.	Variable " " "	1625 " " "	1700 " " "	Red Section. Yellow Section. " "	These sections were scrambled, given several vectors - increasing and decreasing height, but nothing was seen and the pilots had nothing to report on landing.
13-5-43.	BS. 508 BS. 397 BS. 507 BS. 250 BS. 182 LS. 947 LS. 948 BS. 401 BS. 249 LS. 298 BS. 248 BS. 177	Major Thorsager P. Sgt. Odman H. Capt. Rye J. Sgt. Amundsen O. Sgt. Røntved K. Sgt. Balke P. 2/Lt. Haaker P. 2/Lt. Jacobsen H. 2/Lt. Westly E. Sgt. Hauge R. P/Sgt. Rønhof K. Sgt. Spitzer G.	Circus 296 " " " " " " " " " " "	1435 " " " " " " " " " " "	1300 " " " " " " " " " " "	12 aircraft of this Squadron, led by Major Thorsager P. took off together with 351(N) Squadron on this operation. The King was going to act as 4th Fighter Section to six Mitchells attacking Boulogne Marshalling Yards. Having climbed to 10,000 feet over base, the wing set course for North Friesland where the coast was crossed at 25,000 feet. This Squadron was flying on top with 351(N) Squadron slightly ahead and below. The King continued to climb whilst crossing the channel and the French coast was crossed at 26,000 feet over Hordvik. St. Omer was reached at 30,000 feet. As a/h were reported in the Cap Gris Nez area, the King turned in this direction and was taken over by Appledare Control. Nothing was seen and the wing turned back towards St. Omer - still South 6-7,000 feet below. 351(N) Squadron went down to attack engagements and destroyed 2 F.W. 190's. This Squadron stayed above as cover at 27,000 feet throughout the combats, and returned to base when they saw the combats had ceased - crossing the French coast West of Falais at 26,000 feet. They landed without further incident. No shipping was seen and no flak experienced.	
						Weather: Mainly clear over whole area with good visibility.	

122

PUBLIC RECORD OFFICE

Reference: **AIR 27/1728**

1	2	3	4	5	6

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-5-43	Spitfire II.						
	BS. 508	Major Thorsager F.	Rusrod 71.	1535	1725	In this operation the Wing was going to act as 2nd Fighter Echelon to 80 Fortresses attacking Hesulte. The Wing was led by Major H. Maahre, D.F.C., flying with 331(N) Squadron. The Wing climbed to Berck sur Mer which they reached at 25,000 feet. Rendezvous was made with the bombers and the Wing took up position in front of the middle boxes. Last N.W. of Ardens, 8 F.W. 190's attacked the first box of bombers diving straight through it. As a result of this attack, one Fortress was seen going down out of control - 3 of the crew were seen to bale out. Following this attack several combats took place before the bombers were clear of the French coast. (See form 540, page 4 and attached combat reports). The Squadron returned in pairs and fours with two of our pilots landing at forward bases to refuel.	
	EN. 397	Sgt. Aanjesen O.	"	"	"		
	BS. 507	Capt. Ryg J.	"	"	"		
	LZ. 947	Sgt. Bakke F.	"	"	"		
	BS. 250	2/Lt. Fosse G.	"	"	"		
	EN. 182	Sgt. Bolstad K.	"	"	"		
	LZ. 948	2/Lt. Raeder B.	"	"	D.N.R.		
	BS. 248	2/Lt. Inachson H.	"	"	1725		
	BS. 401	2/Lt. Hertjord K.	"	"	1720		
	EN. 177	Sgt. Bøtcher C.	"	"	"		
BS. 249	2/Lt. Westly E.	"	"	"			
LZ. 898	Sgt. Hauge E.	"	"	"			
					Weather:- Mainly clear - visibility good. Claims:- 1 F.W. 190 destroyed by 2/Lt. Westly E. and 1 M.E. 109 damaged. WFF A02-30 v1 5 Losses:- 2/Lt. Raeder B. and his aircraft.		
14-5-43	Spitfire VB.						
	BL. 294	Sgt. Bolstad K.	Convoy Patrol	1925	2100	Pink Section.	There is nothing to report from this patrol.
	BL. 541	Sgt. Bakke F.	"	"	"	"	
15-5-43	SPITFIRE IX.						
	BS. 508	Major F. Thorsager	Circus 297	1625	1755	The Wing was to act as 2nd. Fighter Echelon on this operation. At 1625 hours, 11 Spitfire IX's, led by Major F. Thorsager, took off together with 331(N) Squadron. The Wing kept below 500 feet until the English coast was crossed at Dungeness. The Wing started climbing and the French coast was crossed at Cayeux at Poix and Appledore took over control. Flying at 27,000 feet N. of Ardens, the wing saw two formations of 8 F.W. 190's flying in line abreast - 500 yards apart and 6-7,000 feet below. 331 were ordered to attack with this Squadron to follow. The e/a appeared to see our fighters approach and took evasive action by diving down but Capt. Ryg J. managed to destroy one and Major H. Maahre D.F.C. another of the e/a. The Wing reformed after the combats and crossed the French coast over Somme Estuary at 20-22,000 feet. Just before reaching Dungeness, e/a were reported coming out from the Somme Estuary, so the Wing made a port climbing orbit to mid-channel, but nothing was seen, and course was set for base. The weather was clear with excellent visibility. No flak was experienced and no shipping seen.	
	MA. 228	2/Lt. Gillius J.	"	"	"		
	BS. 507	Capt. Ryg J.	"	"	"		
	LZ. 947	Sgt. Aanjesen O.	"	"	"		
	BS. 250	2/Lt. Fosse G.	"	"	"		
	LZ. 922	Sgt. Bolstad K.	"	"	"		
	BS. 249	2/Lt. Westly E.	"	"	"		
	LZ. 919	Sgt. Hauge E.	"	"	"		
	BS. 248	2/Lt. Djerne O.	"	"	"		
BS. 401	2/Lt. Hertjord K.	"	"	"			

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

FOR THE MONTH OF May 1943. 19

(Form No. 941) - 50 60,000 5/42 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-5-43	SPITFIRE IX's BS.249 LE.949 BS.248 LE.898 BS.401 RN.177 BS.508 LE.947 BS.507 BS.250 RN.228	2/Lt. Westly R. Sgt. Hauge R. 2/Lt. Dickins G. Sgt. Sandvik S. Sgt. Spittner G. P/Sgt. Rabinof K. Major Thorvanger F. Capt. From R.R. Sgt. Bolstad K. 2/Lt. Poose G. Sgt. Bolstad K.	Circus 390 "	1650	1825	This Squadron proceeded to Ford at noon together with 331 (H) Squadron to take part in Circus 290 - Mitchell's bombing Caen. The Wing took off from Ford at 1653 hours and rendezvous was made with bombers at Selacy Hill below 500 feet. Setting course for Caen, the formation proceeded for 44 minutes at sea level, then started climbing and the French coast was crossed at 21,000 feet. Some e/a were reported in the coastal area, and the Wing made a starboard orbit around Caen climbing to 26,000 feet but no e/a were seen. Heavy smoke was seen in the target area after bombing. The bombers turned right after their attack and then set course for the English coast. As the bombers were escorted back, some e/a were reported to the rear so a port orbit was made but nothing was seen and the English coast was crossed at Selacy Hill. No shipping was seen. Weather:- Thin clouds at 26,000 feet over Caen.	
16-5-43	SPITFIRE IX's BS.401 RN.177 LE.947 BS.508	Sgt. Spittner G. P/Sgt. Rabinof K. Capt. From R.R. Sgt. Bolstad K.	Scramble " " " " " "	1900	1910	Red section. There is nothing to report from these defensive sorties. Red section.	
17-5-43	SPITFIRE IX's BS.508 BS.248 LE.898 BS.401 LE.949 BS.249 LE.947 RN.177 BS.507 RN.228 BS.250 RN.397	Major F. Thorvanger 2/Lt. Dickins G. Sgt. Sandvik S. 2/Lt. Nordjord L. Sgt. Hauge R. P/Sgt. Rabinof K. Capt. From R. 2/Lt. Isachsen H. Capt. Ryg J. Sgt. Rabinof K. 2/Lt. Poose G. Sgt. Bolstad K.	No. 10 Group Circus 29. "	1120	1340	At 0730 hours, the North Weald Wing proceeded to Bolt Head to take part in No. 10 Group Circus 29. At 1150 hours, 12 Spitfire IX's, led by Major F. Thorvanger, took off together with 331 (H) Squadron to act as 2nd Withdrawal Squadron for bombers returning from Bordeaux. Before reaching the French coast, the Wing was informed that the bombers were 20 minutes late, an orbit was made off Pointe d'Orléans at 21,000 feet from 1230 to 1245 hours. The bombers were then seen approaching Morlaix, and at 1250 hours the Wing formed over the second box - 8 miles N.W. of Morlaix. This Squadron escorted bombers landing for Bolt Head and reached the English coast without incident. 331 (H) Squadron was engaged on the way and losses developed during which 2 P.N. 190's were destroyed and another damaged without loss to themselves. No flak was experienced and no shipping seen.	

123

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18-5-43	SPITFIRE IX's						
	BS.458	Major H. Macaire D.F.C.	Circus 300	1420	1540	The wing was going to act as 1st Fighter Echelon on this operation. 12 Spitfire IX's, led by Major H. Macaire D.F.C., took off together with 331(N) Squadron. C/Capt. D.C. Morris D.F.C. also took part in this operation flying with 332(N) Squadron. For the first 20 minutes after take off, the wing flew at sea level and then climbed rapidly to 20,000 feet. This height was reached at Hardelet. Appledore control now took over and the wing was vectored South and ordered to climb. Several vectors were given to port ending with 010 degrees. When just N. of Hedin at 20,000 feet, the wing was informed of 16 a/a at 18,000 feet and these were sighted just afterwards. This Squadron turned 180 degrees and dived. A/a recognized as P.W.190's were flying in fours and in line abreast. As soon as our aircraft dived, 12 of the a/a flicked over on their backs and dived down at too great a speed for our pilots to overtake them. The remaining four a/a apparently did not see our aircraft and those were engaged. Capt. Christie destroyed one of them and 2/Lt. Westly destroyed another. After this the wing reformated and crossed the French coast at Le Touquet flying at 27,000 feet. Some red marker flak was seen at 10,000 just before crossing the French coast out. Weather:- Clear with good visibility. Slight haze over Northern France.	
	BS.507	C/Capt. D.C. Morris D.F.C.	" "	" "	" "		
	FN.177	Capt. Christie	" "	" "	" "		
	LN.898	Sgt. Spittler G.	" "	" "	" "		
	LN.919	2/Lt. Westly E.	" "	" "	" "		
	BS.401	F/Sgt. Rinhof K.	" "	" "	" "		
	BS.248	2/Lt. Djekne O.	" "	" "	" "		
	BS.508	Capt. From R.E.	" "	" "	" "		
	FN.397	Sgt. O'Gann T.	" "	" "	" "		
	BS.250	2/Lt. Posse G.	" "	" "	" "		
LN.947	Sgt. Sand Y.	" "	" "	" "			
MA.228	Sgt. Bolstad K.	" "	" "	" "			
SPITFIRE IX's	BS.507	Capt. Ryg J.	Scramble	1735	1855	Yellow section.	Nothing was seen on either side of these scrambles.
	MA.228	Sgt. Bolstad K.	"	"	"	"	
	BS.248	2/Lt. Djekne O.	"	2015	2125	Green section.	
	BS.401	F/Sgt. Rinhof K.	"	"	"	"	
19-5-43	SPITFIRE IX's						
	FN.177	Wing. Christie W.	Patrol	0530	0705	Blue section.	This patrol was carried out at sea level off Causton and there is nothing to report.
	LN.898	Sgt. Hendrik G.	"	"	"	"	
	BS.248	2/Lt. Djekne O.	"	"	"	"	
	BS.401	F/Sgt. Rinhof K.	"	"	"	"	
	LN.919	2/Lt. Hendrick G.	"	"	"	"	
	BS.249	Sgt. Spittler G.	"	"	"	"	
	BS.250	2/Lt. Posse G.	Patrol	1100	1230	White section.	
LN.947	Sgt. Sand Y.	"	1215	1310	Red section.		
SPITFIRE IX's.	LN.919	Capt. Christie W.	Patrol 220	1400	1545	The wing was to act as 1st Fighter Echelon on this operation. The wing arrived at Crevalines at 25,000 feet where it turned towards St. Omer and continued to climb. A number of vectors were given by Appledore bringing the wing as far inland as Bortene at 29,000 feet. Red A of this Squadron had engine trouble and set course for the English coast escorted by one section. Soon after this the wing crossed over the French coast at Le Touquet at 1450 hours flying at 25,000 feet. Red A's engine picked up again at 8,000 feet and he made base safely. No shipping or a/a seen and no flak experienced. Weather:- Fine with good visibility.	
	BS.248	Sgt. Spittler G.	" "	" "	" "		
	BS.248	2/Lt. Djekne O.	" "	" "	" "		
	BS.401	F/Sgt. Rinhof K.	" "	" "	" "		
	BS.507	Capt. Ryg J.	" "	" "	" "		
	LN.898	Sgt. Sand Y.	" "	" "	" "		
	BS.250	Sgt. Rinhof K.	" "	" "	" "		
	BS.508	Capt. From R.E.	" "	" "	" "		
	BS.228	Sgt. Westly E.	" "	" "	" "		
	FN.397	2/Lt. Posner K.	" "	" "	" "		
	LN.947	Sgt. Sand Y.	" "	" "	" "		

APPENDIX
VIII - IX

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

(1931) W.L. 2151-58 50,000 2/43 T.S. 200

FOR THE MONTH OF May 1943. 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
19-5-43	<u>SPITFIRE IX.</u> BS. 507 LN. 947 MA. 228 LN. 919 BS. 249	Capt. Rye J. Sgt. Rossland J. Lieut. Naesner T. Sgt. Aarjensen O. Capt. Christie W. Sgt. Bøtner G.	Patrol " " " Scramble "	1810 " " " 2045 "	1945 " " 1930 2025 "	Yellow section. White section. Blue section.	The pilots have nothing to report from this patrol which was carried out over the Beaulieu Coastal area. The pilots were ordered to land soon after take-off and have nothing to report.
20-5-43	BS. 250 BS. 507 MA. 228 LN. 397 LN. 947 LN. 177 LN. 919 BS. 248 BS. 249 BS. 401 BS. 507 LN. 919	Capt. From, R.H. Capt. Rye J. Sgt. Bolstad K. Lieut. Naesner T. Sgt. Sandvik E. Capt. Christie W. Sgt. Sandvik E. 2/Lt. Djåvne O. P/Sgt. Rønnef K. 2/Lt. Herfjord K. Capt. Rye J. Sgt. Kolling E.	Recon. 222 " " " " " " " " " " Scramble. "	1125 " " " " " " " " " " 2105 "	1245 " " " " " " " " " " 2225 "	Climbing from base the Wing crossed the French coast at Nieuport and made a sweep inland passing East of Ypres and recrossing out at Hardelet, where course was set for base and Squadron had landed by 1245 hours without any incident. No flak was experienced and no shipping or e/a seen. Weather:- Mainly clear, but hazy in area of operation. visibility good. South and West of Le Touquet - layer of 10/10th cloud with base at about 8,000 feet. Red section. No e/a was seen and they patrolled the area.	
21-5-43.	<u>Spitfire VB's.</u> AL. 138 BL. 294 BL. 294 BL. 355	Lieut. Naesner T. Sgt. "arsflot J. 2/Lt. Westly E. Lieut. Ravn H.	Convoy patrol. " " "	10.5 " 1240 "	1220 " 1415 "	Purple section. Pink section.	There is nothing to report from these patrols.
22-5-43.							No operational flying to-day.
23-5-43.	<u>Spitfire IX's.</u> BS. 508 BS. 507 LN. 397 MA. 228 LN. 177 LN. 919 BS. 249 LN. 898 BS. 248 BS. 399 BS. 458	Major Thorsager F. C/O D.C. Morris, D.F.C. Sgt. Aarjensen O. Lieut. Gillanus J. Capt. Christie W. 2/Lt. Isachsen E. 2/Lt. Westly E. Sgt. Sandvik E. 2/Lt. Djåvne O. Sgt. Bøtner G. Major H. Mochre, D.F.C.	Cirrus 302 " " " " " " " " " "	1155 " " " " " " " " " "	1325 " 1300 1240 1325 " " " " " "	The Wing remained at sea level until 1212 hours, crossing the English coast at Clacton at about 1205 hours and sighting bombers and escort just leaving Clacton. At 1225 hours, the Wing had reached 14,000 feet and was 18 miles from the Belgian coast. While climbing the Wing reached 21,000 feet crossing coast just East of Zebbrugge and turning West, bombers and escort were again sighted just leaving target area and the Wing covered their withdrawal. 20 plus e/a were reported heading North from Ypres, but were not seen and the Wing came back to base without incident. Heavy flak was seen from a point just East of Ostende apparently at the bombers and escort.	
							Weather:- Small amounts of cloud over North Sea, South and East of a line Walchern to Boulogne 6/10th to 10/10th cumulus cloud base 6,000 feet, slight haze, visibility good.

124

PUBLIC RECORD OFFICE

Reference:- **AIR 27/1728**

1	2	3	4	5	6
	1	2			

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
23-5-43.	<u>Spitfire VB's.</u>								
	BL. 860	2/Lt. Björns G.	Convoy patrol	0825	0945	Pink section.	These patrols were carried out without any incident.		
	AD. 138	Lieut. Ravn H.	" "	" "	" "	" "			
	BL. 860	Sgt. Bakke F.	" "	1010	1130	Purple section.			
AD. 138	Sgt. Kolling R.	" "	" "	" "	" "				
24-5-43.	No operational flying was carried out to-day.								
25-5-43.	<u>Spitfire VB's.</u>								
	BL. 860	Sgt. Bakke F.	Convoy patrol	1025	1225	Pink section.	His No. 2 was a pilot from 334(I) Squadron. The pilots have nothing to report from these patrols.		
	BL. 860	Lieut. Ulstein K.	" "	1245	1425	Pink section.			
	BL. 294	Sgt. Gabrielsen O.	" "	" "	" "	" "			
	BL. 860.	Sgt. Bolstad K.	" "	1459	1520	Brown section.			
BL. 541	Sgt. Oman H.	" "	" "	" "	" "				
SPITFIRE IX.	BS. 508	Major F. Thorsager	Circus 301	1025	1445	The wing arrived at Harfjord as appointed. When near Hordin under Appleby Control, the wing was vectored around to starboard on south-westerly course climbing to 29,000 feet, and were ultimately informed that e/a were ahead and below. These aircraft were intercepted in the Horns area but turned out to be friendly Spitfires, presumably the Kenley wing. No e/a were seen. Marker Flak observed N.W. of Abbeville. Weather: No cloud in channel. 5/10ths cirrus at about 30,000 feet over France. 6/10ths cumulus from 2,000 feet up to 4,000 feet extending N.E. from Seine Estuary, and more cloud to South of Seine. Visibility good. Flight base below clouds. Smoke trail height - 26,000 feet.			
	BS. 507	Capt. Rye J.	" "	" "	" "				
	BS. 397	Sgt. Mathing R.	" "	" "	" "				
	BS. 250	Sgt. Fosbe G.	" "	" "	1130				
	MA. 228	Sgt. Bolstad K.	" "	" "	" "				
	BS. 249	Capt. From R.	" "	" "	1115				
	BS. 248	2/Lt. Leachsen H.	" "	" "	" "				
	LL. 219	2/Lt. Harfjord K.	" "	" "	" "				
	LL. 249	Sgt. Sandvik B.	" "	" "	1120				
	BS. 177	Capt. Gustafsen	" "	" "	1445				
	BS. 395	P/Sgt. Rønnevik K.	" "	" "	" "				
	BS. 508	Major F. Thorsager	Docton	1730	1835			The wing kept below 10,000 feet as far as Hordstane and then it climbed over the English coast at Dungeness at 10,000 feet (1735 hours). Still climbing, the wing went to mid-channel between Dungeness and Le Touquet and reached a height of 16,000 feet. A wide port orbit was then made as the wing leader decided to return to base owing to weather conditions. The English coast was recrossed between Dungeness and Folkestone. There appears to be a fairly large vessel (tonnage not estimated) in Boulogne outer harbour, seen at 1805 hours from 16,000 feet. Weather: 6/10ths cumulus cloud at 3,000 feet building up in places to over 10,000 feet from mid-channel extending over France. Visibility: under cloud poor North of Thames, good South of the Thames.	
	BS. 507	Capt. Rye J.	" "	" "	" "				
	BS. 250	Sgt. Fosbe G.	" "	" "	" "				
	BS. 397	Sgt. Mathing R.	" "	" "	" "				
	BS. 248	Capt. From R.	" "	" "	" "				
	BS. 395	P/Sgt. Rønnevik K.	" "	" "	" "				
	BS. 177	Capt. Gustafsen	" "	" "	" "				
	LL. 219	Sgt. Hauge B.	" "	" "	" "				
LL. 249	2/Lt. Westly K.	" "	" "	" "					
LL. 249	Sgt. Rønnevik K.	" "	" "	1810					
BS. 158	Major H. Madsen R.F.C.	" "	" "	1835					

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

BY 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. NINE

FORM 541.

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT
By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE

(*931) Wt. 021-58 6x100 Size T.S. 700

FOR THE MONTH OF May 1943 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
26-5-43	SPITFIRE Va.	Sgt. Hauge E.	Patrol	0930	1120	Dark section.	
	Ma. 294	Sgt. Amundsen O.	"	"	"	"	
	Ma. 438	"	"	"	"	"	
	SPITFIRE IX.	2/Lt. Harford F.	"	1955	2125	Green section.	The pilots have nothing to report from these patrols.
	BG. 249	Sgt. Hauge E.	"	"	"	"	
	Ma. 919	P/Sgt. Reinof K.	"	2405	2240	Black section.	
	BG. 395	Sgt. Egsteer O.	"	"	"	"	
	BG. 250	Capt. Christie W.	"	1955	2125	Blue section.	
27-5-43	Ma. 177	Lieut. Horn H.	"	"	"	"	
	Ma. 248	Lieut. Gillman J.	"	2410	2360	White section.	
	Ma. 397	Sgt. Baker W.	"	"	"	"	
	BG. 249	2/Lt. Harford F.	Patrol	0510	0725	Green section.	The pilots have nothing to report from these patrols.
	Ma. 919	Sgt. Hauge E.	"	"	"	"	
	Ma. 177	Capt. Christie W.	"	"	"	"	
	BG. 248	Lieut. Horn H.	"	"	"	"	
	BG. 508	Major W. Thompson	Wagon 231	1430	1420	The Wing carried out an operational climb from base reaching altitude at 1722 hours with bottom Squadron 332 at 30,000 feet. During climb they had just reached altitude when information was received from Sector Controller of two groups of e/a heading south from Blandford area. The wing turned N.W. and sighted about 6 e/a at same height 20 miles away, which turned and circled inland. These were followed by two groups of P.W. 190's at 20,000 feet travelling S.E., 10 to 15 miles apart. The W/Os and 332 engaged one group about 15 miles East of Bruges and 331 sent after the other four which they attacked over Ghent with the result that two P.W. 190's were destroyed, one by each Squadron. Several other pilots including the W/O fired but make no claims. The Wing became split up during these combats and the two Squadrons returned independently without further incident. Weather:- 6/10th cirrus cloud, base 4,000 feet, top 9,000 feet with base below but visibility generally good. Thin layer of cloud at about 30,000 feet.	
28-5-43	SPITFIRE IX.	Capt. Horn H.	Patrol	1435	1425	The W/O arrived at North Weald at 1732 hours, at 20,000 feet after remaining at sea level until 1712 hours. During climb he had seen e/a circling, the wing past over Blandford, but at 1745, went to report to Dunkirk where he sighted e/a at 20,000 feet. E/a were reported in the Dover and Blankenberge areas, but were not sighted. Two P.W. 190's were seen over Blandford and two Groups of Spitfires were also seen, one over Blankenberge and the other heading inland at 1745. Considerable smoke seen in the Blandford area. Weather:- Heavy thick haze up to 20,000 feet. Visibility fair only. Sea fog in the Blandford area. Some cloud seen inland over Holland and Belgium.	
	Ma. 228	Capt. Horn H.	"	"	"	"	
	Ma. 336	Major W. Thompson	"	"	"	"	
	BG. 507	Sgt. Hauge E.	"	"	"	"	
	Ma. 397	Sgt. Reinof K.	"	"	"	"	
	BG. 250	Lieut. Horn H.	"	"	"	"	
	BG. 249	Sgt. Hauge E.	"	"	"	"	
	Ma. 919	2/Lt. Harford F.	"	"	"	"	
BG. 248	Sgt. Hauge E.	"	"	"	"		

125

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1		2		

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28-5-43	SPITFIRE IX. No. 577 BS. 500 BS. 256 MA. 226 BS. 247 MA. 397	Capt. Rye J.	Navigator	2035	2200	Red section.	No ops were seen on this flight and the pilots have nothing to report.
		Sgt. [Name]	"			Yellow section.	
		Lieut. [Name]	"			"	
		Sgt. [Name]	"			"	
		Sgt. [Name]	"			"	
29-5-43	SPITFIRE IX. BS. 906 BS. 228 MA. 327 BS. 247 BS. 256 MA. 177 BS. 249 BS. 248 BS. 249 BS. 395	Major W. [Name]	No 10 Group	1546	1730	The wing took off from [Name] at set course at 1546 hours.	[Detailed flight report text]
		Sgt. [Name]	[Name] G.P.	"	1735	"	
		Lieut. [Name]	"	"	1745	"	
		Sgt. [Name]	"	"	1730	"	
		Sgt. [Name]	"	"	1730	"	
		Sgt. [Name]	"	"	1735	"	
		Sgt. [Name]	"	"	1735	"	
		Sgt. [Name]	"	"	1730	"	
		Sgt. [Name]	"	"	1735	"	
		Sgt. [Name]	"	"	1735	"	
30-5-43		No operational flying today.					
31-5-43	SPITFIRE IX. [Aircraft numbers]	Capt. [Name]	Circus 309	1650	1825	10 Spitfire IX's - Target support to Mitchell's bombing	[Detailed flight report text]
		P/Sgt. [Name]	"	"	"	"	
		Capt. [Name]	"	"	"	"	
		Sgt. [Name]	"	"	"	"	
		Lieut. [Name]	"	"	"	"	
		Sgt. [Name]	"	"	"	"	
		S/Lt. [Name]	"	"	"	"	
		Sgt. [Name]	"	"	"	"	
		S/Lt. [Name]	"	"	"	"	
		Sgt. [Name]	"	"	"	"	

F. [Name]
Major [Name],
332(1) Squadron.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald	1-6-43		<p>Cloudy in the morning with heavy rain in the late afternoon and evening. The pilots were briefed early in the morning in connection with Rodeo 225 in which the North Weald Wing was going to act as fourth Fighter Echelon. At 1135 hours, 11 Spitfire IX's led by Major Hakehre D.F.C., took off with 12 Spitfire IX's of 331(N) Squadron. Course was set for Gravelines with this Squadron on the bottom. The Wing remained below 500 feet until 1145 hours, and then started to climb rapidly, reaching 25,000 feet over Gravelines. Remaining at this height, the Wing proceeded inland to Hasbrouck and then to Bethune where a turn was made towards Le Touquet. Information was received of dog-fights in the Harelol - St. Omer area. Soon after two Me.109's came into attack this Squadron and orders were given to break climbing into sun. These two e/a disappeared, but another two came in from astern and were dealt with by Blue section one being destroyed by Lieut. Westly E. (Blue 3), confirmed by Blue 4, Sgt. Hauge E. 331(N) Squadron later engaged other e/a and the Wing was split up with the Squadrons returning independently. Two aircraft of this Squadron, Yellow 1 and 2, landed at Southend for refueling. The remainder of the aircraft had landed base by 1300 hours.</p> <p><u>Wing Score:-</u> 2 P.W.190 destroyed. 1 Me.109 destroyed. 1 Me.109 probably destroyed.</p> <p><u>Losses:-</u> 1 Spitfire IX and pilot missing from 331(N) Squadron.</p> <p><u>Weather:-</u> Clear over Channel. 6-8/10ths cumulus cloud between 5-8,000 feet over Northern France. Visibility good.</p> <p>The following pilots were taking part:- Major Hakehre D.F.C., Major F. Thorsager., Capt. From R.E., Sgt. Hjelaland K., Lieut. Fosse G., Sgt. Bakke F., Lieut. Waerner T., Capt. Christie W., Lieut. Ravn H., Lieut. Westly E., Sgt. Hauge E.</p> <p>In the late afternoon pilots were again called to a briefing - this time in connection with Rodeo 82 in which the North Weald Wing was going to act as 2nd fighter echelon. The Wing took off from North Weald at 2020 hours, led by Major F. Thorsager. The Wing proceeded to Ambletouse and arrived there at 2049 hours as planned. On reaching the French coast, however, the Wing was recalled owing to unfavourable weather conditions, and the aircraft returned to base without incident landing at 2125 hours.</p> <p><u>Weather:-</u> Scattered cloud over the Channel; 10/10ths cumulus cloud from 5-7000 feet over France. Visibility good above and below cloud.</p> <p>The following pilots took part: Major Thorsager F., 2nd Lt. Herfjord K., Lieut. Fosse G., Sgt. Bakke F., Capt. From R., Sgt. Kolling R., Lieut. Waerner T., Sgt. Bolstad B., Capt. Christie W., 2nd Lt. Isachsen E., Lieut. Westly E., Sgt. Hauge E.</p> <p>2/Lt. Westly E. was promoted Lieutenant today.</p>	APPENDIX I

126

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald	2-6-43		<p>A briefing should have taken place at 0630 hours in connection with a form "D" received the previous night, but the operation covered by this form was cancelled on account of unsuitable weather conditions. It was low clouds and rain in this area most of the day. The following sections were detailed for convoy patrols:-</p> <p>Pink sections- Sgt. Bakke E. and Sgt. Olsen E. took off at 0900 hours, landed at 1000 hours.</p> <p>Purple sections- 2/Lt. Harford K. and Sgt. Gabrielsen O. " " 1000 " " " 1145 "</p> <p>Pink sections- Sgt. Kalling R. and Sgt. Bolstad E. " " 1100 " " " 1250 "</p> <p>Purple sections- Lieut. Warner E. and Lieut. Havn R. " " 1245 " " " 1345 "</p> <p>Pink sections- Lieut. Ulstein E. and 2/Lt. Ingeborn E. " " 1440 " " " 1540 "</p> <p>All these patrols were uneventful.</p> <p>The Squadron was released off camp at 1500 hours.</p>	
North Weald	3-6-43		<p>7-10/10ths low cloud and rain. The Squadron was on readiness from 1300 hours. No operational flying was carried out today.</p>	
North Weald	4-6-43		<p>The weather was cloudy all day. At 1100 hours 11 Spitfire IX aircraft of this Squadron together with 331(N) Squadron took off on Route 226. The North Weald Wing, led by Major H. Mearns, D.F.C., flying with 331(N) Squadron, was going to ambush what be the second fighter sweep in the above mentioned operation. Before crossing the English coast east, Yellow 1, Capt. Ryg J., made a forced landing owing to engine trouble. The cause of the engine trouble is not yet known. Capt. Ryg J. was slightly injured and brought to hospital, when west of Le Touquet flying at 15,000 feet, the Wing was detailed to intercept a/a returning from Hartbourne. The Wing was directed to the Dieppe - Gonne area and later to St. Valery. Height was lost to 3-4000 feet, and the Wing remained in the mentioned area from 1134 hours to 1147 hours, but no a/a was seen. The Wing was ordered to return to base at 1148 hours. The Squadron landed at 1230 hours.</p> <p>Weather:- 9/10ths cloud in layers from 3-10,000 feet. Patches of thick mist. Visibility good above cloud, fair below.</p> <p>The following pilots took part in this operation:- Capt. Ryg J., Sgt. Kalling R., Lieut. Fosse G., Sgt. Bolstad E., Capt. Fren R., Lieut. Havn R., P/Sgt. Bakke E., Capt. Christie W., Sgt. Gabrielsen O., 2/Lt. Harford K., Sgt. Hauge E.</p>	
North Weald	5-6-43		<p>The Squadron detailed 3 sections of two aircraft each for convoy patrols during the day. The pilots have nothing to report from these patrols. The sections were composed as follows:-</p> <p>Red sections:- Lieut. Fosse G. and Sgt. Bolstad E. took off at 0915 hours and landed at 1055 hours.</p> <p>Purple sections:- P/Sgt. Bakke E. and Sgt. Gabrielsen O. " " 1115 " " " 1300 "</p> <p>Pink sections:- 2/Lt. Harford K. and 2/Lt. Djorne O. " " 1305 " " " 1540 "</p> <p>The Squadron was released off camp in the afternoon.</p>	
North Weald	6-6-43		<p>Cloudy all day with rain in the evening. No operational flying was carried out by this Squadron today.</p>	
North Weald	7-6-43		<p>Clear in the morning, then becoming hazy during the day. The pilots were briefed for two offensive operations during the day, but both of these operations were cancelled owing to unfavourable weather conditions. The Squadron was on readiness with one flight from 1300 hours.</p>	
North Weald	8-6-43		<p>Low clouds and ground mist. No operational flying was carried out by this Squadron today. The Squadron was released off camp at 1700 hours.</p>	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2340, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) 331 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	9-6-43		Rain with clear sky all day but ground haze. The Squadron took over readiness at 1300 hours. There was no operational flying today and the practice consisted of air to air and air to ground exercises.	
North Weald	10-6-43		<p>5/10ths cumulus cloud and slight haze during the day. At 1230 hours, Blue section, Capt. Christie W. and Sgt. Egthor C., took off to carry out a weather recon. in the Ostende-Dunkirk area. The section crossed the English coast at Southend and arrived off Ostende at 25,000 feet. Flying a few miles off coast, course was followed to Dunkirk where the section turned for base and returned via Manston landing at 1340 hours.</p> <p>Weather:- Clear in Channel. 3-5/10ths cloud at 4,000 feet along Belgian-French coast increasing to 5-7/10ths inland. Visibility good above cloud.</p> <p>Having had early tea, the pilots were briefed at 1700 hours in connection with Ramrod 86 in which this Wing was to act as First Fighter Sweep. At 1750 hours, 12 Spitfire IX's of this Squadron, led by Major H. Mehre D.F.C., took off together with 331 (N) Squadron. Flushing was reached at 20-25,000 feet. When 5 miles West of Walcheren, while still climbing, the W/O. had R/T trouble and returned to base with his No. 2 2/Lt. Isachsen H. Major P. Thorsager led the Wing for the remainder of the operation. E/a were reported South of Ostend and later East of Flushing, the latter at 25,000 feet. The Wing turned towards Ostende but a/c reported in this area were identified to be friendly. A climbing bank turn to port was made to deal with a/c reported East of Flushing. When over Bealoe at 30,000 feet, 3 F.W. 190's were seen below. This Squadron dived to attack while 331 stayed above as cover. Blue section followed one F.W. 190 down to 10,000 feet and was damaged by Capt. Christie W., who observed cannon strikes on port wing. Blue 2, Sgt. Gabrielsen O. also fired on this a/c but makes no claim. The other two F.W. 190's had dived many inland before our pilots were able to attack. The Wing reformed up at 33,000 feet over Diksmuide and observed smoke trails South of Dunkirk. Investigations were made and the aircraft were identified as Spitfires so course was set for base crossing the French coast just East of Dunkirk and passing just off Manston. The Wing had landed at base by 1935 hours without further incident. Heavy flak was seen in the target area but no shipping was seen. Weather:- 2-3/10ths thin cloud at 33,000 feet. Slight haze up to 10,000 feet.</p> <p>Claims:- 1 190 damaged. Losses:- Nil.</p> <p>The following pilots were taking part:- Major H. Mehre D.F.C., Major P. Thorsager, Capt. From R.F., Sgt. Odman H., Lieut. Gilhaus J., Lieut. Warner T., 2/Lt. Isachsen H., Sgt. Sandvik S., Capt. Christie W., Sgt. Gabrielsen O., 2/Lt. Herfjord K., Sgt. Egthor C.</p>	APPENDIX II

127

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	11-6-43		<p>A warm day with sunshine. Slight haze in the afternoon. The pilots were briefed in the morning in connection with Ramrod 87 in which this Wing was acting as 2nd Fighter Sweep. At 1300 hours 12 Spitfire IX's, led by Major F. Thorsager, took off together with 334(N) Squadron, Major H. Mehre D.F.C., flying with the latter, was leading the wing. The wing arrived at Merdyck as planned and then swept Merville-Bethune and out at Le Touquet. Smoke was observed just S.W. of Bethune. No shipping or a/s were seen and no flak experienced.</p> <p>Weather:- Layer of thin cloud at 25,000 feet over Channel. 4/10ths cumulus cloud at 8,000 feet over France and very thin cloud over 35,000 feet. Considerable haze. Visibility fairly good.</p> <p>The Squadron, which consisted as follows, had landed by 1430 hours. Major F. Thorsager, Lieut. Fosse G., Sgt. Aarflot A., Lieut. Gillman J., Sgt. Aanjosen O., Capt. From R., 2/Lt. Inachon H., Sgt. Bøthker C., Capt. Christie W., Lieut. Ravn H., 2/Lt. Harfjord K., Sgt. Sandvik S.</p> <p>Soon after landing, the pilots were briefed in connection with Hodeo 229, in which this Wing was acting as 4th Fighter Sweep. At 1620 hours 12 Spitfire IX's, led by Major H. Mehre D.F.C., took off together with 334(N) Squadron. Course was set for Sangatte which was reached at appointed. Still climbing, the wing turned South and the Somme Estuary was reached at 34,000 feet. Four F.W. 190's were sighted at 37,000 feet some distance away, but they dive away when they sighted our aircraft and were lost in the haze. The wing set course for base and landed at 1740 hours without any further incident. No shipping was seen and no flak experienced.</p> <p>Weather:- 6/10ths cumulus cloud at 10,000 feet in coastal area of Northern France and building up to 20,000 feet inland. Thick haze over whole area covered during operation. Visibility poor.</p> <p>The following pilots were taking part:- Major H. Mehre D.F.C., Capt. From R., Major F. Thorsager, Sgt. Kolling R., Lieut. Fosse G., Lieut. Warner T., Lieut. Ravn H., Sgt. Aanjosen O., Capt. Christie W., Sgt. Sandvik S., Lieut. Westly E., Sgt. Hauge E.</p>	
North Weald.	12-6-43		<p>The Squadron went off readiness at 1300 hours and was released off camp until 1300 hours on 13-6-43. There was no operational flying today.</p>	
North Weald.	13-6-43		<p>Fair in the morning but becoming cloudy in the afternoon. At 1930 hours 12 Spitfire IX's of this Squadron together with 334(N) Squadron were ordered to proceed to Coltishall to take part in a 12 Group Roadstead. The wing landed at Coltishall at 2000 hours and refueled. At 2115 hours the wing took off and rendezvous was made with torpedo carrying Beaufighters and 3 Spitfire VB Squadrons over Coltishall aerodrome. Course was set at sea level towards the Dutch coast. When the convoy was sighted 3-4 miles off Kijkdein, the North Weald wing climbed rapidly to 5,000 feet. Four ships were seen to be hit by torpedoes, one of which started burning and another listed heavily to port. Intense light flak was experienced from the escorting vessels. One Beaufighter was seen to be shot down and crash into the sea. The formation then returned to Coltishall at sea level via Great Yarmouth and landed by 2250 hours.</p> <p>The following pilots were taking part:- Major F. Thorsager, Capt. From R., Lieut. Westly E., Lieut. Warner T., Sgt. Kolling R., Sgt. Gabrielson O., Lieut. Fosse G., P/Sgt. Røthof K., 2/Lt. Harfjord K., Sgt. Bakke P., Sgt. Bøthker C., Sgt. Sandvik S.</p>	
North Weald.	14-6-43		<p>Cloudy in the morning with rain in the late afternoon. The Squadron returned from Coltishall landing at North Weald at 0625 hours. The Squadron went off readiness at 1300 hours and remained at 30 minutes for the rest of the day. No operational flying today.</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. **FIVE**

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

of (Unit or Formation) **332 (Norwegian) Squadron, North Weald.**

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	15-6-43		<p>Low clouds and heavy rain during the day. The Squadron was on readiness from 1300 hours. The pilots were briefed in the early morning in connection with Barred 95 in which this wing was to fly as high cover. At 0745 hours 12 Spitfire IX's, led by Major F. Thorsager, took off together with 331(N) Squadron. Major Halsebre D.F.C., flying with the latter was leading the wing. On the way to rendezvous reached at 0815 hours at 27,000 feet, the bombers were seen to return towards the English coast. The wing, however, was not recalled until 0820 hours. Course was followed along French coast to Boulogne on to Cap Gris Nez and set course for base when off Sangatte. The Squadron had landed by 0900 hours. No flak was experienced and no a/a or shipping seen.</p> <p>Weather:- Banks of 10/10ths cumulus cloud up over 30,000 feet over France with only a clear patch in the Calais-Idlle area. There was haze in the area covered. Visibility moderate.</p> <p>The following pilots took part:- Major F. Thorsager, Capt. Christie W., Lieut. Poase G., Sgt. Balke F., Sgt. Bittler G., Capt. From R., F/Sgt. Rybof K., 2/Lt. Inachsen H., Sgt. Sandvik B., Lieut. Westly E., Lieut. Gilhaus J., and Lieut. Waerner T.</p>	
North Weald	16-6-43		<p>Low clouds and rain during day. The Squadron was at readiness until 1300 hours and then at 30 minutes. At 1415 hours, Red section, Lieut. Poase G. and Sgt. Odman G., took off on a weather recon along French-Belgian Coast. The English coast was crossed at Manston at 18,000 feet then climbed to 25,000 feet when reaching Dunkirk. The coast was followed to Flushing - reached at 30,000 feet. The section returned via Broadwell Bay having lost height gradually on way home. No flak experienced and no a/a seen.</p> <p>Shipping:- Dunkirk - 2 ships estimated to be of 1500 tons coming in. Ostende:- 1 ship 1500 tons leaving harbour with one tug on each side. Zeebrugge-3 ships of 100-150 tons moving out along mole.</p> <p>Balloons outward:- In Knoeke area, the section sighted single balloons - well apart at 29,000 feet. 30 miles West of Walcheren, balloons seen in threes at 26,000 feet and 40 miles further West, larger bunches of balloons. In all more than 100 balloons were seen.</p> <p>Weather:- In channel S. of Manston- 10/10ths cumulus, base 6,000 feet top 22,000 feet. In channel N. of Manston - 3/10ths cumulus 6,000 to 22,000 feet. Cap Gris Nez-Knoeke area - 7-8/10ths cumulus in layers topping at 26,000 feet, decreasing to 4/10ths over Flushing. Gaps in cloud over Dunkirk, Ostende and Zeebrugge. Heavy showers of rain on way home across North Sea. The section had landed by 1530 hours. The Squadron was released off camp at 1900 hours.</p>	

128

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	17-6-43		<p>Fair most of the day with scattered clouds in the afternoon. The pilots were briefed in the early morning in connection with Circus 311. The North Weald wing was going to act as Target Withdrawal Support. This Squadron, led by Major H. Mehre D.F.C., was flying as bottom Squadron with 334(N) Squadron on top. The Wing arrived over Hamstede at approx. 0932 hours flying at 22-24,000 feet, then proceeded East for about three minutes and then turned on to a southerly course. e/a were reported 15 miles South of Flushing flying North, so the wing made a climbing turn towards the area where e/a were reported. When at 29-30,000 feet, 9 F.W.190's were observed 15,000 feet below flying in formation of six in line abreast. Another formation of e/a were observed to follow the first bunch - behind and about 4,000 feet above. This latter formation was not seen until the first one was being attacked. This Squadron, led by the W/O., attacked the first formation of nine e/a and the following casualties were inflicted without loss to ourselves.</p> <p>Major H. Mehre D.F.C. 1 F.W.190 destroyed and one damaged. Sgt. Gabrielsen G. 1 F.W.190 destroyed. Capt. From R. 1 F.W.190 destroyed. Capt. From and Sgt. Aarflot. 1 F.W.190 destroyed between them. Major P. Thorngager and Sgt. Sandvik. 1 F.W.190 destroyed between them. Sgt. Odman. 1 F.W.190 probably destroyed and another damaged. Sgt. Sandvik. 1 F.W.190 damaged. Capt. Christie 1 F.W.190 damaged. Major P. Thorngager. 1 F.W.190 damaged. 334(N) Squadron, having remained above as cover, saw the last formation of e/a and one section attacked, destroying one F.W.190, probably destroying another and damaging a third also without loss to themselves. The Squadron now withdrew and set course for base where they landed by 1030 hours. It is estimated that about 25 e/a (all F.W.190's) were seen.</p> <p>Wing score:- 6 destroyed - 2 probable - 6 damaged. without any losses. Weather:- 3/10ths cumulus - top 15,000 feet over North Sea - with base up to 4,000 feet. 5/10ths cumulus cloud in the Flushing area.</p> <p>The following pilots took part in this successful operation:- Capt. From R., Major H. Mehre D.F.C., Capt. Christie W., Sgt. Aarflot G., Sgt. Odman H., Sgt. Gabrielsen G., Lieut. Fosse G., Major P. Thorngager, 2/Lt. Haefjord H., Sgt. Bolstad K., Sgt. Bittner G., Sgt. Sandvik S.</p> <p>The pilots were called to another briefing just after lunch. This time in connection with Rodeo 231, in which this Wing was going to be the 4th Fighter Sweep. Major H. Mehre D.F.C., flying with 334(N) Squadron was leading the wing. At 1450 hours, 12 Spitfire IX's took off together with 334(N) Squadron. Major P. Thorngager leading this Squadron, had to return soon after take off owing to engine trouble. Capt. From R. led this Squadron during the operation. Starting to climb just South of Bratwell, the wing arrived at Blankenberghes at 1530 hours flying at 27-30,000 feet. Aircraft were observed below flying from Dixmude area towards Bruges. The wing made a turn to investigate, but found aircraft to be friendly. The wing then swept Eastwards inland and then North to Flushing. e/a were reported several times in this area by Controller, but searching orbits were made in vain. The wing crossed the Dutch coast North of Knocke and returned to base via North Foreland. No shipping was seen and no flak experienced.</p> <p>Weather:- 10/10ths cumulus cloud at 10-15,000 feet over North Sea with moderate visibility below cloud. Good above. In Flushing area - 4/10ths cumulus at 10-15,000 feet, increasing to 25,000 feet.</p> <p>The following pilots took part in this operation:- Major P. Thorngager, Capt. From R., Lieut. Fosse G., Sgt. Kolling H., Lieut. Gilhaus J., Sgt. Bolstad K., 2/Lt. Isachsen H., P/Sgt. Rishof K., Capt. Christie W., Lieut. Ravn H., Lieut. Vestly E., and Sgt. Hugo E.</p>	<p>APPENDICES III TO IV</p>

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. SEVENof (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	18-6-43		Cloudy for most of the day. Having a flight on readiness in the morning, the Squadron had one section of two aircraft scrambled at 1140 hours. The section was given several vectors at various heights but nothing was seen and the pilots had nothing to report on landing. Black section. P/Sgt. Bakkef L. and Sgt. Hauge E. took off at 1140 hours and landed at 1235 hours. The Squadron was at 30 minutes readiness from 1300 hours.	
North Weald.	19-6-43		Cloudy in the morning, then becoming fair in the afternoon. The Squadron was released off readiness at 1300 hours and later off camp. In the afternoon, His Majesty King Haakon VII of Norway visited the Norwegian Wing at this aerodrome. There were some pilots who had been in the Norwegian wing and are now flying with the R.A.F. present at this parade. The two Squadrons paraded at 1530 hours at the Western end of the East to West runway, flanked by Spitfire IX's. The King and company, which consisted of Crown Prince Olav of Norway, Admiral Riise Larsen, and their Aides-de-camp, and the Air Officer Commanding No. 11 Group - Air Vice-Marshal H.W.L. Saunders C.B., C.D.E., M.C., D.F.C., M.M., inspected the personnel and the King made a speech thanking the wing for the excellent work it had done in the past and wishing them all good luck in the months to come. The King then talked to representatives of the R.A.F. present, thanking them for the very fine co-operation they had given the King. After the parade the King inspected the aerodrome - visiting dispersals and hangars. His Majesty and party had tea in the Officers' Mess and afterwards attended a cocktail party given by the mess.	
North Weald.	20-6-43		Fair all day. The Squadron was released off camp until 1300 hours and from then on at 15 minutes.	
North Weald.	21-6-43		Fair in the early morning then becoming cloudy in the afternoon. A practice G.C.I. was carried out by the Squadron this afternoon. "A" Flight were enemy raiders and "B" Flight was scrambled at 1540 hours and ordered to Manston at 20,000 feet. The Flight was then given several vectors bringing them East of Bradwell where IIR Flight was seen and attacked. The operation was slightly hampered by disturbance on G.C.I. transmitter.	
North Weald	22-6-43		Fair during the day with slight ground haze up to 3,000 feet. Having been briefed in the early morning, the wing left North Weald at 0645 hours and proceeded to Hartlepool. Having refueled, the wing took off at 0742 hours to take part in first part of Runrod 99 as escort cover in the first diversion. 10 Spitfire IX's of this Squadron, led by Major Holmeire D.F.C., who was also leading the wing. The King made rendezvous with bombers owing to absence of escort cover and remained below 20,000 feet. Having turned right after bombing, a/a were seen South of Target. This Squadron engaged the enemy and several dogfights developed in the course of which Capt. Fran R. probably destroyed one F.W.190 and damaged another. The wing then reforming and withdrew behind bombers. When off the coast, another formation of a/a came into attack the bombers. This Squadron broke towards these a/a and Sgt. Sanjensen G. probably destroyed an F.W.190 in the combat which developed.	APPENDIX IX APPENDIX IX

129

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices
North Weald	22-6-43	(Cont'd)	<p>Yellow section became separated from the main formation during this last engagement and returned independently to base. The Squadron had landed at North Weald by 0925 hours. The following pilots were taking part:- Major Hildre D.F.C., Capt. From R., Sgt. Sanjosen G., Ident. Poore R., Sgt. Kelling R., Major F. Thorngate, Capt. Christie U., Sgt. Sandvik R., Ident. Westly R., Sgt. Spitzer G.</p> <p>Immediately after landing, the pilots were taken by car to Station Intelligence Office where sandwiches and cocoa was served whilst briefing was given in connection with the second part of Runed 99 in which the wing was going to act as escort. It is noteworthy that the whole wing refueled and re-armed in 17 minutes - some minor repairs also being carried out on aircraft of both Squadrons. At 0955 hours, or just 30 minutes after landing from the first operation, the wing was again off. The wing leader, Major Hildre D.F.C., was this time flying with 334(N) Squadron with 11 Spitfire II's of this Squadron, led by Major F. Thorngate, on top. When making landfall south of Bumpstead, the wing saw BEEHIVE coming out North of Westwood. When some aircraft were seen flying over Southern Malvern below the wing, two sections of 334(N) Squadron were detailed to investigate. The aircraft were recognized as P.40's and one of our sections engaged - no claim is made. The more o/a just afterwards started gliding towards the wing, but dived away inland when a section of 331 broke against them. The wing proceeded to Hoarick and a wide orbit was made towards Rotterdam, then 10 miles S.W. of Rotterdam, the wing turned West and crossed the coast south west of Brille flying at 25-26,000 feet. The coast was then followed to Hoarickhoofd and losing height gradually, the wing returned to base landing at North Weald by 1145 hours. Six speedboats were seen in two lines of three between Scheveningen and Noord Develand.</p> <p><u>Weather</u>- Over sea - haze up to 4,000 feet, and a thin layer of cloud at 27,000 feet. Over Holland - ground haze and scattered clouds at various heights - also thin layer at 27,000 feet. Visibility very good at 23,000 feet.</p> <p>The following pilots took part:- Capt. From R., Sgt. Balke F., Ident. Poore G., Major F. Thorngate, Sgt. Spitzer G., Ident. Wimmer T., Sgt. Rishor K., Capt. Christie U., 2/Lt. Lanchester R., Ident. Westly R., Sgt. Sandvik R.</p> <p>A convoy patrol in the afternoon was uneventful. A Pink Section, Sgt. Sanjosen G. and Sgt. Spaland J. took off at 1910 hours and landed at 1638 hours.</p>	
North Weald	23-6-43		<p>Fair in the morning then scattered clouds. The North Weald wing proceeded to Tangmere just after lunch to take part in Runed 100. The wing was going to act as Target Withdrawal Support and took off from Tangmere at 1715 hours. This Squadron, led by Major Hildre D.F.C., on the bottom with 334(N) Squadron above, when 46 miles N. of Peenap the bombers were sighted approx. 10 miles ahead. The wing overtook the bombers as they crossed the coast at Peenap and took up position to the starboard of leading bomber and at the same level. Another wing was seen well ahead and above. Just after crossing the coast, the bombers made a port turn and then continued on a course of 360 degrees - recrossing the French coast between Peenap and St. Valery. The wing reluctantly followed. R/a, reported approaching from the East have not seen. The wing escorted the bombers to the English coast being joined by other Spitfires whilst crossing the sea. On the way across the sea, another box of bombers was seen to come out from the French coast S. of La Touquet. It is thought that the two boxes of Fortresses failed to rendezvous as planned at Dandy Head and that one box steered too far East for Peenap. The box, finally escorted back by this wing, arrived five minutes before schedule at Peenap. <u>Weather</u>- Fair in the Channel. 4/10ths cumulus over French coast and to the South. The Squadron had landed at North Weald by 1845 hours. The following pilots took part:- Major Hildre D.F.C., Capt. From R., Ident. Gillman J., Sgt. Balke F., Ident. Wimmer T., Major F. Thorngate, Sgt. Sanjosen G., Ident. Westly R., Sgt. Hugo R., 2/Lt. Rufford K., and 2/Lt. Lanchester R.</p>	

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2519, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. NDLof (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald	24-6-43		<p>Fair all day. There was a briefing at 0615 hours this morning in connection with Ramrod 102 in which the Wing was acting as Target Withdrawal Support. At 0752 hours, 10 Spitfire IX's of this Squadron took off together with 334(H) Squadron. Major Halsbra D.F.C., flying with the latter, was leading the wing. When climbing towards Harstedt - reached at 24,000 feet, the wing observed smoke caused by the bombing of Flushing. The wing made a wide climbing turn to starboard across Beveland and swept East of Ostende, coming out East of Dunkirk at 26,000 feet. 10-15 barges were seen in the Ostende-Bruges canal, all travelling towards Bruges. A tug with barges was seen in Estuary off North Beveland and another tug with barges between Schouwen and Tholen Island.</p> <p>Weather:- Fair apart from area N.W. of Flushing where 3/10ths cumulus at 6,000 feet. Ground base over Holland. Visibility at 25,000 very good. The Squadron had landed by 0925 hours and was composed of the following pilots:- Lieut. Fosse G., Major Thorsager P., Lieut. Westly E., Sgt. Ryeland J., Lieut. Ravn H., Sgt. Hauge E., Lieut. Gillhaus J., Capt. From R., P/Sgt. Rishof K., 2/Lt. Isachsen H.</p> <p>At 1030 hours, the pilots were again called to a briefing, this time in connection with Ramrod 103 in which the Wing was going to act as First Fighter Sweep. At 1120 hours, 10 Spitfire IX's of this Squadron led by Major P. Thorsager who was also leading the wing, took off with 334(H) Squadron. The wing crossed the English coast just West of Southend below 500 feet and remained at sea level for time estimated. The French coast was reached East of Dunkirk at 22,000 feet. Yellow 2, developed engine trouble and returned to base escorted by Yellow 3. On crossing the coast, Appledore took over and the wing was given a vector of 190 degrees. Soon after e/a were reported to S.E. of wing. The wing continued climbing and when S. of St. Omer at 27,000 feet, saw a formation of e/a flying in view well silhouetted against clouds below. This Squadron went down to attack but e/a apparently saw them come down and broke to port. The Squadron pulled up again and when 2,000 feet above, again dived down. In combats which developed, Major Thorsager damaged 2 F.W. 190's and Lieut. Westly E. destroyed one F.W. 190 and damaged two more - all without loss to ourselves. Yellow 1, Capt. From R. and Yellow 4, Lieut. Fosse G., both fired but make no claim. The wing reformed and the French coast was crossed at Sangatte at 27,000 feet. When approaching Deal, the wing received information of friends in trouble in Cap Gris Nez area and making a climbing turn to starboard, the wing recrossed French coast North of Cap Gris Nez. Numerous Spitfires (Kenley) were seen coming out from France - heading for the English coast. When over Quines at 27,000 feet, the wing was given a vector of 360 degrees and the French coast was crossed West of Calais. E/a were then reported to the N.E. of wing, so Blue section of this Squadron broke to investigate. 25 Spitfires, flying in line abreast (Northolt), were seen and Blue section reformed. Course was then set for Harston and losing height gradually, the wing had landed by 1300 hours. No shipping seen. Flak - light heavy flak experienced from Calais area on crossing coast out on both times.</p> <p>Weather:- 7/10ths cumulus at 6-8,000 feet. Visibility very good above cloud.</p> <p>Note:- During the engagement taking place S. of St. Omer, the formation first attacked by this Squadron was joined by other formations of F.W. 190's - so that in the end of the engagement our e/a were outnumbered by 3-1. The e/a remained unusually long in the combat area, and although e/a did not show great determination in pressing home their attack, they continually caused our e/a to break. The following pilots were taking part:- Lieut. Fosse G., Major P. Thorsager, Lieut. Westly E., Sgt. Ryeland J., Lieut. Ravn H., Sgt. Hauge E., Sgt. Aanjesen G., Capt. From R., P/Sgt. Rishof K., 2/Lt. Isachsen H.</p>	APPENDICES XII - XIII

Place	Date	Time	Summary of Events	References to Appendices
North Weald	24-6-43	(Cont'd)	<p>Having had early tea, the pilots were again briefed for Radar 106 in which this Wing was to act as Second Fighter Sweep. Major Halmere D.F.C., flying with 331(N) Squadron, was leading the wing, which took off at 1650 hours. The wing swept South West from La Trepore at 22,000 feet where Appledore Control took over. A/c were reported to S.W. of Wing but were not seen. The wing continued sweeping until French coast was crossed near Focamp at 26-27,000 feet. Here the wing turned East and up coast chasing a/c reported ahead. These a/c were later recognized as Thunderbolts. When off Boulogne at 29,000 feet, the wing experienced heavy flak - not very accurate.</p> <p>Weather:- Low cumulus inland - but clear over the coastal area. High cirrus West of Focamp. The Squadron had landed by 1825 hours, and the following pilots were taking part:- Lieut. Poase G., Major F. Thorsager., Lieut. Westly E., Sgt. Anjensen O., Lieut. Wacner T., Sgt. Hauge E., Lieut. Gilhaus J., Capt. From R., P/Sgt. Rishof K., Sgt. Kolling R., 2/Lt. Inachon H.</p>	
North Weald	25-6-43		<p>Authority was received today for the promotions of Sergeants Balke F., Bolstad K., Hauge K. and Sandvik B. to the rank of 2nd. Lieutenant.</p> <p>The wing left North Weald at 0545 hours and proceeded to Martlesham, where the pilots had breakfast and were briefed in connection with No. 12 Group Radar No. 19. This wing was going to act as Target Support on this operation. Having refueled, the wing took off from Martlesham at 0750 hours. Major Halmere D.F.C., leading the wing, was flying with 11 aircraft of this Squadron. Course was set at 0754 hours - the Kenley Wing being just in front and below this wing. At 0820 hours, the wing started climbing and the Dutch coast was crossed in IJmuiden area. Still climbing, the wing proceeded to E. of Amsterdam. Here the two wings separated; the North Weald wing sweeping in left hand turn reaching 32,000 feet. The Kenley wing swept right. Later the wings turned South West together and crossed the coast South of Le Hague without seeing any aircraft enemy or friendly. Yellow 3, Lieut. Poase G. landed at Martlesham. The remainder of this Squadron landed at North Weald by 0940 hours.</p> <p>Weather:- North Sea - layers of cumulus 8-13,000 feet. Over Holland - clear over coast - 10/10ths layer up to 32,000 feet inland. The following pilots were taking part:- Major Halmere D.F.C., Lieut. Havn H., Major F. Thorsager., Lieut. Gilhaus J., Capt. From R., Sgt. Anjensen O., Lieut. Poase G., 2/Lt. Balke F., Lieut. Westly E., 2/Lt. Hauge E., P/Sgt. Rishof K., 2/Lt. Inachon H.</p> <p>Radar 107 took place in the afternoon with this wing acting as Second Fighter Sweep. At 1400 hours, 7 Spitfire IX's led by Captain Christie W., took off together with 331(N) Squadron. The wing leader was flying with the latter. The English coast was crossed out at Beachy Head. The French coast was crossed W. of Focamp at 22,000 feet. The wing turned to starboard and climbed to 26,000 feet, then swept Le Havre - Trouville and Caen. The French was crossed N. of St. Aubin. In mid-channel a/c were reported to South and the wing turned to search. An a/c were reported to have set course back to coast, the wing turned and crossed the English coast at Hartings. A large column of smoke was seen in St. Pierre area. A seaplane believed to be a No. 59 was seen landing on the water N. of Trouville.</p> <p>Weather:- Clear over Cherbourg Peninsula. Cirrus to West and thick cloud in distance to East. The Squadron had landed by 1540 hours and the following pilots took part:- Capt. Christie W., Sgt. Aarflot O., Lieut. Gilhaus J., 2/Lt. Balke E., 2/Lt. Hørfjord K., Sgt. Gabrielsen O., 2/Lt. Sandvik B.</p>	

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ELEVEN.

See instructions for use of this form in K.R. and A.C.I., para 2319, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	26-6-43		<p>Cloudy in the morning - clearing during the day. Fair in the afternoon. The following, uneventful, patrols were carried out in the morning.</p> <p>Pink section. 2/Lt. Sandvik S. and Sgt. Edge A. took off at 0800 hours and landed 0940 hours.</p> <p>Purple section. Sgt. Ryeland J. and Asst. Lt. G. " " " 0850 " " " 1040 "</p> <p>Pink section. Lieut. Ravn H. and Sgt. Spittler G. " " " 1900 " " " 1130 "</p> <p>At 1705 hours, nine Spitfire IX's, led by Major Halsetre D.F.O., took off with 331 (H) Squadron to act as Fighter Cover in Base 103. The Wing arrived at rendezvous in time but bombers were early. The Wing took up position above bombers at 30,000 feet after having crossed the French coast. There appeared to be no escort fighters between bombers and the North Weald Wing - 5-6,000 feet above them, but a wing of Spitfires flying above our Squadrons continually came down on 331 (H) Squadron whilst in the target area. Just before the target was reached, the bombers were attacked head on by four F.8. 190's and later from astern by six F.8. 190's. This Squadron dived on these a/a which immediately turned on their backs and dived away making it impossible for our fighters to catch up with them. A parachute is reported descending at about 24,000 feet just before the target was reached. The wing crossed out at 30,000 feet N. of Le Havre from where slight heavy flak was experienced. The bombers were then escorted to within 20 miles of the English coast. No bombing results seen. No shipping reported. <u>Weather</u>- 1-2/10ths cloud in target area. Slight ground haze over land and sea. Visibility generally good. The following pilots were taking part:- Major Halsetre D.F.O., Lieut. Warner T., Sgt. Ryeland J., 2/Lt. Bakke F., Capt. Christie W., Sgt. Gabrielsen O., 2/Lt. Herfjord E., Sgt. Bøther G., 2/Lt. Lunde H., Sgt. Sandvik S.</p> <p>The Wing was released off camp at 2000 hours.</p>	
North Weald.	27-6-43		<p>Cloudy and overcast all day. The Squadron was released until 1300 hours. No operational flying carried out today.</p>	
North Weald.	28-6-43		<p>Fair and then cloudy. The Squadron was off readiness at 1300 hours and at 30 minutes.</p> <p>At 1655 hours, 12 Spitfire IX's of this Squadron took off together with 331 (H) Squadron. Major H. Halsetre D.F.O., flying with the latter was leading the Wing. The Wing was going to act as top cover to Fortresses in Base 113. On arriving at Basecamp at 1726 hours, the bombers were seen still ahead. The Wing was in position as bombers turned left in over target. No a/a were seen until bombers had crossed coast out, when 8 a/a were seen behind. These a/a turned back, however, bombs were seen to burst in concentration believed short of target. Slight heavy flak seen from Basecamp. The Squadron had landed at base by 1840 hours without any further incident. The following pilots were taking part:- Capt. From R., Sgt. Asst. Lt. G., Lieut. Foss G., Sgt. Ryeland J., Lieut. Østhus J., Sgt. Omm O., Capt. Christie W., Sgt. Gabrielsen O., 2/Lt. Herfjord E., Sgt. Spittler G., P/Sgt. Rindof E., 2/Lt. Sandvik S.</p>	

131

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
XXXXXX North Weald	29-6-43		<p>Fair in the morning but becoming cloudy in the afternoon. The pilots were briefed at 1700 hours in connection with Ramrod 114 in which this Wing was to act as High Cover. At 1800 hours, 11 Spitfire IX's of this Squadron, led by Major H. Mehre D.F.C., took off together with 331(N) Squadron. Rendezvous was reached at 1835 hours and a few minutes later Beehive was seen to the West. The Wing took up position at 30-33,000 feet and flew South for approximately ten minutes. 10/10ths cloud all over the area of operation caused the bombers to turn North and recross the French coast at Fecamp. The Wing made a wide orbit from Fecamp and another wide orbit from mid-channel without seeing anything. The bombers were escorted so far back and then the Wing landed at 1945 hours at North Weald without further incident.</p> <p><u>Weather:-</u> 10/10ths cloud all over France. Visibility very good above cloud.</p> <p>The following pilots were taking part:- Major H. Mehre D.F.C., Capt. From R., Sgt. Bolstad K., Lieut. Fosse G., Sgt. Aarflot O., Lieut. Waerner T., Sgt. Odman O., Lieut. Westly E., 2/Lt. Hauge E., P/Sgt. Rønhof K., Sgt. Bøtner C., Lieut. Ravn H.</p>	
North Weald.	30-6-43		<p>Slight North wind and fairly thick cloud all day. There was no operational flying today. The two Norwegian Squadrons carried out interception practice in the channel just East of Bradwell.</p>	

J. Thorsen.
 Major Commanding,
 332(Norwegian) Squadron.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

(Form 1) Wt. 9250-15 50,000 5143 T.S. 700

FOR THE MONTH OF June 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-6-43	SPITFIRE IX						
	BS.508	Major F.Thorsager	Rodeo 225	1135	1305	Acting as fourth Fighter Echelon, course was set for Gravelines with this Squadron on the bottom. The Wing remained below 500 feet until 1145 hours and then started climbing rapidly reaching 23,000 feet over Gravelines. Remaining at this height, the Wing proceeded inland to Hazebrouck and then to Bethune where a turn was made towards Le Touquet. Information was received of dog fights in the Harelbot-St.Omer area. Soon after two Me.109's came into attack this Squadron and orders were given to break climbing into sun. These two e/a disappeared, but another two came in from astern and were dealt with by Blue section - one being destroyed by Lieut. Westly E. (Blue 3) confirmed by Blue 4. Sgt. Hauge E. 331(N) Squadron later engaged other e/a and the Wing Appendix I was split up with the Squadrons returning independantly. Two aircraft of this Squadron, Yellow 1 and 2, landed at Southend for refuelling. Weather:- Clear over Channel. 6-8/10ths cumulus cloud between 5-8,000 feet over Northern France. Visibility good. Wing score:- 2 P.W. 190's and 1 Me.109 destroyed. 1 Me.109 probably destroyed. Losses:- 1 Spitfire IX and pilot missing from 331(N) Squadron.	
	BS.458	Major H.Mehre D.F.C.	" "	" "	" "		
	MA.303	Capt. From R.	" "	" "	" "		
	MA.228	Sgt. Røglund K.	" "	" "	" "		
	BS.250	Lieut. Fosse G.	" "	" "	" "		
	BS.247	Sgt. Bakke F.	" "	" "	" "		
	EN.177	Capt. Christie W.	" "	" "	" "		
	BS.395	Lieut. Ravn H.	" "	" "	" "		
	MA.301	Lieut. Westly E.	" "	" "	" "		
	LZ.949 (FN. 34)	Sgt. Hauge E.	" "	" "	" "		
	BS.508	Major F.Thorsager.	Ramrod 82	2020	2125	The Wing took off to act as 2nd Fighter Echelon in this operation. Course was set for Ambleteuse and arrival was at 2049 hours as planned. On reaching the French Coast, however, the Wing was recalled owing to unfavourable weather conditions, and the aircraft returned and landed at base at 2125 hours without any further incident. Weather:- Scattered cloud over the Channel; 10/10ths cumulus cloud from 3-7,000 feet over France. Visibility good above and below cloud.	
	BS.250	Lieut. Fosse G.	" "	" "	2100		
	MA.303	Capt. From R.	" "	" "	2125		
	BS.507	Sgt. Kolling R.	" "	" "	2025		
	EN.397	Lieut. Waerner T.	" "	" "	2125		
	BS.247	Sgt. Bolstad K.	" "	" "	" "		
	MA.228	Sgt. Bakke F.	" "	" "	" "		
	EN.177	Capt. Christie W.	" "	" "	" "		
	BS.395	2/Lt. Isachsen H.	" "	" "	" "		
	BS.249	Lieut. Westly E.	" "	" "	" "		
	LZ.949	Sgt. Hauge E.	" "	" "	" "		
	MA.301	2/Lt. Herfjord K.	" "	" "	" "		
2-6-43	SPITFIRE VB.						
	EL.541	Sgt. Bakke F.	Convoy Patrol	0900	1000	Pink section.	All of these patrols were uneventful.
	AD.138	Sgt. Odman H.	" "	" "	" "		
	AD.292	2/Lt. Herfjord K.	" "	1000	1145	Purple section.	
	EL.355	Sgt. Gabrielsen O.	" "	" "	" "		
	AD.138	Sgt. Kolling R.	" "	1100	1250	Pink section.	
	EL.541	Sgt. Bolstad K.	" "	" "	" "		
	AD.292	Lieut. Waerner T.	" "	1215	1345	Purple section.	
	EL.355	Lieut. Ravn H.	" "	" "	" "		
	AD.292	Lieut. Ulstein E.	" "	1410	1510	Pink section.	
	EL.355	2/Lt. Isachsen H.	" "	" "	" "		
3-6-43	No operational flying today.						

132

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
4-6-43	<u>SPITFIRE IX.</u>						
	MA. 303	Capt. From R.	Rodeo 226	1100	1145	The Wing was to act as second fighter sweep on this operation. Before crossing the English coast out, Yellow 1, Capt. Rys J. made a forced landing owing to engine trouble. The cause of the engine trouble is not yet known. Capt. Rys J. was slightly injured and taken to hospital. When West of Le Touquet flying at 10,000 feet, the wing was detailed to intercept e/a returning from Westbourne. The wing was directed to the Dieppe - Scaux area and later to St. Valery. Flight was lost to 2-4,000 feet, and the wing remained in the mentioned area from 1144 to 1147 hours, but no e/a were seen. The Wing was ordered to return to base at 1148 hours and had landed by 1240 hours. Weather:- 9/10ths cloud in layers from 3-10,000 feet. Patches of thick mist. Visibility good above cloud but only fair below.	
	BS. 507	Capt. Rys J.	" "	1100	Crashed		
	BN. 397	Sgt. Kolling R.	" "	1100	1230		
	BS. 250	Lieut. Fosse G.	" "	1100	1230		
	BS. 508	Sgt. Bolstad K.	" "	"	"		
	BN. 177	Capt. Christie W.	" "	"	1120		
	BS. 246	Sgt. Gabrielson O.	" "	"	"		
	MA. 304	2/Lt. Herford K.	" "	"	1230		
	LS. 949	Sgt. Ruge E.	" "	"	1240		
	BS. 395	P/Sgt. Rynhof K.	" "	"	1240		
BS. 249	Lieut. Ravn H.	" "	"	1120			
5-6-43	<u>SPITFIRE IX.</u>						
	BL. 541	Lieut. Fosse G.	Convoy Patrol	0945	1055	Red section.	There is
	AD. 292	Sgt. Bolstad K.	" "	"	"	"	"
	BL. 355	P/Sgt. Rynhof K.	" "	1115	1300	Purple section.	nothing to
	BL. 541	Sgt. Gabrielson O.	" "	"	"	"	"
	AD. 292	2/Lt. Herford K.	" "	1330	1540	Blue section.	report from these patrols.
BL. 541	2/Lt. Dyrnes G.	" "	"	"	"	"	
6-6-43		No operational flying today.					
7-6-43		No operational flying today.					
8-6-43		No operational flying today.					
9-6-43		No operational flying today.					
10-6-43	<u>SPITFIRE IX.</u>						
	BS. 395	Capt. Christie W.	Weather Becco.	1230	1340	Blue section. The section crossed the English coast at southend and arrived off Ostende at 25,000 feet. Flying a few miles off coast, course was followed to Dunkirk where the section turned for base and returned via Manston landing at 1340 hours. Weather:- Clear in the Channel. 5-5/10ths cloud at 4,000 feet along Belgian - French coast increasing to 5-7/10ths inland. Visibility good above cloud.	
	BS. 248	Sgt. Bjorker U.	" "	"	"	"	

OPERATIONS RECORD BOOK

FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

(1951) Wt. 015-35 50,000 543 T.S. 700

FOR THE MONTH OF JUNE 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-6-43	<u>SPLITFIRE II.</u> BS. 508 BS. 250 MA. 303 BS. 247 MA. 228 BS. 397 BS. 395 LZ. 919 MA. 301 BS. 248 BS. 249 45-543	Major F. Thorsager Sgt. Sandvik S. Capt. From R. Sgt. Odman H. Lieut. Gillmus J. Lieut. Waerner T. Capt. Christie W. Sgt. Gaurielson G. 2/Lt. Herfjord F. Sgt. Røttinger C. 2/Lt. Isachsen H. MAJOR F. THORSAGER D.F.C.	Basford 86 "	1755 " " " " " " " " " " 1915 " " 1935 " " " " 1910 1915	1935 1955 " 1915	The Wing was to act as first Fighter Sweep in this operation. Flushing was reached at 20-23,000 feet. When 5 miles west of Walsby, whilst still climbing, the W/Co. had E/F trouble and returned to base with his No. 2, 2/Lt. Isachsen H. Major F. Thorsager led the wing for the remainder of the operation. E/A were reported South of Ostende and later East of Flushing, the latter at 25,000 feet. The wing turned towards Ostende but a/c reported in this area were identified to be friendly. A climbing turn to port was made to deal with a/c reported East of Flushing. When over Boulogne at 30,000 feet, 3 F.W.190's were seen below. This Squadron dived to attack whilst 331 stayed above as cover. Blue section followed F.W.190 down to 10,000 feet and was damaged by Capt. Christie W., who observed cannon strikes on the port wing. Blue 2, Sgt. Gaurielson G. also fired on this a/c but makes no claims. The other two F.W.190's had dived away inland before our pilots were able to attack. The wing reformed up at 33,000 feet over Dixmude and observed smoke trails South of Dixmude. Investigations were made and the a/c were identified as Spitfires, so course was set for base crossing the French coast just East of Dixmude and landing just off Harston. The wing had landed at base by 1945 hours without further incident. Heavy flak was seen in the target area, but no shipping was seen. Weather:- 2-3/4ths thin cloud at 33,000 feet. Slight haze up to 10,000 feet. Claims:- 1 F.W. 190 damaged by Capt. Christie W. Losses:- NIL	Appendix II.
11-6-43	BS. 508 MA. 303 BS. 250 BS. 247 MA. 228 MA. 409 LZ. 919 BS. 248 MA. 301 LZ. 898 BS. 395 BS. 249 BS. 508 MA. 303 MA. 228 BS. 250 MA. 409 BS. 177 BS. 395 MA. 301 LZ. 919 BS. 248 BS. 249 45-543	Major F. Thorsager Capt. From R. Lieut. Posse G. Sgt. Aareflot E. Lieut. Gillmus J. Sgt. Aanjesen G. Capt. Christie W. Lieut. Ryan H. 2/Lt. Herfjord F. Sgt. Sandvik S. 2/Lt. Isachsen H. Sgt. Røttinger C. Major F. Thorsager Capt. Christie W. Sgt. Kolling R. Lieut. Posse G. Lieut. Waerner T. Capt. From R. Sgt. Sandvik S. Lieut. Westly E. Sgt. Haug E. Lieut. Ryan H. Sgt. Aanjesen G. MAJOR F. THORSAGER D.F.C.	Basford 87 " Rodeo 229 "	1300 " 1615 "	1430 " " " " " " " " " " " " " " " " 1400 " " " " 1430 1740 "	12 Spitfire II aircraft of this Squadron, led by Major F. Thorsager took off together with 331(H) Squadron. Major H. Maehre, D.F.C., flying with the latter, was leading the wing. The W/jg arrived at Mardyk as planned and then swept Merville-Bethune and out at Le Touquet. Smoke was observed just S.W. of Bethune. No shipping or a/a were seen and no flak experience experienced. Weather:- Layer of thin cloud at 23,000 feet over Channel. 4/10ths cumulus cloud at 8,000 feet over France and very thin cloud over 35,000 feet. Considerable haze. Visibility fairly good. 12 Spitfire II's, led by Major Thorsager, D.F.C., took off together with 331(H) Squadron. Course was set for Sangatte which was reached as appointed. Still climbing, the wing turned South and the Somme Estuary was reached at 34,000 feet. Four F.W.190's were sighted at 37,000 feet some distance away, but they dived away when they sighted our aircraft and were lost in the haze. The wing set course for base and landed at 1740 hours without any further incident. No shipping was seen and no flak experienced. Weather:- 6/10ths cumulus cloud at 10,000 feet in coastal area of Northern France and building up to 20,000 feet inland. Thick haze over whole area covered during operation. Visibility poor.	

100
C
C

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
12-6-43.	No operational flying was carried out by this Squadron today.						
13-6-43.	<u>Spitfire IX.</u> BS. 508 BS. 247 MA. 303 BS. 397 BS. 250 MA. 409 BS. 249 BS. 177 MA. 304 BS. 248 BS. 395 LZ. 949	Major F. Thorsager Sgt. Kolling K. Capt. From R. Lieut. Wacner E. Lieut. Fosse G. Sgt. Balke F. Lieut. Westly E. Sgt. Ockholm O. 2/Lt. Herfjord E. Sgt. Sandvik S. P/Sgt. Eshof K. Sgt. Egthor G.	No. 12 Group Roadstead. " " " " " " " " " " "	2115 " " " " " " " " " " "	2250 " " " " " " " " " " "	At 1930 hours 12 Spitfire IX's of this Squadron together with 351(N) Squadron were ordered to proceed to Coltishall to take part in a 12 Group Roadstead. The wing landed at Coltishall at 2000 hours and refueled. At 2115 hours the wing took off and rendezvous was made with torpedo carrying Beaufighters and three Spitfire VB squadrons over Coltishall Aerodrome. Course was set at sea level towards the Dutch coast. When the convoy was sighted 5-6 miles off E. Heligoland, the North wind wing climbed rapidly to 5,000 feet. Four ships were seen to be hit by torpedoes, one of which started burning and another listed heavily to port. Intense light flak was experienced from the escorting vessels. One Beaufighter was seen to be shot down and crashed into the sea. The formation via Great Yarmouth and landed by 2250 hours.	
14-6-43.	No operational flying was carried out by this Squadron today.						
15-6-43.	BS. 508 MA. 303 BS. 250 MA. 409 MA. 228 BS. 397 BS. 177 BS. 248 BS. 249 MA. 304 LZ. 949 BS. 395	Major F. Thorsager Capt. From R. Lieut. Fosse G. Sgt. Balke F. Lieut. Othman J. Lieut. Wacner E. Capt. Christie W. 2/Lt. Inachsen H. Lieut. Westly E. Sgt. Sandvik S. Sgt. Eshof K. Sgt. Egthor G.	Remrod 95 " " " " " " " " " " "	0740 " " " " " " " 0840 0905 "	0905 " " " " " " " " " " "	The wing was to not high cover on this operation with Major F. Thorsager leading this Squadron and Major E. Madsen, D.F.C., leading the wing. On the way to rendezvous reached at 0815 hours at 27,000 feet, the bombers were seen to return towards the English coast. The wing, however, was not recalled until 0820 hours. xxxxxxxxxxxx Course was followed along French coast to Boulogne on to Cap Gris Nez and set course for base when off Sangatte. The Squadron had landed by 0900 hours. No flak was experienced and no e/a or shipping seen. Weather - Banks of 10/40ths cumulus cloud up over 30,000 feet over France with only a clear patch in the Calais - Lille area. There was haze in the area covered. Visibility moderate.	
16-6-43.	BS. 250 BS. 508	Lieut. Fosse G. Sgt. Ockman G.	Weather Recon. " "	1445 " "	1830 " "	Red section took off at 1445 hours on a weather recon along French-Belgian coast. The English coast was crossed at Dunster at 18,000 feet then climbed to 25,000 feet when reaching Flushing - reached at 30,000 feet. The section returned via Bradwell Bay having lost height gradually on way home. No flak experienced and no e/a seen. Shipping - Dunkirk - two ships estimated to be of 1,500 tons coming in. Ostende - one ship 1,500 tons leaving harbour with one tug on each side. Zeebrugge - three ships of 100-150 tons moving out along mole. <u>Balloons outward</u> - In Knokke area, the section sighted single balloons well apart at 29,000 feet, 30 miles west of Walcheren; balloons seen in threes at 26,000 feet and 40 miles further west; larger bunches of balloons. In all more than 100 balloons were seen.	

(Continued page 5.)

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron

APPENDIX FORM 541

SECRET

PAGE No. 1/11

OPERATIONS RECORD BOOK

APPENDIX
FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron

SECRET

PAGE No. FIVE

FOR THE MONTH OF June 1943

(1011) WL 2210-46 60,000 542 T.S. 700
(1014-211) WL 1011-2143 1028 1247 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
16-6-43 (Cont'd).						Weather:- In Channel South of Harsten - 10/10ths cumulus, base 6,000 feet, top 22,000 feet. In Channel North of Harsten - 3/10ths cumulus 6,000 to 22,000 feet. Cap Orls Sea - Rascals area 7-8/10ths cumulus in layers topping at 26,000 feet, decreasing to 4/10ths over Flushing. Caps in cloud over Dunkirk, Ostende and Zeebrugge. Heavy showers of rain on way home across North Sea.	
17-6-43	<u>SPLITFIRE IX.</u> MA. 228 BS. 508 MA. 303 MA. 409 BS. 250 BS. 247 FN. 177 LZ. 919 MA. 301 FN. 397 BS. 395	Sgt. Odman H. Major Thorsager F. Capt. From R. Sgt. Aarflot O. Lieut. Fosse G. Sgt. Bolstad E. Capt. Christie W. Sgt. Gabrielsen O. 2/Lt. Herfjord K. Sgt. Sandvik S. Sgt. Rytker O.	Circus 311 "	0850 " " " 1015 1015 1050 " " " "	1050 " " " " " " " " " " "	The North Weald Wing was to act as Target Withdrawal Support on this operation. The Squadron, led by Major H. Mehre D.F.C., was flying as bottom Squadron with 331(N) Squadron on top. The Wing arrived over Harstedts at approx. 0932 hours flying at 22-24,000 feet, then proceeded East for about three minutes and then turned on to a Southerly course. E/A were reported 15 miles South of Flushing flying North, so the Wing made a climbing turn towards the area where e/a were reported. When at 29-30,000 feet, nine F.W.190's were observed 15,000 feet below flying in formation of six in line abreast. Another formation of e/a were observed to follow the first bunch - behind and about 4,000 feet above. This latter formation was not seen until the first one was being attacked. This Squadron, led by the W/Co., attacked the first formation of nine e/a and destroyed four, probably destroyed one and damaged four others. The W/Co. destroyed one e/a and damaged another. 331(N) Squadron, having remained above as cover, saw the last formation of e/a and one section attacked, destroying one F.W.190, probably destroying another and damaging a third. The Squadron now withdrew and set course for base where they landed at 1050 hours. It is estimated that about 25 e/a (all F.W.190's) were seen. <u>Wing scores:-</u> 6 F.W.190's destroyed, 2 F.W.190's probables, 6 F.W.190's damaged without any loss to the Wing. <u>Weather:-</u> 3/10ths cumulus - top 15,000 feet over North Sea - with haze up to 4,000 feet. 5/10ths cumulus cloud in the Flushing area.	APPENDICES 11 TO 15
	BS. 508 MA. 303 BS. 250 MA. 409 FN. 397 BS. 247 FN. 177 MA. 301 BS. 249 LZ. 919 BS. 248 BS. 395	Major F. Thorsager Capt. From R. Lieut. Fosse G. Sgt. Kolling R. Lieut. Billhus J. Sgt. Bolstad E. Capt. Christie W. Lieut. Ravn A. Lieut. Westly E. Sgt. Haage S. 2/Lt. Isachsen H. F/Sgt. Rynhof K.	Rodeo 254 "	1450 " " " " " " " " " " "	1505 1620 " " " " " " " " " "	The Wing was going to be the 4th Fighter <u>Squadron</u> on this Operation. Major H. Mehre, D.F.C., flying with 331(N) Squadron, was leading the Wing. 42 Splitfire IX's took off together with 331(N) Squadron. Major F. Thorsager, leading this Squadron, had to return soon after take off owing to engine trouble. Capt. From R. led this Squadron during the operation. Starting to climb just South of Brundell, the Wing arrived at Blankenberghe at 1550 hours flying at 27-30,000 feet. Aircraft were observed below flying from the same area towards Bruges. The Wing made a turn to investigate, but found aircraft to be friendly. The Wing then swept Eastwards inland and then North to Flushing. E/A were reported several times in this sea by the Controller, but searching orbits were made in vain. The Wing crossed the Dutch coast N. of Knokke and returned to base via N. Foreland. No shipping was seen and no flak experienced. <u>Weather:-</u> 10/10ths cumulus cloud at 10-15,000 feet over North Sea with moderate visibility below cloud. Good above. In Flushing area - 4/10ths cumulus at 10-15,000 feet, increasing to 25,000 feet.	

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1		2		

AIR 27/1728

134

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18-6-43	SPITFIRE IX. BS. 395 LE. 919	F/Sgt. Røghof K. Sgt. Hauge E.	Scramble	1140	1255	Blank section. The section was given several vectors at various heights but nothing was seen.	
19-6-43			No operational flying today.				
20-6-43			No operational flying today.				
21-6-43			No operational flying today.				
22-6-43	SPITFIRE IX. MA. 409 SN. 397 MA. 303 MA. 228 BS. 250 BN. 177 BS. 248 MA. 301 LE. 919 AS. 545	Major F. Thorsager Sgt. Kolling R. Capt. From R. Sgt. Asnjeesen O. Lieut. Fosse G. Capt. Christie W. Sgt. Sandvik S. Lieut. Westly E. Sgt. Egthor C. MAJOR F. THORSAGER	Escort 99 First part.	0750	0925	Having been briefed in the early morning, the wing was left North Weald at 0615 hours and proceeded to Hordleham. Having refueled, the wing took off at 0742 hours to take part in the first part of Escort 99 as escort cover in the first diversion. This Squadron was led by Major E. Møhrre D.F.C. who was also leading the Wing. The Wing made rendezvous with bombers owing to absence of escort cover and remained below 20,000 feet. Having turned right after bombing, e/a were seen north of target. This Squadron engaged the enemy and several dogfights developed in the course of which Capt. From R. probably destroyed 1 F.W. 190 and damaged another. When off the coast, another formation of e/a came in to attack the bombers. This Squadron broke towards these e/a and Sgt. Asnjeesen O. probably destroyed an F.W. 190 in the combats which followed. Yellow section became separated from the main formation during this last engagement and returned independently to base. The Squadron had landed at North Weald by 0925 hours.	APPENDIX 5 APPENDIX 8
	SPITFIRE IX. BS. 247 N. 397 BS. 250 MA. 303 MA. 228 BN. 177 MA. 301 BS. 249 B. 248 BS. 395 LE. 919	Major F. Thorsager Lieut. Waerner T. Lieut. Fosse G. Capt. From R. Sgt. Bakke F. Capt. Christie W. 2/Lt. Inachsen H. Lieut. Westly E. Sgt. Sandvik S. F/Sgt. Røghof K. Sgt. Egthor C.	Escort 99 Second part.	0955	1145	Immediately after landing, the pilots were taken by car to Station Intelligence Office where sandwiches and cocoa was served and briefing was given in connection with second part of Escort 99 in which the wing was going to act as escort. At 0955 hours, or just 20 minutes after landing from the first operation, the wing was again off. The wing leader, Major E. Møhrre D.F.C., was this time flying with 331(N) Squadron with 11 Spitfire IX's of this Squadron, led by Major F. Thorsager, on top. When making landfall south of Hæstvede, the wing saw BEEHIVE coming out just north of Westhoofd. When some aircraft were seen flying over Southern Walcheren below the wing, two sections of 331(N) Squadron were detailed to investigate. The aircraft were recognized as F.W. 190's and one of our sections engaged - no claim is made. Two more e/a just afterwards started climbing towards the wing, but dived away inland when a section of 331 broke against them. The wing proceeded to Noordijk and a wide orbit was made towards Rotterdam. When 10 miles S.W. of Rotterdam, the wing turned West and crossed the coast S.W. of Eriske flying at 25-26,000 feet. The coast was then followed to Noorderhoofd and losing height gradually, the wing returned to base landing at North Weald by 1145 hours. Six speedboats were seen in two lines of three between Schouwen and North Beveland.	
	Spitfire VB. BL. 514 BL. 860	Sgt. Asnjeesen O. Sgt. Ryeland J.	Convoy Patrol	1510	1635	Weather:- Over sea - haze up to 4,000 feet, and a thin layer of cloud at 27,000 feet. Over Holland - ground haze and scattered cloud at various heights - also thin layer at 27,000 feet. Visibility very good at 25,000 feet. Pink section. Nothing to report.	

OPERATIONS RECORD BOOK

APPENDIX

C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron,

SECRET

PAGE No. SIX.

OPERATIONS RECORD BOOK

A. V.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron,

SECRET

PAGE No. SIX.

(1911) Wt. 2250—10 60000 512 T.S. 700
(1904—1911) Wt. 6311—2345 1034 1214 T.S. 700

FOR THE MONTH OF June 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
23-6-43	<u>Spitfire II.</u> BS. 508 EN. 397 MA. 303 BS. 250 LZ. 898 EN. 177 LZ 949 MA. 301 BS. 248 BS. 395	Major Thorsager F. Sgt. Aanjesen O. Capt. From R. Lieut. Gilhaus J. Sgt. Balke F. Lieut. Westly E. Sgt. Hauge E. 2/Lt. Herfjord K. 2/Lt. Isachsen H. Lieut. Ravn H.	Ramrod 100 " " " " " " " " " " " " " " " " " "	1715 " " " " " " " " "	1845 " " " " " " " " "	<p>Fair in the morning then scattered clouds. The North Weald Wing proceeded to Tangmere just after lunch to take part in Ramrod 100. The Wing was going to act as Target Withdrawal Support. This Squadron, led by the W/Odr., flew on the bottom with 331(N) Squadron above. When 16 miles N. of Fecamp the bombers were sighted approx. 10 miles ahead. The Wing overtook the bombers as they crossed the coast at Fecamp and took up position to the starboard of leading bomber and at the same level. Another Wing was seen well ahead and above. Just after crossing the coast, the bombers made a port turn and then continued on a course of 360 degrees - recrossing the French coast between Fecamp and St. Valery.</p> <p>The Wing reluctantly followed. E/A, reported approaching from the East were not seen. The Wing escorted the bombers to the English coast being joined by other Spitfires whilst crossing the sea. On the way across the sea, another box of bombers were seen to come out from the French coast S. of Le Touquet. It is thought that the two boxes of Fortresses failed to rendezvous as planned at eachy head and that one box steered to far East for Fecamp. The box, finally escorted back by this Wing, arrived five minutes before schedule at Fecamp.</p> <p><u>Weather:-</u> Fair in Channel, 4/10ths cumulus over French coast and to the South.</p>	
24-6-43	Spitfire II. BS. 508 MA. 303 BS. 250 MA. 409 MA. 228 EN. 177 LZ. 919 BS. 395 MA. 301 BS. 248	Major F. Thorsager Capt. From R. Lieut. Poese G. Sgt. Røeland J. Lieut. Gilhaus J. Lieut. Westly E. Sgt. Hauge E. F/Sgt. Rønhof K. 2/Lt. Isachsen H. Lieut. Ravn H.	Ramrod 102 " " " " " " " " " " " " " " " " " "	0750 " " " " " " " " "	0925 " " " " " " " " "	<p>The Wing was acting as Target Withdrawal Support in this operation. Major H. Mehre D.F.C., was leading the Wing. When climbing towards Hamstede - reached at 24,000 feet, the Wing observed smoke caused by the bombing of Flushing. The Wing made a wide climbing turn to starboard across Beveland and swept East of Ostende, coming out East of Dunkirk at 28,000 feet. 10-15 barges were seen in the Ostende-Bruges Canal, all travelling towards Bruges. A tug with barges was seen in the Retsuary off North Beveland and another tug with barges between Schonen and Tholen Island.</p> <p><u>Weather:-</u> Fair, apart from area N.W. of Flushing where 3/10ths cumulus at 6,000 feet. Ground haze over Holland. Visibility at 25,000 feet very good.</p>	

135

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
24-6-43	SPITFIRE IX.						
	MA. 303	Capt. From R.	Ramrod 103	1120	1300	<p>The Wing was acting as First Fighter Sweep in this operation. Major F. Thorsager, flying with this Squadron, was leading the Wing. The Wing crossed the English coast just West of Southend below 5000 feet and remained at sea level for time estimated. The French coast was reached West of Dunkirk at 22,000 feet. Yellow 2, developed engine trouble and returned to base escorted by Yellow 3. On crossing the coast, Appledore took over and the Wing was given a vector of 190 degrees. Soon after s/a were reported to S.E. of Wing. The Wing continued climbing and when S. Of St. Omer at 27,000 feet, saw a formation of s/a flying in vics well silhouetted against cloud below. This Squadron went down to attack, but s/a apparently saw them come down and broke to port. The Squadron pulled up again and when 2,000 feet above s/a, again dived down. In combats which developed, Major Thorsager damaged two F.W.190's and Lieut. Westly E., destroyed one F.W.190 and damaged two more - all without loss to ourselves. Yellow 4, Capt From R. and Yellow 4, Lieut. Fosse G., both fired but make no claims. The Wing reformed and the French coast was crossed at Sangatte at 27,000 feet. When approaching Deal, the wing received information of friends in trouble in the Cap Gris Nez area and making a climbing turn to starboard, The Wing recrossed the French coast N. Of Cap Gris Nez. Numerous Spitfires (Kenley) were seen coming out from France - heading for the English coast. When over Guines at 27,000 feet, the Wing was given a vector of 360 degrees and the French coast was crossed West of Calais. XXXXXXXXXX s/a were reported to the N.E. of Wing, so Blue section of this Squadron broke to investigate. 25 Spitfires, in line abreast (Northolt), were seen and Blue section reformed. Course was then set for Manston and losing height gradually the Wing had landed by 1300 hours. No shipping seen. Flak - slight heavy flak experienced from the Calais area on crossing coast out on both times.</p> <p>Weather:- 7/10ths cumulus at 6-8,000 feet, visibility very good above cloud.</p>	
	BS. 250	Lieut. Fosse G.	" "	"	1250		
	MA. 409	Sgt. Bjaland J.	" "	"	1230		
	BS. 508	Sgt. Aanjesen O.	" "	"	1230		
	EN. 177	Lieut. Westly E.	" "	"	1305		
	LZ. 919	Sgt. Hauge E.	" "	"	"		
	BS. 395	F/Sgt. Ryndorf K.	" "	"	"		
	MA. 301	2/Lt. Isachsen O.	" "	"	"		
	BS. 248	Lieut. Ravn H.	" "	"	"		
BS. 458	Major F. Thorsager.	" "	"	"			
	SPITFIRE IX.						
	BS. 508	Major F. Thorsager	Ramrod 106	1655	1825	<p>Having had early tea, the pilots were briefed for Ramrod 106 in which this Wing was going to act as Second Fighter Sweep. Major H. Mehra, D.F.C., flying with 334(N) Squadron, was leading the Wing. The Wing swept South West from Le Treport at 22,000 feet where Appledore Control took over. s/a were reported to S.W. of Wing but were not seen. The Wing continued sweeping until French coast was crossed near Focamp at 26-27,000 feet. Here the Wing turned East and up coast chasing a/s reported ahead. These a/s were later recognised as Thunderbolts. When off Boulogne at 29,000 feet, the Wing experienced heavy flak - not very accurate.</p> <p>Weather:- Low cumulus cloud inland - but clear over the coastal area. High cirrus West of Focamp</p>	
	MA. 303	Capt. From R.	" "	"	"		
	EN. 397	Lieut. Waerner T.	" "	"	"		
	BS. 250	Lieut. Fosse G.	" "	"	"		
	BS. 508	Sgt. Kolling R.	" "	"	"		
	MA. 228	Lieut. Gillman J.	" "	"	"		
	MA. 409	Sgt. Aanjesen O.	" "	"	"		
	EN. 177	Lieut. Westly E.	" "	"	"		
	LZ. 919	Sgt. Hauge E.	" "	"	"		
	BS. 248	F/Sgt. Ryndorf K.	" "	"	"		
	MA. 301	2/Lt. Isachsen H.	" "	"	"		

APPENDIX
XII - XIII

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE.

OPERATIONS RECORD BOOK

APPENDIX

F.A.T. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. **NIGHT.**

(5011) W.L. 9211-58 50200 544 T.S. 700
(74094-5111) W.L. 5011-2345 1054 1247 T.S. 700

FOR THE MONTH OF JUNE 19 43

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
25-6-43	<u>SPARTAN IX.</u> BS. 508 MA. 228 MA. 303 BN. 397 BS. 250 MA. 409 BS. 249 BN. 177 BS. 395 MA. 301 BS. 248	Major F. Thorngar Lieut. Gilham J. Capt. Brown R. Sgt. Aanjessen O. Lieut. Fosco G. 2/Lt. Balde P. Lieut. Northey E. 2/Lt. Hauge T. P/Sgt. Bakke K. 2/Lt. Loachman H. 2/Lt. Bjerno O.	No. 12 Group Number 19. " " " " " " " " "	0745 " " " 0930 0945 " " " 0930 0945	0945 " " " " " " " " " 0945	The Wing left North Weald at 0745 hours and proceeded to Hartlepool, where the pilots had breakfast and were briefed. The Wing was to act as Target Support. Major H. Moore D.F.C. flying with 11 Spitfire IX's of this Squadron, was leading the Wing. Course was set at 0754 hours - the Kenley Wing being just in front and below this Wing. At 0820 hours, the Wing started climbing and the Dutch coast was crossed in the IJssiden area. Still climbing, the Wing proceeded to Reef Amsterdam. Here the two wings overtook the North Weald wing sweeping in a left hand turn while the Kenley Wing swept to the right. Later the wings turned south together and crossed the coast South of La Hague without seeing any aircraft enemy or friendly.	
		Yellow 3, Lieut. Fosco G. landed at Hartlepool and the remainder of the Squadron landed at North Weald by 0940 hours.					
		Weather:- North Sea - layers of cumulus 8-13,000 feet. Over Holland - clear over coast - 10/10ths layer up to 32,000 feet inland.					
	<u>SPARTAN IX.</u> BN. 177 BS. 508 BN. 397 BS. 249 BS. 395 BS. 248 MA. 248	Capt. Christie W. Sgt. Anflot O. 2/Lt. Balde P. 2/Lt. Harford R. Sgt. Gabrielson G. 2/Lt. Sandvik B.	Number 107 " " " " "	1400 " " " " "	1540 " " " " "	The Wing was acting as second Fighter Sweep in this operation. 7 Spitfire IX's, led by Capt. Christie W., took off together with 334 (H) Squadron. The English coast was crossed out at Beachy Head. The French coast was crossed West of Fecamp at 22,000 feet. The Wing turned to starboard and climbed to 26,000 feet, then swept Le Havre - Trouville and Caen. The French coast was crossed out at St. Pierre. In mid-channel a/c were reported to the north and the Wing turned to search. An a/c was reported to have set course back to coast, the Wing turned and crossed the English coast at Hastings. A large column of smoke was seen in St. Pierre area. A submarine believed to be a No. 59 was seen landing on the water W. of Grosville.	
		Weather:- Clear over Cherbourg Peninsula. Cumulus to West and thick cloud in distance to East.					
26-6-43	<u>SPARTAN VB.</u> AD. 138 BL. 860 AD. 292 BL. 294 AD. 292 BL. 294	Sgt. Ryeland J. Sgt. Anflot O. 2/Lt. Sandvik B. Sgt. Hage A. Lieut. Ravn H. Sgt. Bakker C.	Convoy Patrol " " " " "	0650 " 0800 " 1000 "	1040 " 0940 " 1430 "	Purple section. Pink section. Pink section.	These patrols were all uneventful and the pilots have nothing to report.
	<u>SPARTAN IX.</u> BS. 548 BN. 397 BS. 508 MA. 228 BN. 177 BS. 249 MA. 301 LA. 919 BS. 249 MA. 409	Major H. Moore D.F.C. Lieut. Warner T. Sgt. Ryeland J. 2/Lt. Balde P. Capt. Christie W. Sgt. Gabrielson G. 2/Lt. Harford R. Sgt. Bakker C. 2/Lt. Sandvik B.	Number 108 " " " " " " " "	1700 " " " " " " " "	1845 " " " " " " " "	The Wing was Fighter Over in this operation. The Wing arrived at rendezvous in time but the bombers were early. The Wing took up position above bombers at 30,000 feet after having crossed the French coast. There appeared to be no escort fighters between bombers and this Wing, 5-6,000 feet above them, but a wing of Spitfires flying above our Squadrons continually came down on 334 (H) Squadron whilst in the target area. Just before the target was reached, the bombers were attacked head on by four P.W. 190's and later from astern by six P.W. 190's. This Squadron dived to attack but the a/c turned on their backs and dived away making it impossible for our Fighters to catch up with them. A parasite is reported descending at about 24,000 feet just before the target was reached. The Wing crossed out at 30,000 feet E. of La Hague from where slight heavy flak was experienced. The bombers were then escorted to within 20 miles of the English coast. No bombing results seen. No shipping reported. Weather:- 1-2/10ths cloud in target area. Slight ground haze over land and sea.	

136

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-6-43.		No operational flying today.					
28-6-43	SPITFIRE II MA. 302	Capt. Ezra R.	RAMROD 113	1655	1835	At 1655 hours, 12 Spitfire II's of this Squadron took off together with 334(H) Squadron. Major H. Moore D.F.C., flying with the latter, was leading the wing. The wing was going to act as top cover to Portsmouth in RAMROD 113. On arriving at Posing at 1720 hours, the bombers were seen still aloft. The wing was in position as bombers turned left in over target. No e/a were seen until bombers had crossed the coast east, when 8 e/a were seen behind. These e/a turned back, however. Bombs were seen to burst in concentration although believed short of target. Slight heavy flak was seen from Posing. The Squadron had landed at base by 1810 hours without any further incident.	
	MA. 209	Sgt. Anstrot H.	" "	" "	" "		
	BS. 290	Lieut. James G.	" "	" "	" "		
	BS. 302	Sgt. Ryeland J.	" "	" "	" "		
	MA. 226	Lieut. Williams J.	" "	" "	" "		
	MA. 397	Sgt. Oshan H.	" "	" "	" "		
	MA. 177	Capt. Christie W.	" "	" "	" "		
	BS. 249	Sgt. Gabrielson G.	" "	" "	" "		
	MA. 301	2/Lt. Westford R.	" "	" "	" "		
	MA. 919	Sgt. Harrison G.	" "	" "	" "		
	BS. 395	W/Cpt. Palmer R.	" "	" "	" "		
	LA. 498	2/Lt. Sandvik B.	" "	" "	" "		
29-6-43	SPITFIRE II MA. 302	Capt. Ezra R.	RAMROD 114.	1800	1945	The wing was acting as high cover on this operation. Rendezvous was reached at 1835 hours and a few minutes later. Bombs were seen to the east. The wing took up position at 30-33,000 feet and flew south for approx. ten minutes. 10/10ths aloft all over the area of operation caused the bombers to turn North and across the French coast at Posing. The wing made a wide orbit from Posing and another wide orbit from mid-channel without seeing anything. The bombers were escorted so far back and then the wing landed by 1945 hours at North Weald without any further incident. Weather- 10/10ths aloft all over France. Visibility very good above cloud.	
	BS. 300	E/Lt. Solstad K.	" "	" "	" "		
	MA. 228	Lieut. James G.	" "	" "	" "		
	MA. 328	Sgt. Anstrot H.	" "	" "	" "		
	MA. 397	Lieut. Westford R.	" "	" "	" "		
	MA. 571	Sgt. Oshan H.	" "	" "	" "		
	MA. 177	Lieut. Westford R.	" "	" "	" "		
	LA. 919	Sgt. James R.	" "	" "	" "		
	BS. 395	W/Cpt. Palmer R.	" "	" "	" "		
	MA. 301	Sgt. Harrison G.	" "	" "	" "		
	LA. 898	Lieut. Ezra R.	" "	" "	" "		
30-6-43		NO operational flying today.					

F. Thorge
Major Commanding,
332 (Norwegian) Squadron.

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.L.,
para. 234B, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. ONE

of (Unit or Formation) 332(N) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	1-7-43.		<p>Major F. Thorsager was posted today for rest period after 249 ops. flying hours and 124 124 sweeps. Capt. R.E. From takes over command of the Squadron and Capt. G. Fosse takes over the post of "A" Flight Commander.</p> <p>Fair all day. At 1442 hours the Wing took off- 331(N) Squadron was led by Major H. Mehre, D.F.C, below and this Squadron on top to take part in Bamrod 117 as 2nd Fighter Sweep. Rendezvous was made with the Northolt Wing over Bradwell at 1450 hours this Wing flying below 500 feet. The Belgian coast was crossed West of Nieupoort at 22,000 feet, the Northolt Wing flying above. The Wing proceeded to Furnes and later to Courtrai. E/a were reported to South. The Wing made starboard turn and then sighted formation of e/a flying West - to the North of Lille - flying well below. The Wing went into position and 331(N) Squadron dived to attack out of sun. This Squadron stayed above as cover. Dog-fights developed and 331(N) Squadron claims 1 F.W. 490 destroyed - 1 F.W. 190 probably destroyed and two more as damaged, all without loss to themselves. The Wing then reformd at 24,000 feet and flew South to Lens and then N.W. to towards St. Omer. As engagement was reported to the South, the Wing turned, but as only Thunderbolts were seen, the Wing returned to base crossing the French coast South of Berck.</p> <p>Weather:- 5/10ths cloud up to 15,000 feet over French coast. Clear S. of Le Treport. Visibility very good.</p> <p>The Squadron had landed by 1640 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Odman H.</td> <td>Sgt. Aarflot B.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Djævne O.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Lt. Ravn H.</td> <td>Sgt. Bøtker C.</td> </tr> </table> <p>The Squadron took over readiness at 1300 hours, and in the evening 5 a/c of "B" Flight were scrambled. The pilots have nothing to report from this scramble. The following pilots took part:</p> <p>Blue Section:- Capt. Christie W. and Lieut. Ravn H. took off at 2005 hours, landed at 2035 hours.</p> <p>Green Section:- 2/Lt. Djævne O. and Sgt. Bøtker C. " " " " " " " " " " " "</p> <p>Black Section:- 2/Lt. Haugé E. " " " " " " " " " " " "</p>	Capt. Fosse G.	Capt. From R.	Capt. Christie W.	Sgt. Odman H.	Sgt. Aarflot B.	Sgt. Gabrielsen O.	2/Lt. Bolstad K.	2/Lt. Herfjord K.	2/Lt. Djævne O.	Sgt. Aanjesen O.	Lt. Ravn H.	Sgt. Bøtker C.	
Capt. Fosse G.	Capt. From R.	Capt. Christie W.														
Sgt. Odman H.	Sgt. Aarflot B.	Sgt. Gabrielsen O.														
2/Lt. Bolstad K.	2/Lt. Herfjord K.	2/Lt. Djævne O.														
Sgt. Aanjesen O.	Lt. Ravn H.	Sgt. Bøtker C.														
North Weald	2-7-43.		<p>Fair weather all day. In the early afternoon the Wing proceeded to Ford and the pilots were briefed in connection with Rodeo 236 in which the North Weald Wing was going to act as 2nd Fighter Sweep. The Wing took off from Ford at 1555 hours and the French coast was crossed at Point Dailly at 25,000 feet - 331(N) Squadron on bottom led by Major Berg and this Squadron above. The Northolt Wing was in position above this Wing. Climbing to 29,000 feet the Wing proceeded to Pavilly - Bernay and Lisieux. The French coast was crossed at Cabourg on way out. No e/a was seen. Pilots report brown discolouration of sea 1 to 3 miles wide off shore extending from Pecamp to Cap D'Antiser.</p> <p>Weather:- Clear in Channel and Straits. 5/10ths cloud at 10,000 feet in Roven area. Visibility good.</p> <p>The Squadron landed at North Weald by 1730 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aarflot B.</td> <td>Lt. Ravn H.</td> <td>2/Lt. Isachsen H.</td> </tr> <tr> <td>Lt. Gilhus J.</td> <td>Lt. Waerner T.</td> <td>2/Lt. Djævne O.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Sgt. Gabrielsen O.</td> <td>2/Lt. Herfjord K.</td> </tr> </table>	Capt. Fosse G.	Capt. From R.	Capt. Christie W.	Sgt. Aarflot B.	Lt. Ravn H.	2/Lt. Isachsen H.	Lt. Gilhus J.	Lt. Waerner T.	2/Lt. Djævne O.	2/Lt. Bakke F.	Sgt. Gabrielsen O.	2/Lt. Herfjord K.	
Capt. Fosse G.	Capt. From R.	Capt. Christie W.														
Sgt. Aarflot B.	Lt. Ravn H.	2/Lt. Isachsen H.														
Lt. Gilhus J.	Lt. Waerner T.	2/Lt. Djævne O.														
2/Lt. Bakke F.	Sgt. Gabrielsen O.	2/Lt. Herfjord K.														

137

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	3-7-43		<p>Clear weather and very warm. 12 Spitfire IX's of this Squadron led by Major H. Mehre, D.F.C., took off from North Weald together with 331(N) Squadron and proceeded to W. Malling to take part in Rodeo 238 together with the Northolt Wing. The two Wings were to act as First Fighter Sweep. The Wing took off from W. Malling at 1605 hours, started climbing after 5 minutes and crossed the French coast just East of Dieppe at 23,000 feet with Northolt Wing above, and made a slight turn to port. When over Neuve Chatel, e/a were reported at 20,000 feet from Poix. The Wing continued to climb and turned East. Between Neuve Chatel and Poix 15 to 20 e/a were seen flying West about 15,000 feet below and diving. These split into two formations one turning South and the other S.E. still diving. This Squadron covered by 332(N) Squadron dived after them, but could not get near enough. The Wing then reformed at 24,000 feet and continued towards Bavilly sweeping round East to Yevtet/Faurville and N.E. covering the coast between Dieppe and Le Treport. When 20 miles off the coast e/a were reported 20 miles East of Abbeville, so the Wing turned East, and orbited to gain height. No e/a were seen, but a later report indicated that they were probably friendly. The Wing turned to abse and landed 1735 hours. The Northolt Wing remained above until the last orbit. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>W/Cdr.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aarflot E.</td> <td>Sgt. Gabrielsen O.</td> <td>Sgt. Ege A.</td> </tr> <tr> <td>Lieut. Gilhus J.</td> <td>Capt. From R.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Odman H.</td> <td>2/Lt. Djerne O.</td> <td>2/Lt. Herfjord K.</td> </tr> </table> <p>The wing was released off camp from 2000 hours until dawn.</p>	Capt. Fosse G.	W/Cdr.	Capt. Christie W.	Sgt. Aarflot E.	Sgt. Gabrielsen O.	Sgt. Ege A.	Lieut. Gilhus J.	Capt. From R.	Lieut. Westly E.	Sgt. Odman H.	2/Lt. Djerne O.	2/Lt. Herfjord K.	
Capt. Fosse G.	W/Cdr.	Capt. Christie W.														
Sgt. Aarflot E.	Sgt. Gabrielsen O.	Sgt. Ege A.														
Lieut. Gilhus J.	Capt. From R.	Lieut. Westly E.														
Sgt. Odman H.	2/Lt. Djerne O.	2/Lt. Herfjord K.														
North Weald	4-7-43.		<p>Fair in the morning becoming cloudy in the afternoon. The North Weald Wing proceeded to Redhill during the morning to take part in Rodeo 122 acting as Escort to the second formation of E.17's. At 1215 hours, 12 Spitfire IX's of this Squadron led by Major H. Mehre, D.F.C., took off from Redhill together with 331(N) Squadron, and made contact with the Northolt Wing at 4,000 feet 5 minutes after take off. The French coast was crossed near Etretat at 28-29,000 feet in cloud. Height was lost to 27-28,000 feet below cloud and the bombers were sighted 10 miles South of rendezvous at 1256 hours. About 12 or 15 e/a, presumed hostile, were observed in the sun over 30,000 feet, so the Wing climbed to intercept there, but they made off before being identified. Position was taken up 2,000 feet above and behind the bombers and maintained to French coast North of Caen where cloud caused Wing to alter height several times. Many Spitfires were seen close around the bombers, and after crossing the coast the Wing again took up position above and behind the bombers which were flying in one large rather loose formation. The escort was maintained to two miles off English coast. A few e/a were seen diving towards bombers but it is doubtful if any made more than a single high speed diving attack. Several of these e/a attacked at long range without results. Just after crossing the coast a formation of about 15 e/a approached from behind but turned and dived South as soon as the Wing turned towards them. The Wing landed at North Weald by 1405 hours.</p> <p><u>Weather:</u> - 10/10ths cloud from Brest to Le Havre from 22-32,000 feet, otherwise clear except from slight low cumulus.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>W/Cdr. MAJOR H. MEHRE D.F.C.</td> <td>Capt. From R.</td> </tr> <tr> <td>Sgt. Rosland J.</td> <td>Sgt. Gabrielsen O.</td> <td>Sgt. Ege A.</td> </tr> <tr> <td>Lt. Waerner T.</td> <td>Capt. Christie W.</td> <td>Lt. Westly E.</td> </tr> <tr> <td>Sgt. Odman H.</td> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Djerne O.</td> </tr> </table>	Capt. Fosse G.	W/Cdr. MAJOR H. MEHRE D.F.C.	Capt. From R.	Sgt. Rosland J.	Sgt. Gabrielsen O.	Sgt. Ege A.	Lt. Waerner T.	Capt. Christie W.	Lt. Westly E.	Sgt. Odman H.	Sgt. Aanjesen O.	2/Lt. Djerne O.	
Capt. Fosse G.	W/Cdr. MAJOR H. MEHRE D.F.C.	Capt. From R.														
Sgt. Rosland J.	Sgt. Gabrielsen O.	Sgt. Ege A.														
Lt. Waerner T.	Capt. Christie W.	Lt. Westly E.														
Sgt. Odman H.	Sgt. Aanjesen O.	2/Lt. Djerne O.														

R.A.F. Form 540

See instructions for use of this form in K.B. and A.C.I.,
para. 234B, and War Manual, Pt. II., chapter XX, and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. THREEof (Unit or Formation) 332(Norwegian) Squadron.

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

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	4-7-43	(Cont'd)	<p>The pilots were briefed in the afternoon for Ramrod 124 in which the North Weald Wing was to act as 3rd Fighter Sweep. At 1655 hours, 11 Spitfire IX's of this Squadron took off together with 331(N) Squadron with Major H. Mehre, D.F.C., leading the Wing. The French coast was crossed at Ambletuse at 24-25,000 feet and 3 minutes later Appledore Control gave a vector of 190 degrees and shortly after e/a were reported S.E. of Wing. These e/a were seen in the distance diving Eastwards. More e/a were reported in the area between Doullens and Amiens, but they proved friendly and the Wing turned Westwards. A single Me.109 approached and Yellow section of 331(N) Squadron turned to attack it. Before the section could get within range, it turned and dived from about 10,000 feet and then pulled out and climbed up right in front of the Wing. The W/Cdr. fired a short burst from dead astern at close range, but the e/a flicked over immediately and dived steeply away. This e/a appeared to have desert camouflage and had a large bulge on the underside of the cowling starting from about 1/3 of the way behind the spinner. No more e/a were seen but many friendly A/c were encountered. The Wing crossed the coast between Le Treport and Dieppe and returned to base by 1825 hours.</p> <p><u>Weather:-</u> Clear over French coastal areas. Small amount of cloud inland.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. From R.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>2/Lt. Sandvik S.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Bøtker G.</td> <td>F/Sgt. Rønne K.</td> </tr> <tr> <td>Lt. Waerner T.</td> <td></td> <td>2/Lt. Isachsen H.</td> </tr> </table>	Capt. Fosse G.	Capt. From R.	Lieut. Westly E.	Sgt. Røslund J.	2/Lt. Sandvik S.	Sgt. Gabrielsen O.	Sgt. Aanjesen O.	Sgt. Bøtker G.	F/Sgt. Rønne K.	Lt. Waerner T.		2/Lt. Isachsen H.	
Capt. Fosse G.	Capt. From R.	Lieut. Westly E.														
Sgt. Røslund J.	2/Lt. Sandvik S.	Sgt. Gabrielsen O.														
Sgt. Aanjesen O.	Sgt. Bøtker G.	F/Sgt. Rønne K.														
Lt. Waerner T.		2/Lt. Isachsen H.														
North Weald	5-7-43.		Cloudy and dull all day. There was no operational flying today but the Wing carried out interception practices.													
North Weald	6-7-43.		<p>The pilots were briefed in the early morning for Rodeo 240 in which the North Weald Wing was 2nd Fighter Sweep. At 0950 hours 12 Spitfire IX's of this Squadron led. by Major H. Mehre, D.F.C., took off together with 331(N) Squadron and flew on the deck for a while before climbing. After climbing for ten minutes, Hardelet was passed at 1020 hours at 20,000 feet. The Wing swept Bethune to Bailleux and e/a were then reported S.E. of Wing flying North. A turn to starboard was made but no e/a seen, so the Wing turned North, and swept Ypres to Blankenberghe. A starboard orbit was made East of Bruges, then on to Dixmude and Furnes crossing the coast just East of Dunkirk at 1050 hours and returned to base, landing by 1120 hours. Heights varied from 24,000 feet to 28,000 feet. 20-30 bursts of heavy flak were observed 300 feet below in the Boulogne area.</p> <p><u>Weather:-</u> Calais to Somme estuary - clear. Calais to Dunkirk and inland 4/10ths cloud increasing to 10/10ths in East. Some high cloud at 30,000 feet apparently increasing.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>W/Cdr.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Capt. From R.</td> <td>Lt. Westly E.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>F/Sgt. Rønne K.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Capt. Fosse G.	W/Cdr.	Capt. Christie W.	Sgt. Røslund J.	Sgt. Kolling R.	Sgt. Bøge A.	2/Lt. Bakke F.	Capt. From R.	Lt. Westly E.	2/Lt. Bolstad K.	F/Sgt. Rønne K.	2/Lt. Hauge E.	
Capt. Fosse G.	W/Cdr.	Capt. Christie W.														
Sgt. Røslund J.	Sgt. Kolling R.	Sgt. Bøge A.														
2/Lt. Bakke F.	Capt. From R.	Lt. Westly E.														
2/Lt. Bolstad K.	F/Sgt. Rønne K.	2/Lt. Hauge E.														

38

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	6-7-43	(Cont'd)	<p>After tea the pilots were briefed for Rodeo 241 in which this Wing was acting as a Fighter Sweep. At 1910 hours, 12 Spitfire IX's of this Squadron took off together with 334(N) Squadron - Major H. Mehre, D.F.C., was leading the Wing. When 15 miles off the French coast, e/a were reported climbing S. of Abbeville. The Wing crossed the coast near Cayeux at 30,000 feet at 1939 hours and searched the Abbeville area, but only Spitfires were seen, so the Wing went on to the Poix area, turned N.E. and just before crossing the coast W. of Cayeux, unidentified a/c were seen against cloud to S.E. approximately 3,000 feet above, and 15-20 miles away. The Wing climbed into the sun. Bogeys also climbed and remained above, and too far away to be recognised. The Wing had landed by 2040 hours without further incident.</p> <p><u>Weather:-</u> 4/10 cloud in French coastal areas increasing to 10/10 in layers up to 4,000 feet inland. The following pilots took part:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Capt. Fosse G.</td> <td style="width: 33%;">Capt. From R.</td> <td style="width: 33%;">Capt. Christie W.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Hertjord K.</td> <td>2/Lt. Djønnø O.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Sgt. Bøitker C.</td> <td>2/Lt. Sandvik S.</td> </tr> </table>	Capt. Fosse G.	Capt. From R.	Capt. Christie W.	Sgt. Kolling R.	Sgt. Røslund J.	Sgt. Bøge A.	2/Lt. Bolstad K.	2/Lt. Hertjord K.	2/Lt. Djønnø O.	2/Lt. Bakke F.	Sgt. Bøitker C.	2/Lt. Sandvik S.	
Capt. Fosse G.	Capt. From R.	Capt. Christie W.														
Sgt. Kolling R.	Sgt. Røslund J.	Sgt. Bøge A.														
2/Lt. Bolstad K.	2/Lt. Hertjord K.	2/Lt. Djønnø O.														
2/Lt. Bakke F.	Sgt. Bøitker C.	2/Lt. Sandvik S.														
North Weald	7-7-43		Dull day with fairly strong wind and thunderstorms. No operational flying today.													
North Weald	8-7-43		Slight rain and cloudy all day. Some thunder in the area. No operational flying today.													
North Weald	9-7-43		<p>Fairly cloudy with strong wind. Some rain during the day. The pilots were briefed soon after dawn for Ramrod 127 in which this Wing was First Fighter Sweep. At 0715 hours 12 Spitfire IX's of this Squadron led by Major H. Mehre, D.F.C., took off together with 334(N) Squadron. Rendezvous was made with the Hornchurch Wing at Southend, and with Hornchurch leading, flew below 500 feet for some minutes, climbing then and crossing the French coast at Nieuport between 24,25,000 feet. The wing swept S.S.W. to Merville then West. In the St. Omer area about 7 e/a were seen below flying East and Hornchurch turned after them without success. Both Wing recrossed the French coast at the mouth of the Somme and saw unidentified aircraft near Le Touquet, so turned East and aircraft were recognised as Spitfires flying North. Three other unidentified aircraft were seen diving away inland. The Wing turned North for Dungeness and then set course for their respective bases, this wing landing by 0850 hours.</p> <p><u>Weather:-</u> Very hazy over sea. Clear in Pas de Calais. 10/10 cloud at 12,000 to 15,000 feet W. of Etretat. Vertical visibility over France very good.</p> <p>The following pilots took part:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Capt. From R.</td> <td style="width: 33%;">W/Cdr. MAJOR H. MENAGE D.F.C.</td> <td style="width: 33%;">Capt. Christie W.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Capt. Fosse G.</td> <td>2/Lt. Djønnø O.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>2/Lt. Isachsen H.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Bakke F.</td> <td>F/Sgt. Rønhof K.</td> </tr> </table> <p>The pilots were briefed in connection with RODEO 243 in which the North Weald Wing was to act as 5th Fighter Sweep. At 1135 hours, 12 Spitfire IX's of this Squadron, led by Capt. Christie W. took off together with 10 Spitfire IX's of 334(N) Squadron, led by Major Berg, D.F.C. A climb was made soon after setting course and Haamstede was reached on time at 25-26,000 feet. At this time Spitfires were seen in front at the same height. Greyfriars took over and reported e/a approaching 15 miles inland at 30,000 feet. The Wing climbed to 28,000 feet on vectors of 130, 180 and 200 degrees and saw aircraft ahead which were later identified as Spitfires. A sweep was made to the West and vapour trails circling far inland were seen. The French coast was recrossed at Dunkirk. (Continued on page 5).</p>	Capt. From R.	W/Cdr. MAJOR H. MENAGE D.F.C.	Capt. Christie W.	Sgt. Røslund J.	Capt. Fosse G.	2/Lt. Djønnø O.	Sgt. Kolling R.	2/Lt. Isachsen H.	2/Lt. Sandvik S.	2/Lt. Bolstad K.	2/Lt. Bakke F.	F/Sgt. Rønhof K.	
Capt. From R.	W/Cdr. MAJOR H. MENAGE D.F.C.	Capt. Christie W.														
Sgt. Røslund J.	Capt. Fosse G.	2/Lt. Djønnø O.														
Sgt. Kolling R.	2/Lt. Isachsen H.	2/Lt. Sandvik S.														
2/Lt. Bolstad K.	2/Lt. Bakke F.	F/Sgt. Rønhof K.														

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2319, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. FIVE.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	9-7-43	(Cont'd).	<p>The Wing returned to base without further incident landing by 1300 hours. No e/a or shipping were seen and no flak experienced.</p> <p>Weather:- 10/10 cloud 6-14,000 feet over sea and nearly to the Dutch coast. 7/10 over Holland and Belgium, 9-10/10 to the South.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. Christie W.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Sandvik S.</td> <td>F/Sgt. Reinhof K.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.	Sgt. Kolling R.	Sgt. Røslund J.	Sgt. Gabrielsen O.	2/Lt. Bolstad K.	2/Lt. Sandvik S.	F/Sgt. Reinhof K.	Sgt. Aanjesen O.	2/Lt. Bakke F.	2/Lt. Hauge E.	
Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.														
Sgt. Kolling R.	Sgt. Røslund J.	Sgt. Gabrielsen O.														
2/Lt. Bolstad K.	2/Lt. Sandvik S.	F/Sgt. Reinhof K.														
Sgt. Aanjesen O.	2/Lt. Bakke F.	2/Lt. Hauge E.														
North Weald	10-7-43.		<p>The Wing took off from North Weald during the evening and proceeded to Tangmere to be ready to take part in an early morning operation the next day.</p> <p>Information was received from Headquarters, Royal Norwegian Air Forces, today that Sgt. Odman H. and Aarflot B. were promoted to the rank of F/Sgts. w.e.F. 1-7-43.</p> <p>12 Spitfire IX's of this Squadron, led by Capt. Fosse G., took off from Tangmere together with 12 Spitfire IX's of 331(N) Squadron. Major Berg, D.F.C., flying with the latter, was leading the Wing. The operation was Ramrod 128 in which this Wing was acting as Escort to Fortresses on the way in to the target. Rendezvous was reached on time and the bombers were seen ahead. The Wing caught up with the bombers at the mouth of the Seine at a height of 24-25,000 feet, and took up position above and in front. This formation was kept until 0748 hours when the Wing left the bombers and turning North recrossed the French coast at Pecamp. Some vapour trails were seen far inland South of Dieppe at 28-29,000 feet. The Wing lost height gradually as the Channel was crossed and had landed by 0845 hours at North Weald. No e/a or shipping were seen and no flak experienced.</p> <p>Weather:- Channel and French coast - clear. 10/10 cloud South of Rouen at 19-20,000 feet. Visibility good.</p> <p>The following pilots were taking part in this operation:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. Fosse G.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>F/Sgt. Odman H.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Sandvik S.</td> <td>F/Sgt. Reinhof K.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Isachsen H.</td> <td>2/Lt. Hauge E.</td> </tr> </table> <p>The Squadron was released off camp at 1200 hours until dawn on 11-7-43 but this was later altered to 1300 hours on the same date.</p>	Lieut. Waerner T.	Capt. Fosse G.	Lieut. Westly E.	F/Sgt. Odman H.	Sgt. Kolling R.	Sgt. Gabrielsen O.	2/Lt. Herfjord K.	2/Lt. Sandvik S.	F/Sgt. Reinhof K.	Sgt. Aanjesen O.	2/Lt. Isachsen H.	2/Lt. Hauge E.	
Lieut. Waerner T.	Capt. Fosse G.	Lieut. Westly E.														
F/Sgt. Odman H.	Sgt. Kolling R.	Sgt. Gabrielsen O.														
2/Lt. Herfjord K.	2/Lt. Sandvik S.	F/Sgt. Reinhof K.														
Sgt. Aanjesen O.	2/Lt. Isachsen H.	2/Lt. Hauge E.														
North Weald	11-7-43.		<p>Cloudy with a strong S.W. wind. There was some fairly heavy rain during the day. No operational flying today. The Squadron was at readiness from 1300 hours today.</p>													
North Weald	12-7-43		<p>Rain in the morning, clearing to 3/10 cloud by lunch time. Clear patches with strong S.W. wind during the afternoon. No operational flying today. The Norwegian Minister of Defence visited the Squadron today. The Squadron went off readiness at 1300 hours.</p>													

139

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

AIR 2771728

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Page No. 511.

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	13-7-43.		<p>Clear in the morning but becoming cloudy in the afternoon. The wind increased considerably from S.W. during the day. The Squadron was at readiness from 1300 hours.</p> <p>The pilots were briefed at 0800 hours in connection with Rodeo 224 in which the North Weald Wing was to act as 4th Fighter Sweep. At 0850 hours, 12 Spitfire IX's of this Squadron, led by Capt. From R., took off from North Weald together with 331(N) Squadron, Major Berg, D.F.C., flying with the latter was leading the wing. The Wing started climbing right from base crossing the English coast at Dover and reaching Sangatte by 0916 hours at 23,000 feet. Capt. From R. had R/T trouble and returned to base at 0910 hours, so Capt. Christie W. ("B" Flight Commander) took over the leadership of the Squadron. A sweep was made in the areas of St. Omer-Bethune and Hesdin at heights varying from 25-30,000 feet. Some aircraft were reported in the St. Omer area but these were friendly. After making a sweep, the Wing crossed the French coast North of Cayeux and followed the coast to Le Touquet where course was set for base. Three other of our aircraft returned to base early, one with R/T trouble and the other with a petrol leak from the top tank. The Squadron landed at base by 1015 hours without further incident. No flak experienced, no e/a or shipping seen.</p> <p>Weather:- In Channel - clear. Over France - 5/10 cloud topping at 15,000 feet. Visibility good.</p> <p>The Following pilots took part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aarflot B.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> <td>F/Sgt. Bønnef K.</td> </tr> <tr> <td>F/Sgt. Odman H.</td> <td>Lieut. Bavn H.</td> <td>Sgt. Bøgtker C.</td> </tr> </table> <p>Information was received from H.Q.R.N.A.F. today that H.M. the King Of Norway on 2nd July, 1943, had awarded Lieut. T. Waerner a bar to his War Medal for having displayed outstanding ability in air operations against the enemy thereby rendering great services for the defence of Norway.</p> <p>Lieut. Gilhuus J. was posted to No. 61 O.T.U. today for his rest period after completing 143 operational flying hours with 68 sweeps. 2/Lt. Djamne O. was attached to the Pilots Gunnery School at Sutton Bridge for No. 30 Pilots Gunnery Instructors Course.</p> <p>The Wing took off from North Weald at 2120 hours and proceeded to R.A.F. Station, Tangmere to be ready to take part in an early morning operation next day.</p>	Lieut. Waerner T.	Capt. From R.	Capt. Christie W.	Sgt. Aarflot B.	Sgt. Kolling R.	Sgt. Bøge A.	2/Lt. Bakke F.	2/Lt. Hauge E.	F/Sgt. Bønnef K.	F/Sgt. Odman H.	Lieut. Bavn H.	Sgt. Bøgtker C.	
Lieut. Waerner T.	Capt. From R.	Capt. Christie W.														
Sgt. Aarflot B.	Sgt. Kolling R.	Sgt. Bøge A.														
2/Lt. Bakke F.	2/Lt. Hauge E.	F/Sgt. Bønnef K.														
F/Sgt. Odman H.	Lieut. Bavn H.	Sgt. Bøgtker C.														
North Weald	14-7-43.		<p>Clear in the early morning becoming cloudy at midday and clearing again in the late afternoon. A strong S.W. wind was blowing all day.</p> <p>At 0710 hours 12 Spitfire IX's of this Squadron, led by Capt. From R., took off from Tangmere with 331(N) Squadron, Major Berg, D.F.C., flying with the latter, was leading the Wing. The operation was Ramrod 133 - Ports to Villa Coublay - Bourget - in which this Wing was acting as Fighter Cover. The Wing started to climb gradually from Tangmere to Fecamp which was reached at 22-23,000 feet, and formed up in front and above the bombers. This position was maintained until the wing left the bombers in the Evreux area. A climb was made after crossing the French coast to 27,000 feet when the whole formation levelled off. Heavy flak was experienced at the same height but a little behind the bombers in the Evreux area. One bomber was seen to leave the formation and set course for base so Blue section of this Squadron was detailed to escort it. This bomber was followed out over the French coast and was last seen in mid-channel loosing height gradually but making good speed. It is believed that this bomber would make land safely. The remainder of the Wing left the bombers at Evreux and turned North Crossing out between Dieppe and Le Treport. Height was lost gradually across the Channel and the English coast was crossed at Dungeness. The Squadrons had landed at North Weald by 0850 hours without further incident.</p> <p>No shipping was seen and no enemy aircraft encountered. Weather:- In Channel - layer 10/10 at 6,000 feet. France - 5/10 at 6,000 feet in Le Havre area and along the coast. 10/10 at 6,000 feet in the Cherbourg area. Visibility above cloud excellent.</p>	(Continued Page 7)												

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. SEVEN.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	14-7-43	(Cont'd)	<p>The following pilots took part in this operation:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Røslund J.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Hauge E.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>2/Lt. Isachsen H.</td> <td>Sgt. Røtaker C.</td> </tr> </table> <p>Some cine gun exercises were carried out during the afternoon against Halifax bombers. The Squadron was released off camp at 1800 hours until dawn 15-7-43.</p>	Lieut. Waerner T.	Capt. From R.	Capt. Christie W.	F/Sgt. Aarflot B.	Sgt. Røslund J.	Lieut. Ravn H.	2/Lt. Bolstad K.	2/Lt. Hauge E.	2/Lt. Sandvik S.	2/Lt. Bakke F.	2/Lt. Isachsen H.	Sgt. Røtaker C.	
Lieut. Waerner T.	Capt. From R.	Capt. Christie W.														
F/Sgt. Aarflot B.	Sgt. Røslund J.	Lieut. Ravn H.														
2/Lt. Bolstad K.	2/Lt. Hauge E.	2/Lt. Sandvik S.														
2/Lt. Bakke F.	2/Lt. Isachsen H.	Sgt. Røtaker C.														
North Weald	15-7-43.		<p>Very clear day and hot. The pilots were briefed at 1545 hours in connection with RODEO 245 in which this Wing was to act as 3rd Fighter Sweep. At 1630 hours, 12 Spitfire IX's of this Squadron, led by Capt. From R. took off with 12 Spitfire IX's of 331(N) Squadron. Major Berg, D.F.C., flying with the latter, was leading the Wing. The Wing started climbing from base and went out over Dungeness to the French coast which was crossed between Boulogne and Harellet at 26,000 feet. Very accurate and heavy flak was experienced from the Boulogne area at 26-28,000 feet. The Wing proceeded to just North of Abbeville where a port orbit was made, and then North to the Samer area where two port orbits were made. After these orbits the Wing turned S.W. and crossed out over the French coast in the Harellet area. 26-27,000 feet was maintained during the sweep over France. Several lots of aircraft were reported but only friendly aircraft were seen. Course was followed back from to Dungeness and Gravesend with the Squadron landing at 1745 hours. Six small vessels were seen in the Boulogne harbour. F/Sgt. Odman H. failed to return from this operation. He was last seen "straggling" when making the first orbit in the Abbeville area, and when told over the R/T to keep formation, did not answer. He was not seen after the orbit had been completed and no reason can be given for his failure to return.</p> <p>Weather:- Thick belts of cloud topping at 22,000 feet over the Channel. Belts of cloud varying from 5/10 to 10/10 over France. Visibility good above and below cloud. Very strong wind at 26,000 feet.</p> <p>The following pilots took part in this operation:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>F/Sgt. Odman H.</td> <td>Sgt. Røslund J.</td> <td>Lt. Ringdal H.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Sandvik S.</td> <td>F/Sgt. Rønne K.</td> </tr> <tr> <td>Sgt. Aarflot B.</td> <td>Lt. Ravn H.</td> <td>Sgt. Røtaker C.</td> </tr> </table>	Lieut. Waerner T.	Capt. From R.	Capt. Christie W.	F/Sgt. Odman H.	Sgt. Røslund J.	Lt. Ringdal H.	2/Lt. Herfjord K.	2/Lt. Sandvik S.	F/Sgt. Rønne K.	Sgt. Aarflot B.	Lt. Ravn H.	Sgt. Røtaker C.	- Appendix 14
Lieut. Waerner T.	Capt. From R.	Capt. Christie W.														
F/Sgt. Odman H.	Sgt. Røslund J.	Lt. Ringdal H.														
2/Lt. Herfjord K.	2/Lt. Sandvik S.	F/Sgt. Rønne K.														
Sgt. Aarflot B.	Lt. Ravn H.	Sgt. Røtaker C.														

140.

PUBLIC RECORD OFFICE

Reference:-

AID 27/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	16-7-43.		<p>Very clear day and hot. The pilots were briefed at 1000 hours in connection with Rodeo 247 in which this Wing was to act as cover for the Hornchurch Wing. At 1035 hours, 12 Spitfire IX's of this Squadron, led by Capt. From R., took off from North Weald together with 331(N) Squadron. Major H. Mehre, D.F.C., flying with the latter was leading the Wing. Rendezvous was made at Southend with the Hornchurch Wing and the formation climbed up through clouds to the French coast. There was 10/10 cloud over the whole area from 8-12,000 feet and the Wing flew above cloud without seeing the ground at all. The Wing made a sweep over France climbing to 23,000 feet and heavy accurate flak was experienced through the clouds from the Ostende area. The Wing was vectored back across the Channel and told to come down through cloud when over this country. Landing was made at base at 1200 hours without further incident. Some e/a were reported far behind the Wing but none were seen and it was impossible to see any shipping. One of our aircraft returned early and landed at 1130 hours owing to jettison tank trouble.</p> <p><u>Weather:-</u> 10/10 cloud over the Channel and area of operation from 8-12,000 feet.</p> <p>The following pilots were taking part:-</p> <table border="0" data-bbox="678 550 1637 638"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. From R.</td> <td>Diapt. Christie W.</td> </tr> <tr> <td>Sgt. Anjesen O.</td> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Ege A.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>F/Sgt. Rahnhof K.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Gabrielsen O.</td> <td>Lieut. Ravn H.</td> </tr> </table> <p>At 1830 hours the pilots were briefed in connection with Ramrod 144 - 18 B. 26's attacking the Marshalling Yards at Abbeville - in which the North Weald Wing was to act as 2nd Fighter Sweep with the Northolt Wing above as cover. At 1920 hours, 12 Spitfire IX's of this Squadron, led by W/Co. H. Mehre, D.F.C., took off from North Weald together with 331(N) Squadron. The Wing started climbing from base and crossed the French coast at Pointe D'Ailly at 22,23,000 feet. At this time a message was received that the bombers were in trouble owing to their escort failing to take up position, so the wing climbed to 27,000 feet and made a wide orbit in the abbeville area. During this orbit the bombers were seen to cross out over the French coast and numerous a/c were seen around the wing. Blue section dived down to investigate four a/c orbiting below at 20,000 feet but these were found to be friendly so Blue section climbed back up to the Wing. Yellow section also dived down on two F.W.190's but were unable to close into attacking range so they broke off and climbed back up to the Wing. Just as Yellow section were about to reform with the Wing, they were attacked by two sections of two F.W.190's from above out of very thin cloud. The forms of these aircraft had been seen through the cloud, but it was very difficult to distinguish what they were. One or two combats took place following the attack of these e/a during which the W/Co. destroyed one and 2/Lt. Bolstad K. destroyed another. Sgt. Kolling R. and Sgt. Ege A. both made attacks but make no claims. While these combats were taking place, 331(N) Squadron were engaged and claims 1 probable and 1 damaged without any loss to the Wing. After the combats the Wing was split up into sections of four aircraft and they crossed out over the coast between Berck-sur Mer and Cayeux. When out in the Channel, the sections were able to reform together and the Wing came back in formation without further incident and had landed at base by 2055 hours.</p> <p><u>CLAIMS:-</u> 1 F.W.190 destroyed by Major H. Mehre, D.F.C. 1 F.W.190 destroyed by 2/Lt. Bolstad K.</p> <p><u>LOSSES:-</u> NIL.</p> <p><u>Weather:-</u> 1/10 cloud in very small patches - visibility very good - slight wind above 20,000 feet.</p>	Lieut. Waerner T.	Capt. From R.	Diapt. Christie W.	Sgt. Anjesen O.	F/Sgt. Aarflot B.	Sgt. Ege A.	2/Lt. Herfjord K.	F/Sgt. Rahnhof K.	Lieut. Ringdal N.	2/Lt. Bolstad K.	Sgt. Gabrielsen O.	Lieut. Ravn H.	<p>APPENDIX 15.</p>
Lieut. Waerner T.	Capt. From R.	Diapt. Christie W.														
Sgt. Anjesen O.	F/Sgt. Aarflot B.	Sgt. Ege A.														
2/Lt. Herfjord K.	F/Sgt. Rahnhof K.	Lieut. Ringdal N.														
2/Lt. Bolstad K.	Sgt. Gabrielsen O.	Lieut. Ravn H.														

(Continued on page 9).

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. NINE.

of (Unit or Formation) _____

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	16-7-43	(Cont'd)	<p>The following pilots were taking part in this operation:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major H. Mehre, D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Bøge A.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Capt. From R.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Bøtker C.</td> <td>F/Sgt. Rønne K.</td> </tr> </table> <p>Information was received from H.Q.R.N.A.F. today, that Sgt. J. Staubo who was missing from operations over Dieppe 19-8-42, later reported P.O.W., made two attempts to escape on the day of his capture. During his second attempt he was shot through the back, but he recovered from his wound and is now well.</p>	Lieut. Waerner T.	Major H. Mehre, D.F.C.	Capt. Christie W.	Sgt. Aanjesen O.	Sgt. Bøge A.	Lieut. Ravn H.	2/Lt. Bolstad K.	Capt. From R.	Lieut. Ringdal N.	Sgt. Kolling R.	Sgt. Bøtker C.	F/Sgt. Rønne K.	
Lieut. Waerner T.	Major H. Mehre, D.F.C.	Capt. Christie W.														
Sgt. Aanjesen O.	Sgt. Bøge A.	Lieut. Ravn H.														
2/Lt. Bolstad K.	Capt. From R.	Lieut. Ringdal N.														
Sgt. Kolling R.	Sgt. Bøtker C.	F/Sgt. Rønne K.														
North Weald	17-7-43.		<p>Fine clear day. The pilots were briefed at 0645 hours in connection with Ramrod 145 in which the North Weald Wing was acting as a part of the withdrawal cover. At 0800 hours the Wing took off and proceeded to Ludham where they landed and refuelled. After two false starts from Ludham, the Wing was told that its part of the operation was cancelled so the squadrons returned to North Weald, landing by 1230 hours. During the afternoon Red section of four aircraft, led by 2/Lt. Herfjord K., took off on an interception practice of heavy bombers approaching London from the South West. The interception was very good and two dummy attacks were made on the bombers. The Norwegian Wing Commander, Major H. Mehre, D.F.C., and Lieut. E. Westly of this Squadron, attended an investiture at American Headquarters today where they both received the American D.F.C. 2/Lt. M. Eriksen, D.F.M., who is a prisoner of war, should have received the American Silver Star at the same investiture.</p>													
North Weald	18-7-43.		<p>Rather dull day with 7-8/10 cloud. A new Spitfire IX was received today as a replacement for one lost on operations on 15-7-43. The Squadron went off readiness at 1300 hours and was released off camp at 1800 hours.</p>													
North Weald	19-7-43.		<p>Fairly good day with cloudy periods. During the afternoon Red section (Lieut. Waerner T. and Sgt. Kolling R.) were scrambled. They were given two vectors and soon after intercepted a Bombfighter off Clacton at 6,000 feet. The pilots said on landing that the interception was perfect and even though it was a friendly aircraft they enjoyed the experience.</p> <p>The pilots were briefed in their respective dispersals by the Squadron Commanders before taking off on RAMROD Rodso 249. At 1620 hours 12 Spitfire IX's from this Squadron, led by Major H. Mehre, D.F.C., took off from North Weald together with 331(N) Squadron. Wing started climbing from base and crossed the French coast at 26,000 feet over Nieuport. A sweep was made inland in the form of a wide starboard orbit and the French coast was crossed out at Cap Gris Nez. There were layers of 10/10 cloud from 12-32,000 feet and the Wing was flying between two of these layers and it was impossible to see the ground. Some e/a were reported but they were too far away to be intercepted. The Wing lost height on the way back across the Channel and had landed at base by 1735 hours. No shipping was seen, no flak experienced and no e/a encountered.</p> <p>Weather:-10/10 cloud layers ranging from 12-32,000 feet over the operational area. Visibility between cloud layers was hazy. Vertical visibility was nil.</p>													

(Continued on page 10.)

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1		2		

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	19-7-43	(Cont'd)	<p>The following pilots took part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>W/Co. ^{for M. Mehre D.F.C.}</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Kolling E.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>2/Lt. Bolstad K.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Edtaker C.</td> <td>2/Lt. Sandvik S.</td> </tr> </table>	Lieut. Waerner T.	W/Co. ^{for M. Mehre D.F.C.}	Capt. Christie W.	Sgt. Aanjesen O.	Sgt. Kolling E.	Sgt. Keim R.	2/Lt. Bakke F.	2/Lt. Bolstad K.	Lieut. Ringdal N.	Sgt. Røslund J.	Sgt. Edtaker C.	2/Lt. Sandvik S.	
Lieut. Waerner T.	W/Co. ^{for M. Mehre D.F.C.}	Capt. Christie W.														
Sgt. Aanjesen O.	Sgt. Kolling E.	Sgt. Keim R.														
2/Lt. Bakke F.	2/Lt. Bolstad K.	Lieut. Ringdal N.														
Sgt. Røslund J.	Sgt. Edtaker C.	2/Lt. Sandvik S.														
North Weald	20-7-43		Fairly dull day with occasional bright periods. Six Norwegian Sergeant Pilots arrived from No. 30 Course at No. 61 O.T.U. to take up flying duties with the Squadron. No operational flying today. The Squadron was released six from readiness at 1300 hours and off camp at 1800 hours.													
North Weald	21-7-43		Heavy cloud and rain for most of the day. No operational flying. Six Sergeant pilots arrived today from No. 61 O.T.U. for flying duties with the Squadron.													
North Weald.	22-7-43		Heavy cloud with occasional bright periods. No operational flying today.													
North Weald.	23-7-43		Very dull with showers of rain. The Squadron was at readiness from 1300 hours but there was no operational flying carried out. Information was today received from the Norwegian Headquarters that 486 F/Sgt. Rønne K. had been promoted to the rank of 2nd Lieutenant. Four of our Spitfire VB's were taken away today by Ferry Pilots.													
North Weald.	24-7-43		Dull day with one or two brief periods of sunshine. A Squadron formation practice was carried out for the benefit of the new pilots. Two Spitfire IX's were received today. The Squadron was released from camp at 1530 hours.													
North Weald	25-7-43		<p>Cloudy in the morning clearing during the day. A very hot day. After lunch the pilots were briefed in connection with Ramrod 154 in which the North Weald Wing was to act as Forward Target Support. This Squadron of 12 Spitfire IX's took off at 1415 hours, led by Major H. Mehre D.F.C. The Station Commander was also flying with this Squadron. The Wing climbed from base and crossed the Belgian coast over Ostende at 24-26,000 feet. Proceeding inland, a port orbit was made in the Ghent area, and Beehive was seen to be returning out across the coast, so the Wing followed. About 20 e/a - operating in pairs - were reported and seen dog-fighting with Spitfire VB's at 10-14,000 feet. Blue section of this Squadron engaged two of the e/a but without success. Following this incident, the Wing crossed out over the Belgian coast and returned to base without further incident, landing by 1550 hours.</p> <p>Weather:- 4/10ths cloud at 4-6,000 feet over Holland and hazy. A belt of cloud stretched from North Foreland to Ostende at 10,000 feet.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major H. Mehre D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>C/Ot. D.C. Morris D.F.C.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Lieut. Ringdal N.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Lieut. Ravn H.</td> <td>Capt. Christie W.</td> </tr> </table>	Capt. Fosse G.	Major H. Mehre D.F.C.	Major From R.	Sgt. Røslund J.	C/Ot. D.C. Morris D.F.C.	Sgt. Keim R.	2/Lt. Herfjord K.	Lieut. Ringdal N.	Lieut. Westly E.	2/Lt. Isachsen H.	Lieut. Ravn H.	Capt. Christie W.	
Capt. Fosse G.	Major H. Mehre D.F.C.	Major From R.														
Sgt. Røslund J.	C/Ot. D.C. Morris D.F.C.	Sgt. Keim R.														
2/Lt. Herfjord K.	Lieut. Ringdal N.	Lieut. Westly E.														
2/Lt. Isachsen H.	Lieut. Ravn H.	Capt. Christie W.														

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ELEVEN.of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	26-7-43		<p>Fair all day. There was a slight haze in the morning followed by a very hot day. The pilots were briefed at 0945 hours in connection with Ramrod 159 in which this Wing was acting as forward target support. At 1038 hours, 11 Spitfire IX's of this Squadron, led by Major From R., took off together with 331(N) Squadron. Major K. Birksted D.F.C. flying with the latter, was leading the Wing. The French coast was crossed at 24,000 feet with the Wing flying ahead of the Beehive. A sweep was made in the target area but no e/a were seen. Poor visibility prevented the Wing from keeping in continuous visual contact with Beehive but it was picked up again just before crossing the coast on the homeward journey. Good bombing is reported and buildings on the aerodrome were seen burning. The return flight was uneventful. No shipping was seen and no flak experienced.</p> <p>Weather:- Generally good but hazy in patches.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Lieut. Ringdal N.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Bakke F.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td></td> <td>2/Lt. Hauge E.</td> </tr> </table> <p>During the afternoon the pilots were briefed in connection with Rodeo 250 in which the Wing was acting as 6th Fighter Sweep. At 1620 hours, 12 Spitfire IX's of this Squadron, led by Major K. Birksted D.F.C., took off together with 331(N) Squadron. The Wing crossed over the French coast at Mardyck flying at 24-26,000 feet and proceeded inland to Cassel where a patrol was made from 1653 until 1707 hours. No e/a were reported or seen during this patrol and the Wing returned to base via Calais without any incident. The Squadron had landed by 1740 hours.</p> <p>Weather:- 2/10ths cumulus in small patches up to 26,000 feet. Ground haze.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Bøge A.</td> <td>Sgt. Bøitker C.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Major From R.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Christie W.	Sgt. Aanjesen O.	Lieut. Ringdal N.	Sgt. Keim R.	2/Lt. Herfjord K.	2/Lt. Bakke F.	Lieut. Westly E.	2/Lt. Isachsen H.		2/Lt. Hauge E.	Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.	Sgt. Røslund J.	Sgt. Bøge A.	Sgt. Bøitker C.	Lieut. Waerner T.	Major From R.	2/Lt. Sandvik S.	2/Lt. Isachsen H.	2/Lt. Bakke F.	2/Lt. Hauge E.	
Capt. Fosse G.	Major From R.	Capt. Christie W.																										
Sgt. Aanjesen O.	Lieut. Ringdal N.	Sgt. Keim R.																										
2/Lt. Herfjord K.	2/Lt. Bakke F.	Lieut. Westly E.																										
2/Lt. Isachsen H.		2/Lt. Hauge E.																										
Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.																										
Sgt. Røslund J.	Sgt. Bøge A.	Sgt. Bøitker C.																										
Lieut. Waerner T.	Major From R.	2/Lt. Sandvik S.																										
2/Lt. Isachsen H.	2/Lt. Bakke F.	2/Lt. Hauge E.																										
North Weald	27-7-43		<p>Fair and clear all day - slight haze in the morning. The pilots were briefed soon after breakfast in connection with Ramrod 162 in which this Wing was acting as 4th Fighter Sweep. Major K. Birksted D.F.C. + leading the Wing and G/Capt. D. G. Morris D.F.C. were both flying with 331(N) Squadron. The Belgian coast was crossed at Knocke at 24-26,000 feet and the Wing then swept Hilst- Bruges- Aeltre and recrossed the coast at Knocke. No e/a were seen. The target was seen to be covered with bursts and Beehive were seen on the way out. The Squadron had landed at base by 1230 hours without any incidents.</p> <p>Weather:- Clear but ground haze up to 6,000 feet.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Bøge A.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Isachsen H.</td> <td>Sgt. Bøitker C.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Christie W.	Sgt. Røslund J.	Sgt. Bøge A.	Sgt. Gabrielsen O.	2/Lt. Bakke F.	2/Lt. Hauge E.	Lieut. Ringdal N.	Sgt. Aanjesen O.	2/Lt. Isachsen H.	Sgt. Bøitker C.													
Capt. Fosse G.	Major From R.	Capt. Christie W.																										
Sgt. Røslund J.	Sgt. Bøge A.	Sgt. Gabrielsen O.																										
2/Lt. Bakke F.	2/Lt. Hauge E.	Lieut. Ringdal N.																										
Sgt. Aanjesen O.	2/Lt. Isachsen H.	Sgt. Bøitker C.																										

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

142

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	27-7-43		<p>At 1425 hours, the Wing proceeded to Coltishall to take part in a No.12 Group Ramrod operation. The operation was postponed and the Wing did not take off until 1925 hours. Major K.Birksted D.F.C., flying with 10 Spitfire IX's of this Squadron, was leading the Wing. Rendezvous was made with the bombers over Coltishall at 1930 hours. The Dutch coast was crossed at 20-21,000 feet and the wing proceeded to make a wide orbit over the target area during the bombing. As Beehive turned and came out, the Wing withdrew above and behind the Beehive. 4e/a were seen to follow the bombers out so this Squadron dived down to attack. The e/a were identified as Me.109's and engaged resulting in one being destroyed by Capt.Christie W. This e/a was seen to crash 3 miles inland S. of Haarlem. The Wing reformed and returned to base without further incident, landing at North Weald by 2125 hours.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major K.Birksted D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>2/Lt. Isachsen H.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Capt. Fosse G.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td></td> <td>Lieut. Ringdal N.</td> <td></td> </tr> </table>	Major From R.	Major K.Birksted D.F.C.	Capt. Christie W.	Sgt. Kolling R.	2/Lt. Isachsen H.	Lieut. Westly E.	Sgt. Aanjesen O.	Capt. Fosse G.	2/Lt. Sandvik S.		Lieut. Ringdal N.		APPENDIX 16												
Major From R.	Major K.Birksted D.F.C.	Capt. Christie W.																										
Sgt. Kolling R.	2/Lt. Isachsen H.	Lieut. Westly E.																										
Sgt. Aanjesen O.	Capt. Fosse G.	2/Lt. Sandvik S.																										
	Lieut. Ringdal N.																											
North Weald	28-7-43		<p>Low clouds and considerable haze in the morning cleared away before noon. Very hot day. The pilots were briefed in the morning for Ramrod 165 in which this Wing was acting as a withdrawal cover for the 2nd Box of Fortresses returning from Germany. Climbing from base, the Wing was told to rendezvous 10-15 miles South of position originally given. Later bombers were reported 7 miles ahead and Beehive was met N.W. of Haamstede - just before the Wing reached the Dutch coast. The Wing took up position above and behind bombers but no e/a were seen. The Squadron escorted the bombers back to within sight of the English coast and had landed at base by 1315 hours without further incident.</p> <p>Weather:- Over Holland - haze and cumulus forming at 2-3,000 feet. Higher layer of thin clouds further East.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Lieut. Ringdal N.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Gabrielsen O.</td> <td>2/Lt. Sandvik S.</td> </tr> </table> <p>The pilots were briefed during the afternoon in connection with Ramrod 168 in which this Wing was going to act as 2nd Fighter Sweep. At 1825 hours, 11 Spitfire IX'S of this Squadron, led by Major H.Meire D.F.C., took off together with 331(N) Squadron. The French coast was crossed at Etretat and Elancy le C. was reached on time. The Wing then swept South of Lisieux Berney area and recrossed the coast near Cabourg. No e/a were seen and there is nothing of interest to report from this operation. The Squadron had landed at base by 2010 hours.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major H.Meire D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Sgt. Keim R.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Capt. Fosse G.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Kolling R.</td> <td>Lieut. Ravn H.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Christie W.	2/Lt. Bakke F.	Sgt. Kolling R.	Sgt. Bøge A.	2/Lt. Herfjord K.	Lieut. Ringdal N.	Lieut. Westly E.	2/Lt. Bolstad K.	Sgt. Gabrielsen O.	2/Lt. Sandvik S.	Major From R.	Major H.Meire D.F.C.	Capt. Christie W.	2/Lt. Isachsen H.	Sgt. Keim R.	Sgt. Gabrielsen O.	2/Lt. Herfjord K.	Capt. Fosse G.	Lieut. Westly E.	2/Lt. Bolstad K.	Sgt. Kolling R.	Lieut. Ravn H.	
Capt. Fosse G.	Major From R.	Capt. Christie W.																										
2/Lt. Bakke F.	Sgt. Kolling R.	Sgt. Bøge A.																										
2/Lt. Herfjord K.	Lieut. Ringdal N.	Lieut. Westly E.																										
2/Lt. Bolstad K.	Sgt. Gabrielsen O.	2/Lt. Sandvik S.																										
Major From R.	Major H.Meire D.F.C.	Capt. Christie W.																										
2/Lt. Isachsen H.	Sgt. Keim R.	Sgt. Gabrielsen O.																										
2/Lt. Herfjord K.	Capt. Fosse G.	Lieut. Westly E.																										
2/Lt. Bolstad K.	Sgt. Kolling R.	Lieut. Ravn H.																										

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I.,
para. 2340, and War Manual, Pt. II, chapter XX., and
notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. Thirteen.of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald.	29-7-43		<p>Clear and very hot all day. The Wing took off from North Weald at 0745 hours and proceeded to Manston. The operation, in which the Wing was going to take part, was cancelled and the Wing returned to base landing by 1030 hours. The pilots were briefed during the afternoon in connection with Ramrod 172 in which this Wing was acting as a Fighter Sweep. At 1750 hours, 12 Spitfire IX's of this Squadron, led by Major R. From, took off from North Weald together with 331(N) Squadron. Major H. Mehre D.F.C., flying with the latter, was leading the Wing. A climb was made from base and the Wing crossed the French coast over Nieupoort at 26,000 feet at 1823 hours. A patrol was made in the Merville area until after the bombers had turned West and then the Wing followed the bombers until they were West of St. Omer. Here the Wing turned back and while flying N.E. at 27,000 feet, a loose formation of about 12 e/a was seen flying S.W. between Merville and Ypres at the same level. The Wing climbed to 29,000 feet and attacked with the result of two e/a being destroyed and another damaged by 331(N) Squadron. All the e/a were Me.109F's. After the attack the Wing reformed and returned to base without further incident landing by 1930 hours.</p> <p>Weather:- Clear, large cumulus clouds far to the East. Sea fog between Dover and Cap Gris Nez and to S.W. of channel.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>F/Sgt. Aarfloot B.</td> <td>Sgt. Aanjesen O.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Hauge E.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Lieut. Ravn H.</td> <td>Sgt. Bødtker C.</td> </tr> </table>	Lieut. Waerner T.	Major From R.	Capt. Christie W.	F/Sgt. Aarfloot B.	Sgt. Aanjesen O.	Sgt. Bøge A.	2/Lt. Herfjord K.	2/Lt. Hauge E.	2/Lt. Sandvik S.	2/Lt. Bolstad K.	Lieut. Ravn H.	Sgt. Bødtker C.	
Lieut. Waerner T.	Major From R.	Capt. Christie W.														
F/Sgt. Aarfloot B.	Sgt. Aanjesen O.	Sgt. Bøge A.														
2/Lt. Herfjord K.	2/Lt. Hauge E.	2/Lt. Sandvik S.														
2/Lt. Bolstad K.	Lieut. Ravn H.	Sgt. Bødtker C.														
North Weald	30-7-43		<p>Clear and very hot all day. The pilots were briefed soon after breakfast in connection with the third part of Ramrod 174 in which this Wing was to act as Forward Target Support. At 1040 hours, 12 Spitfire IX's of this Squadron, led by Major K. Birksted D.F.C., took off from North Weald together with 331(N) Squadron. The Wing climbed from base and swept Gravelines, Merville(1117) hours), Roulers, Ypres, Lens then out by Calais at 24-26,000 feet. The Wing was under Appledore control but there is nothing at all to report. The Wing had landed back at base by 1215 hours.</p> <p>Weather:- Clear. Ground haze. Visibility good.</p> <p>Soon after lunch the pilots were again briefed in connection with Ramrod 176 in which this Wing was acting as Bouncing Wing. At 1420 hours, 12 Spitfire IX's of this Squadron took off together with 331(N) Squadron. Major H. Mehre D.F.C., flying with the latter, was leading the Wing. The Wing crossed over the French coast at Ault at 22,000 feet at 1457 hours and proceeded to sweep Neuvechattel, Poix and N.E. of Abbeville for 31 minutes under Appledore control. There were no e/a seen and the Wing crossed out at S. of Cayeux and returned to base without any incident landing at 1552 hours.</p> <p>Weather:- Thin Cirrus over 30,000 feet. Visibility very good.</p> <p>The following pilots were taking part:- Ramrod 174.</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>F/Sgt. Aarfloot B.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Hauge E.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Lieut. Ravn H.</td> <td>Sgt. Bødtker C.</td> </tr> </table>	Lieut. Waerner T.	Major K. Birksted D.F.C.	Capt. Christie W.	F/Sgt. Aarfloot B.	Sgt. Røslund J.	Sgt. Gabrielsen O.	2/Lt. Herfjord K.	2/Lt. Hauge E.	Lieut. Ringdal N.	Sgt. Kolling R.	Lieut. Ravn H.	Sgt. Bødtker C.	
Lieut. Waerner T.	Major K. Birksted D.F.C.	Capt. Christie W.														
F/Sgt. Aarfloot B.	Sgt. Røslund J.	Sgt. Gabrielsen O.														
2/Lt. Herfjord K.	2/Lt. Hauge E.	Lieut. Ringdal N.														
Sgt. Kolling R.	Lieut. Ravn H.	Sgt. Bødtker C.														

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	30-7-43	(Cont'd)	<p>The following pilots were taking part in Ramrod 176.</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Bøge A.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>F/Sgt. Aarflot B.</td> <td>Lieut. Ravn H.</td> </tr> </table> <p>The pilots were briefed after tea in connection with a Training Rodeo for the benefit of the new Sergeant pilots. At 1830 hours, 12 Spitfire IX's of this Squadron, led by Major H. Mehre D.F.C., took off together with 331(N) Squadron. The Wing started to climb when just North of Shoeburyness and reached a point 3 miles off Ostende at 24,000 feet at 1907. The Wing swept down the coast crossing in just West of Calais and out over Boulogne and continued South as far as the Somme Estuary. Turning East, the French coast was crossed again at Le Crotoy and a sweep was made in the Headin-Guines area and out over Calais at 27,000 feet. No enemy activity of any kind was observed. The Wing had landed back at base by 2000 hours without any further incident.</p> <p>Weather:- Hazy generally, increasing towards the West. Thick clouds forming high in the west.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>2/Lt. Bolstad K.</td> <td>Major H. Mehre D.F.C.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Capt. W. Mohr D.F.C.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Tidmand O.</td> <td>Sgt. Gjestland H.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Lieut. Westly E.	Sgt. Kolling R.	Sgt. Bøge A.	Sgt. Keim R.	Lieut. Waerner T.	2/Lt. Bolstad K.	2/Lt. Hauge E.	Sgt. Aanjesen O.	F/Sgt. Aarflot B.	Lieut. Ravn H.	2/Lt. Bolstad K.	Major H. Mehre D.F.C.	2/Lt. Sandvik S.	Sgt. Helland J.	Sgt. Røslund J.	Sgt. Hetland T.	2/Lt. Bakke F.	Capt. W. Mohr D.F.C.	Lieut. Ravn H.	Sgt. Tidmand O.	Sgt. Gjestland H.	Sgt. Isachsen R.	
Capt. Fosse G.	Major From R.	Lieut. Westly E.																										
Sgt. Kolling R.	Sgt. Bøge A.	Sgt. Keim R.																										
Lieut. Waerner T.	2/Lt. Bolstad K.	2/Lt. Hauge E.																										
Sgt. Aanjesen O.	F/Sgt. Aarflot B.	Lieut. Ravn H.																										
2/Lt. Bolstad K.	Major H. Mehre D.F.C.	2/Lt. Sandvik S.																										
Sgt. Helland J.	Sgt. Røslund J.	Sgt. Hetland T.																										
2/Lt. Bakke F.	Capt. W. Mohr D.F.C.	Lieut. Ravn H.																										
Sgt. Tidmand O.	Sgt. Gjestland H.	Sgt. Isachsen R.																										
North Weald.	31-7-43		<p>Fine clear day and very hot. There were two very severe thunderstorms during the evening but none of our pilots were flying at the time. At 1045 hours, the pilots were briefed in connection with Ramrod 180 in which this Wing was acting as high cover. At 1135 hours, 12 Spitfire IX's of this Squadron, led by Major H. Mehre D.F.C., took off together with 331(N) Squadron. Group Captain D.G. Morris D.F.C. was also flying with this Squadron. The Wing rendezvoused on time and flew on the deck for a few minutes before making a rapid climb to the French coast. The French coast was crossed at Hardelet at 20-21,000 feet with the Beehive below. This position was maintained throughout 10 miles. Before recrossing the French coast, 2 e/a approached from behind the Beehive at the same height. One section of 332(N) Squadron dived down and engaged these two e/a over the coast just East of Gravesline. Capt. Christie W. destroyed one of these e/a and the other may have been damaged. Another 4 e/a were seen very low down patrolling off the coast but they made no attempt to attack the Beehive. Bombing results are reported as good. Several bursts were seen on perimeter and dispersal. The Wing reformed after the combat and followed the bombers back, landing at base by 1305 hours without further incident.</p> <p>Weather:- Haze below 7,000 feet, otherwise clear. Visibility good.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major H. Mehre D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>W/Sgt. Aarflot B.</td> <td>G/Capt. D.G. Morris D.F.C.</td> <td>Lieut. Ringdal N.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Major From R.</td> <td>Sgt. Bøtker C.</td> </tr> <tr> <td>2/Lt. Bakke B.</td> <td>2/Lt. Isachsen H.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	Capt. Fosse G.	Major H. Mehre D.F.C.	Capt. Christie W.	W/Sgt. Aarflot B.	G/Capt. D.G. Morris D.F.C.	Lieut. Ringdal N.	Lieut. Waerner T.	Major From R.	Sgt. Bøtker C.	2/Lt. Bakke B.	2/Lt. Isachsen H.	Sgt. Gabrielsen O.	APPENDIX (1)												
Capt. Fosse G.	Major H. Mehre D.F.C.	Capt. Christie W.																										
W/Sgt. Aarflot B.	G/Capt. D.G. Morris D.F.C.	Lieut. Ringdal N.																										
Lieut. Waerner T.	Major From R.	Sgt. Bøtker C.																										
2/Lt. Bakke B.	2/Lt. Isachsen H.	Sgt. Gabrielsen O.																										

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. Fifteen.of (Unit or Formation) 332(Norwegian) Squadron. North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald.	31-7-43	(Cont'd).	<p>At 1445 hours, the pilots were briefed in connection with Ramrod 181 with this Wing acting as a "Bouncing Wing". 12 Spitfire IX's from this Squadron took off at 1540 hours together with 331(N) Squadron. Major K. Birksted D.F.C., flying with the latter, was leading the Wing. A climb was made direct from base and the French coast was crossed in at St. Valery at 1620 hours at 24,000 feet. The Wing, under Appledore Control, made a sweep in the Grandvilliers and Poix areas and then crossed out over the Somme Estuary at 1647 hours. No e/a were seen and the Wing had landed back at base by 1720 hours without anything of operational interest to report.</p> <p>Weather:- Haze up to 7,000 feet. Visibility above very good.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R. ✓</td> <td>Capt. Christie W. ✓</td> </tr> <tr> <td>Sgt. Røslund J. ✓</td> <td>Sgt. Tidemand O. ✓</td> <td>Sgt. Keim R. ✓</td> </tr> <tr> <td>2/Lt. Bakke F. ✓</td> <td>2/Lt. Haage E. ✓</td> <td>Lieut. Westly E. ✓</td> </tr> <tr> <td>2/Lt. Bolstad K. ✓</td> <td>Major Austeen A. ✓</td> <td>Sgt. Bøge A. ✓</td> </tr> </table> <p>Information has been received that Lieut. Raeder E., who was reported missing from an operational flight on 13th May, 1943, has reached Gibraltar and is on his way back to this country. This news was gladly received by all personnel on the Squadron.</p> <p style="text-align: right;"><i>Raeder E.</i> Major Commanding, 332(N) Squadron.</p>	Capt. Fosse G.	Major From R. ✓	Capt. Christie W. ✓	Sgt. Røslund J. ✓	Sgt. Tidemand O. ✓	Sgt. Keim R. ✓	2/Lt. Bakke F. ✓	2/Lt. Haage E. ✓	Lieut. Westly E. ✓	2/Lt. Bolstad K. ✓	Major Austeen A. ✓	Sgt. Bøge A. ✓	
Capt. Fosse G.	Major From R. ✓	Capt. Christie W. ✓														
Sgt. Røslund J. ✓	Sgt. Tidemand O. ✓	Sgt. Keim R. ✓														
2/Lt. Bakke F. ✓	2/Lt. Haage E. ✓	Lieut. Westly E. ✓														
2/Lt. Bolstad K. ✓	Major Austeen A. ✓	Sgt. Bøge A. ✓														

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

OPERATIONS RECORD BOOK

APPENDIX

A.P. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron

SECRET

PAGE No. ONE

(7511) Wt. 925-55 50,000 5/48 T.S. 700

FOR THE MONTH OF July 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-7-43.	Spitfire IX. EN. 177	Capt. Christie W.	Bamrod 177	1435	1610	<p>This Squadron together with 331(N) Squadron was acting as 2nd Fighter Sweep on this operation. Major H. Meire, D.F.C., flying with the latter, was leading the Wing. Rendezvous was made with the Northolt Wing over Bradwell at 1450 hours this wing flying below 300 feet. The Belgian coast was crossed W. of Nieupoort at 22,000 feet, the Northolt Wing flying above. The Wing proceeded to Furnes and later to Courtrai. E/a were reported to the South. The Wing made starboard turn and when sighted formation of e/a flying West - to the North of Lille - flying well below. The Wing went into position and 331(N) Squadron dived to attack out of the sun. This Squadron stayed above as cover. Dogfights developed and 331(N) Squadron claims 1 F.W.190 destroyed - 1 F.W.190 probably destroyed and two more as damaged, all without losses to themselves. The Wing then reformed at 24,000 feet and flew South Lens and then N.W. to St. Omer. As engagements were reported to South, the Wing turned, but as only Thunderbolts were seen, the Wing returned to base crossing the French coast South of Brook.</p> <p>Weather:- 5/10 cloud up to 15,000 feet over French coast. Clear South of Le Treport. Visibility very good.</p>	
	LZ. 919	Sgt. Gabrielsen O.	" "	" "	" "		
	BS. 248	2/Lt. Djerne O.	" "	" "	" "		
	LZ. 898	Sgt. Bøtker C.	" "	" "	" "		
	MA. 301	2/Lt. Herfjord K.	" "	" "	" "		
	BS. 395	Lieut. Ravn H.	" "	" "	1545		
	MA. 303	Capt. From R.	" "	" "	1610		
	BS. 508	Sgt. Aarflot B.	" "	" "	" "		
	EN. 397	Capt. Fosse G.	" "	" "	" "		
	MA. 409	Sgt. Oimán H.	" "	" "	" "		
	MA. 571	2/Lt. Bolstad K.	" "	" "	" "		
	MA. 228	Sgt. Aanjesen O.	" "	" "	" "		
	EN. 177	Capt. Christie W.	Scramble	2005	2035	Blue section. The pilots have nothing to	
	BS. 249	Lieut. Ravn H.	" "	" "	" "	" "	
	BS. 248	2/Lt. Djerne O.	" "	" "	" "	Green section. report from this flight.	
	LZ. 898	Sgt. Bøtker C.	" "	" "	" "	" "	
	LZ. 919	2/Lt. Hauge E.	" "	" "	" "	Black section.	
2-7-43.	MA. 303	Capt. From R.	Rodeo 236	1550	1725	<p>In the early afternoon the Wing proceeded to Ford where the pilots were briefed in connection with this operation in which the North Weald Wing was going to act as 2nd Fighter Sweep. The French coast was crossed at Caumont Point Pavilly at 25,000 feet - 331(N) Squadron on bottom led by Major Berg and this Squadron above. The Northolt Wing was in position above this Wing. Climbing to 29,000 feet the Wing Wing Wing proceeded to Pavilly - Bernay and Lisieux. The French coast was crossed at Cabourg on way out. No e/a was seen. Pilots report brown discoloration of sea 1-3 miles wide off shore extending from Pecamp to Cap D'Antiser.</p> <p>Weather:- Clear in Channel and Straits. 5/10 cloud at 10,000 feet in Roven area. Visibility good.</p>	
	EN. 397	Lieut. Waerner T.	" "	" "	" "		
	BS. 508	Capt. Fosse G.	" "	" "	" "		
	MA. 409	Sgt. Aarflot B.	" "	" "	1655		
	MA. 228	Lieut. Gilhaus J.	" "	" "	1725		
	MA. 571	2/Lt. Bakke F.	" "	" "	" "		
	BS. 548	Capt. Christie W.	" "	" "	" "		
	LZ. 919	2/Lt. Djerne O.	" "	" "	" "		
	BS. 248	2/Lt. Isachsen H.	" "	" "	" "		
	MA. 301	2/Lt. Herfjord K.	" "	" "	" "		
	BS. 395	Lieut. Ravn H.	" "	" "	" "		
	BR. 630	Sgt. Gabrielsen O.	" "	" "	" "		
	BS. 249	Sgt. Aanjesen O.	" "	" "	" "		

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

145

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
3-7-43.	Spitfire IX. MA. 303	Capt. From R.	Rodeo 238	1605	1735	This Squadron led by Major H. Mehre, D.F.C., who was also leading the Wing, took off from North Weald together with 331(N) Squadron. This Wing together with the Northolt Wing was going to act as First Fighter Sweep on this Operation. This wing took off from Wealding, started climbing after 5 minutes and crossed the French coast just East of Dieppe at 23,000 feet with the Northolt Wing above, and made a slight turn to port. When over Neuve Chatel, e/a were reported at 20,000 feet from Poix. The Wing continued to climb and turned East. Between Neuve Chatel and Poix 15 to 20 e/a were seen flying West about 15,000 feet below and diving. These split into two formations, one turning South and the other S.E. still diving. This Squadron covered by 331(N) Squadron towards Bavilly sweeping round Yevtet/Pauville and N.E. covering the coast between Dieppe and Le Treport. When 20 miles of the coast e/a were reported 20 miles East of Abbeville, so the wing turned East and orbited to gain height. No e/a were seen, but later reports indicated that they were probably friendly. The wing returned to base and landed without further incident.	
	En. 397	Lieut. Waerner T.	"	"	"		
	BS. 250	Capt. Fosse G.	"	"	"		
	BS. 508	Lieut. Gilhaus J.	"	"	"		
	MA. 226	Sgt. Aaeftot E.	"	"	"		
	MA. 409	Sgt. Odman H.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BS. 395	Sgt. Edge A.	"	"	"		
	BS. 249	Lieut. Westly E.	"	"	"		
	MA. 301	2/Lt. Herfjord K.	"	"	"		
	BR. 630	Sgt. Gabrielsen O.	"	"	"		
	BS. 248	2/Lt. Djaane O.	"	"	"		
4-7-43.	MA. 303	Capt. From R.	Rodeo 122	1210	1405	The North Weald Wing proceeded to Redhill during the morning to take part in this operation acting as Escort to the second formation of B.17's. This Squadron, led by Major H. Mehre, D.F.C., who was also leading the Wing, took off together with 331(N) Squadron from Redhill and made contact with the Northolt Wing at 4,000 feet 5 minutes after take off. The French coast was crossed near Etretat at 28-29,000 feet in cloud. Height was lost to 27-28,000 feet below cloud and the bombers were sighted 10 miles South of rendezvous at 1256 hours. About 12 or 15 a/c, presumed hostile, were observed in the sun over 30,000 feet, so the Wing climbed to intercept there, but they made off before identified. Position was taken up to 2,000 feet above and behind the bombers and maintained to the French coast North of Caen where cloud caused Wing to alter height several times. Many Spitfires were seen close around the bombers, and after crossing the coast the Wing again took up position above and behind the bombers which were flying in one large loose formation. The escort was maintained to two miles off English coast. A few e/a were seen diving towards bombers but it is doubtful if any made more than a single high speed diving attack. Several of these e/a attacked at long range without results. Just after crossing the coast a formation of about 15 e/a approached from behind but turned and dived South, as soon as the Wing turned towards them. THE	
	BS. 508	Sgt. Aanjesen O.	"	"	"		
	BS. 250	Capt. Fosse G.	"	"	1350		
	BS. 247	Sgt. Røeland J.	"	"	"		
	MA. 571	Lieut. Waerner T.	"	"	"		
	MA. 409	Sgt. Odman H.	"	"	"		
	BS. 248	Lieut. Westly E.	"	"	1400		
	MA. 301	2/Lt. Djaane O.	"	"	1355		
	BR. 630	Sgt. Gabrielsen O.	"	"	1400		
	EN. 177	Capt. Christie W.	"	"	"		
	BS. 250	Sgt. Aaeftot E.	"	"	1400		
	LS. 919	Sgt. Edge A.	"	"	1400		
						Weather:- 10/10 cloud from Brest to Le Havre from 22-32,000 feet, otherwise clear except from slight clouds.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

R. 332(Norwegian) Squadron

APPENDIX FORM 541

SECRET

OPERATIONS RECORD BOOK

APPENDIX

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron.

SECRET

PAGE No. THREE

(*9311) WL 925-36 60,000 5/42 T.S. 700

FOR THE MONTH OF July 19 43.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-7-43. (Cont'd).	<u>Spitfire IX.</u> MA. 301 BS. 249 BS. 395 LZ. 919 LZ. 898 BS. 248 MA. 303 BS. 250 MA. 409 MA. 571 BS. 508	Lieut. Westly E. Sgt. Gabrielsen O. F/Sgt. Rønhof K. E/Lt. Isachsen H. 2/Lt. Sandvik S. Sgt. Bøtker G. Capt. From R. Capt. Fosse G. Sgt. Røslund J. Lieut. Waermer T. Sgt. Aanjesen O.	Ramrod 124. " " " " " " " " " "	1655 " " " " " " " 1750 1755 1825 "	1825 " 1720 1825 " " " " " " " "	On this Operation in which the North Weald Wing was going to act Third Fighter Sweep, this Squadron took off together with 331(N) Squadron, Major H. Mehre, D.F.C., was leading the Wing. The French coast was crossed at Ambleuse at 24-25,000 feet and three minutes later Appledore Control gave a vector of 190 degrees and shortly after e/a were reported S.E. of Wing. These e/a were seen in the distance diving Eastwards. One e/a were reported in the area between Douliens and Amiens, but they proved friendly and the Wing turned Westwards. A single Me. 109 approached and Yellow Section of 331(N) Squadron turned to attack it. Before the Section could get within range, it turned and dived from about 10,000 feet and then pulled out and climbed up right in front of the Wing. The W/Odr. fired a short burst from dead astern at close range, but the e/a flicked over immediately and dived steeply away. This e/a appeared to have desert camouflage and had a large bulge on the underside of the cowling starting from about 1/3 of the way behind the spinner. No more e/a were seen, but many friendly a/c were encountered. The Wing crossed the coast between Treport and Dieppe and returned to base without further incident. Weather:- Clear over French coastal areas. Small amount of cloud inland.	
5-7-43.	No operational flying was carried out by this Squadron today.						
6-7-43.	<u>Spitfire IX.</u> MA. 303 MA. 409 MA. 228 BS. 250 MA. 571 BS. 508 EN. 177 BS. 248 MA. 301 LZ. 919 BS. 395 LZ. 898	Capt. From R. Sgt. Kolling R. Capt. Fosse G. Sgt. Røslund J. 2/Lt. Bakke F. 2/Lt. Bolstad K. Capt. Christie W. Sgt. Bøge A. Lieut. Westly E. 2/Lt. Hauge E. F/Sgt. Rønhof K. 2/Lt. Sandvik S.	Rodeo 240 " " " " " " " " " " " "	0950 " " " " " " " " " " " "	1120 " " " " " " " " " " " "	This Squadron led by Major H. Mehre, D.F.C., who was also leading the Wing, took off together with 331(N) Squadron to act as 2nd Fighter Sweep on this operation. The Wing flew on the deck for a while before climbing. After climbing for 10 minutes, Harelbot was passed at 1020 hours at 20,000 feet. The Wing swept Bethune to Bailleux and e/a were then reported South East of Wing flying North. A turn to starboard was made but no e/a seen, so the Wing turned North, and swept Ypres to Blankenberghe. A starboard orbit was made East of Bruges, then on to Dixmude and Furnes crossing the coast just East of Dunkirk at 1050 hours and returned to base. Heights varied from 24-28,000 feet. 20-30 bursts of heavy flak was observed 300 feet below in the Boulougne area. Weather:- Calais to Somme estuary - clear. Calais to Dunkirk and inland 4/10 cloud increasing to 10/10 in East. Some high clouds at 30,000 feet apparently increasing.	
	MA. 303 MA. 409 MA. 228 EN. 397 BS. 508 MA. 571 EN. 177 ER. 630 BS. 248 LZ. 898 MA. 301 LZ. 919	Capt. From R. Sgt. Røslund J. Capt. Fosse G. Sgt. Kolling R. 2/Lt. Bolstad K. 2/Lt. Bakke F. Capt. Christie W. Sgt. Bøge A. 2/Lt. Djønne O. 2/Lt. Sandvik S. 2/Lt. Herfjord K. Sgt. Bøtker G.	Rodeo 241 " " " " " " " " " " "	1910 " " " " " " " " " " "	2040 " " " " " " " " " " "	This Wing was acting as a Fighter Sweep on this operation. This Squadron took off from North Weald together with 331(N) Squadron - Major H. Mehre, D.F.C., was leading the Wing. When 15 miles off the French coast, e/a were reported climbing South of Abbeville. The Wing crossed the coast near Cayeux at 30,000 feet at 1939 hours and searched the Abbeville area, but only Spitfires were seen, so the Wing went on to the Poix area, turned N.E. and just before crossing the coast West of Cayeux, unidentified a/c were seen against cloud to S.E. approx. 3,000 ft. above and 15-20 miles away. The Wing climbed into sun. Bogeys also climbed and remained above, and too far away to be recognised. Weather:- 4/40 cloud in French coastal areas increasing 10/10 in layers up to 4,000 feet inland.	148

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
7-7-43	No operational flying	was carried out by this Squadron today.					
8-7-43	No operational flying today.						
9-7-43	Spitfire IX						
	MA. 571	2/Lt. Bakke F.	Ramrod 127	0710	0850	<p>This Squadron together with 331(N) Squadron was going to act as First Fighter Sweep on this operation. This Squadron was led by Major H. Mehrey, D.F.C. who was also leading the wing. Rendezvous was made with the Hornchurch Wing at Southend and with Hornchurch leading, flew below 500 feet for some minutes, climbing then and crossing the French coast at Nieuport between 24-25,000 feet. The wing swept S.S.W. to Morville then West. In the St. Omer area about 7 a/c were seen below flying East and Hornchurch turned after them without success. Both wings recrossed the French coast at the mouth of Somme and saw unidentified a/c near Le Touquet, so turned East and a/c were recognised as Spitfires flying North. Three other unidentified a/c were seen diving away inland. The Wing turned North for Dungeness and then set course for their respective bases.</p> <p>Weather:- Very hazy over sea. Clear in Pas de Calais. 10/10 cloud at 12-15,000 feet W. of Etretat. Vertical visibility over France very good.</p>	
	MA. 303	Capt. Fosse G.	"	"	"		
	MA. 228	Capt. Fosse G.	"	"	"		
	MA. 409	Sgt. Røslund J.	"	"	"		
	EN. 379	2/Lt. Bolstad K.	"	"	"		
	ES. 508	Sgt. Kolling R.	"	"	"		
	EN. 177	Sgt. Christie W.	"	"	"		
	ES. 395	F/Sgt. Rønhof K.	"	"	"		
	MA. 301	2/Lt. Djerne O.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	LZ. 919	2/Lt. Isachsen H.	"	"	"		
	MA. 228	Sgt. Røslund J.	Rodeo 243	1135	1300		
	MA. 571	2/Lt. Bakke F.	"	"	"		
	MA. 303	Capt. Fosse G.	"	"	"		
	MA. 409	Sgt. Kolling R.	"	"	"		
	EN. 397	2/Lt. Bolstad K.	"	"	"		
	ES. 508	Sgt. Aanjesen O.	"	"	"		
	ES. 249	Lieut. Westly E.	"	"	"		
	ES. 248	Sgt. Gabrielsen O.	"	"	"		
	MA. 301	F/Sgt. Rønhof K.	"	"	"		
	ER. 630	Sgt. Bøtker C.	"	"	"		
	LZ. 919	Capt. Christie W.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

FORM 541

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

(951) W.L. 925-36 66,000 3/48 T.S. 700

FOR THE MONTH OF July 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
10-7-43.	<u>Spitfire IX.</u> MA. 303	Capt. Fosse G.	Ramrod 128.	0710	0845	This Squadron, led by Capt. G. Fosse, took off from Tangmere together with 331(N) Squadron. Major Berg, D.F.C., flying with the latter, was leading the Wing. On this operation the Wing was to act as Escort to Fortresses on way in to the targets. Rendezvous was reached on time and the bombers were seen ahead. The Wing caught up with the bombers at the mouth of the Seine at a height of 24-25,000 feet, and took up position above and in front. This formation was kept until 0748 when the Wing left the bombers and turning North recrossed the French coast at Fecamp. Some vapour trails were seen far inland South of Dieppe at 28-29,000 feet. The Wing lost height gradually as the Channel was crossed and landed landed at North Weald without further incident. No e/a or shipping were seen and no flak experienced. <u>Weather:-</u> Channel and French coast - clear. 10/10 cloud South of Rouen at 19-20,000 feet. Visibility good.	
	MA. 571	Sgt. Kolling R.	"	"	"		
	FN. 397	Lieut. Waerner T.	"	"	"		
	MA. 409	F/Sgt. Odman H.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	BS. 508	Sgt. Aanjesen O.	"	"	"		
	BS. 249	Lieut. Westly E.	"	"	"		
	BR. 630	Sgt. Gabrielsen O.	"	"	"		
	MA. 301	F/Sgt. Rønne K.	"	"	"		
	LZ. 919	2/Lt. Hauge E.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	BS. 248	2/Lt. Isachsen H.	"	"	"		
11-7-43.	No operational	flying today.					
12-7-43.	No operational	flying today.					
13-7-43.	<u>Spitfire IX.</u> FN. 177	Capt. Christie W.	Rodeo 224.	0850	1015	This Squadron took off from North Weald, Capt. R. From leading, together with 331(N) Squadron. Major Berg, D.F.C., flying with the latter was leading the Wing. The Wing started climbing right from base crossing the English coast at Dover and reaching Sangatte by 0916 hours at 23,000 feet. Capt. From R. had R/T trouble and returned to base at 0910 hours so Capt. Christie W. ("33" Flight Commander) took over the leadership of the Squadron. A sweep was made in the areas of St. Omer-Bethune and Hesdin at heights varying from 25-30,000 feet. Some aircraft were reported in the St. Omer area but these were friendly. After making a sweep, the Wing crossed the French coast North of Cayeux and followed the coast to Le Touquet where course was set for base. Three other of our aircraft returned to base early, one with R/T trouble and the other with a petrol leak from the top tank. No flak experienced, no e/a or shipping seen. <u>Weather:-</u> In Channel clear. Over France - 5/10 cloud topping at 15,000 feet. Visibility good.	
	BS. 248	Sgt. Bøge A.	"	"	"		
	BS. 395	F/Sgt. Rønne K.	"	"	"		
	LZ. 898	Sgt. Bøtcher C.	"	"	0945		
	LZ. 919	2/Lt. Hauge E.	"	"	"		
	BR. 630	Lieut. Ravn H.	"	"	1015		
	MA. 303	Capt. From R.	"	"	0940		
	BS. 508	Sgt. Kolling R.	"	"	1005		
	FN. 397	Lieut. Waerner T.	"	"	1015		
	MA. 228	F/Sgt. Aarflot E.	"	"	"		
	MA. 571	2/Lt. Bakke F.	"	"	"		
	MA. 409	F/Sgt. Odman H.	"	"	"		

147

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1		2		

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
14-7-43.	<u>Spitfire IX.</u> MA.303	Capt. From R.	Ramrod 133	0710	0845	This Squadron, led by Capt. From R., took off from Tangmere with 331(N) Squadron. Major Berg, D.F.C., flying with the latter, was leading the Wing. The Wing was to act as Fighter Cover on this operation. The Wing started to climb gradually from Tangmere to Pezomp which was reached at 22-23,000 feet, and formed up in front of the bombers and above. This position was maintained until the Wing left the bombers in the Evreux area. A climb was made after crossing the French coast at 27,000 feet when the whole formation levelled off. Heavy flak was experienced at the same height but a little behind the bombers in the Evreux area. One bomber was seen to leave the formation and set course for base, so Blue section of this Squadron was detailed to escort it. This bomber was followed out over the French coast and was last seen in Mid-Channel losing height gradually but making good speed. It is believed that this bomber would make land safely. The remainder of the Wing left the bombers at Evreux and turned North crossing out between Dieppe and Le Tréport. Height was lost gradually across the Channel and the English coast was crossed at Dungeness. The Squadron landed at North Weald without further incident. No shipping was seen and no e/a encountered.	
	MA.409 EN.397 BS.508 MA.228 MA.571 EN.177 ER.630 LZ.898 BS.248 LZ.919 BS.395	Sgt. Røslund J. Lieut. Waerner T. P/Sgt. Aarflot B. 2/Lt. Bolstad K. 2/Lt. Bakke F. Capt. Christie W. Lieut. Ravn H. 2/Lt. Sandvik S. Sgt. Bøtker C. 2/Lt. Hauge E. 2/Lt. Isachsen E.	" " " " " " " " " " "	" " " " " " " " " " "	" " " " " 0855 " " " " 0845 "	Weather:- In Channel - layer 10/10 at 6,000 feet. France- 5/10 at 6,000 feet in the Le Havre area and along the coast. 10/10 at 6,000 feet in the Cherbourg area. Visibility above cloud excellent.	
15-7-43.	MA.303 EN.397 MA.409 MA.228 MA.571 EN.177 MA.301 BS.395 BS.248 BS.249 LZ.898 ER.630	Capt. From R. Lieut. Waerner T. P/Sgt. Odman H. 2/Lt. Herfjord K. P/Sgt. Aarflot B. Capt. Christie W. Lieut. Ringdøl N. P/Sgt. Rønne K. Sgt. Bøtker C. Sgt. Røslund J. 2/Lt. Sandvik S. Lieut. Ravn H.	Bodeo 245 " " " " " " " " " " "	1630 " " " " " " " " " " "	1745 " D.N.F. 1745 " " " " " " " "	This Squadron, led by Capt. From R., took off from North Weald together with 331(N) Squadron. Major Berg, D.F.C., flying with the latter, was leading the Wing which was to act as 3rd Fighter Sweep. The Wing started climbing from base and went out over Dungeness to the French coast which was crossed between Boulogne and Hardelet at 26,000 feet. Very accurate and heavy flak was experienced from the Boulogne area at 26-28,000 feet. The Wing proceeded to just North of Abbeville where a port orbit was made, and then North to the Samar area where two port orbits were made. After these orbits the Wing turned S.W. and crossed out over the French coast in the Hardelet area. 26-27,000 feet was maintained during the sweep over France. Several lots of aircraft were reported, but only friendly aircraft were seen. Course was followed back to Dungeness and Gravesend, the Squadron landing at North Weald. Six small vessels were seen in the Boulogne harbour. P/Sgt. Odman H. failed to return from this operation. He was last seen "straggling" when making the first orbit in the Abbeville area, and when told over the R/T to keep formation, did not answer. He was not seen after the orbit had been completed and no reason can be given for his failure to return.	APPENDIX IV
						Weather:- Thick belts of cloud topping at 22,000 feet over the Channel. Belts of cloud varying from 5/10 to 10/10 over France. Visibility good above and below cloud. Very strong wind at 26,000 feet.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron, North Weald.

APPENDIX

FORM 541.

SECRET

PAGE No. SEVEN.

OPERATIONS RECORD BOOK

APPENDIX FORM 541

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

(*9531) W.L. 0457-35 50,000 5/43 T.S. 700

FOR THE MONTH OF July 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16-7-43.	<u>Spitfire IX.</u>						
	MA. 303	Capt. From R.	Rodeo 247	1035	1200	<p>The Wing was to act as Cover for the Hornchurch Wing on this operation. This Squadron, led by Capt. From R., took off together with 331(N) Squadron, Major H. Mehre, D.F.C., flying with the latter, was leading the Wing. Rendezvous was made at Southend with the Hornchurch Wing and the formation climbed up through clouds to the French coast. There was 10/10 cloud over the whole area from 8-12,000 feet and the Wing flew above cloud without seeing the ground at all. The Wing made a sweep over France climbing to 23,000 feet and heavy accurate flak was experienced through the clouds from the Ostende area. The Wing was vectored back across the Channel and told to come down through cloud when over this country. The Squadron landed at North Weald without further incident. Some e/a were reported far behind the Wing, but none were seen and it was impossible to see any shipping. One of our returned early owing to jettison tank trouble.</p> <p>Weather: - 10/10 cloud over the Channel and area of operation from 8-12,000 feet.</p>	
	EN. 397	Lieut. Waerner T.	"	"	"		
	BS. 508	Sgt. Aanjensen O.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MA. 571	2/Lt. Bolstad K.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BS. 248	Sgt. Bøge A.	"	"	"		
	MA. 301	Lieut. Ringdal N.	"	"	"		
	BR. 630	Lieut. Ravn H.	"	"	1130		
	BS. 249	F/Sgt. Aarflot E.	"	"	1200		
	BS. 395	F/Sgt. Rønhof K.	"	"	"		
	LZ. 949	Sgt. Gabrielsen O.	"	"	"		
	MA. 303	Capt. From R.	Ramrod 144	1920	2055		<p>The North Weald Wing was to act as 2nd Fighter Sweep with the Northolt Wing above as cover on this operation. This Squadron, led by W/Co., Major H. Mehre, D.F.C., took off from North Weald together with 331(N) Squadron. The Wing started climbing from base and crossed the French coast at Pointe D'Ailly at 22-23,000 feet. At this time a message was received that the bombers were in trouble owing to their escort failing to take up position, so the Wing climbed to 27,000 feet and made a wide orbit in the Abbeville area. During this orbit the bombers were seen to cross out over the French coast and numerous aircraft were all around the Wing. Blue Section dived down to investigate four aircraft orbiting below at 20,000 feet, but these were found to be friendly, so Blue section climbed back up to the Wing. Yellow section dived down on two F.W.190's, but were unable to close in to attacking range, so they broke off and climbed back to the Wing. Just as Yellow section were about to reform with the Wing, they were attacked by two sections of two F.W.190's from above out of very thin cloud. The forms of these two aircraft had been seen through the cloud, but it was very difficult to distinguish what they were. One or two combats took place following the attack of these e/a during which the W/Co. destroyed one, and 2/Lt. Bolstad K. destroyed another. Sgt. Kolling R. and Sgt. Bøge A. both made attacks, but make no claims. While these combats were taking place, 331(N) Squadron was engaged and the claims were 1 probable and one damaged, the Wing had no loss. After the combats the Wing was split up into sections of four aircraft and they crossed out over the coast between Berck-sur-Mer and Cayeux. When out in the Channel, the sections were able to reform together, and the Wing came back in formation and landed at base without further incident.</p> <p>CLAIMS: - 1 F.W.190 destroyed by Major H. Mehre, D.F.C. 1 F.W.190 destroyed by 2/Lt. Bolstad K.</p> <p>LOSSES: - NIL.</p> <p>Weather: - 1/10 cloud in very small patches - visibility very good - slight wind above 20,000 feet.</p>
	EN. 397	Lieut. Waerner T.	"	"	"		
	BS. 508	Sgt. Aanjensen O.	"	"	"		
	MA. 571	2/Lt. Bolstad K.	"	"	"		
	MA. 228	Sgt. Kolling R.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BR. 630	Lieut. Ravn H.	"	"	"		
	BS. 248	Lieut. Ringdal N.	"	"	"		
	BS. 395	F/Sgt. Rønhof K.	"	"	"		
	LZ. 898	Sgt. Bøge A.	"	"	"		
	LZ. 949	Sgt. Bøtker O.	"	"	"		
	AS. 548	Major H. Mehre D.F.C.	"	"	"		

APPENDIX 17

148

Reference: - PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
17-7-43.	No operational flying was carried out by this Squadron today.						
18-7-43.	SPITFIRE IX VB. BL. 541 AD. 138	2/Lt. Herfjord K. Sgt. Keim R.	Convoy patrol " "	1520 "	1700 "	Pink section. " "	This patrol was carried out without incident.
19-7-43.	Spitfire IX. EN. 397 MA. 228	Lieut. Waerner T. Sgt. Kolling R.	Scramble "	1420 "	1450 "	Red section. " "	Red section was scrambled and given two vectors, soon after they intercepted a Beaufighter off Clacton at 6,000 feet.
	BS. 250 MA. 795 EN. 397 BS. 508 MA. 571 MA. 228 EN. 477 LZ. 919 MA. 301 LZ. 898 BR. 630 As. 348	Sgt. Kolling R. 2/Lt. Bolstad M. Lieut. Waerner T. Sgt. Aanjesen O. 2/Lt. Balke F. Sgt. Rosland J. Capt. Christie W. Sgt. Keim R. Lieut. Ringdal M. 2/Lt. Sandvik S. Sgt. Bøtner C. MAJOR H. MEHRE D.F.C.	Rodeo 249 " " " " " " " " " " "	1620 " " " " " " " " " " "	1735 " " " " " " " " " " "	The Wing, led by Major H. Mehre, D.F.C., flying with this Squadron, took off from North Weald. It started climbing from base and crossed the French coast at 26,000 feet over Nieupoort. A sweep was made inland in the form of a wide starboard orbit and the French coast was crossed out at Cap Gris Nez. There were layers of 10/10 cloud from 12-32,000 feet and the Wing was flying between two of these layers and it was impossible to see the ground. Some e/a were reported but they were too far away to be intercepted. The Wing lost height on the way back across the Channel and landed at base without incident. No shipping was seen, no flak experienced and no e/a encountered.	
20-7-43.	No operational flying today.						
21-7-43.	No operational flying today.						
22-7-43.	No operational flying today.						
23-7-43.	No operational flying today.						
24-7-43.	No operational flying today.						

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE

(1951) Wt. 925-56 60,000 5/4x I.S. 700

FOR THE MONTH OF July 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25-7-43	<u>Spitfire IX</u> BS. 548	Major H Mehre, D.F.C.	Remrod 154	1415	1550	The North Weald Wing was to act as Forward Target Support in this operation. The Wing was led by Major H. Mehre, D.F.C. who was flying with this Squadron. The Station Commander was also flying with this Squadron. The Wing climbed from base and crossed the Belgian coast over Ostende at 24-26,000 feet. Proceeding inland, a port orbit was made in the Ghent area and Beehive was seen to be returning out across the coast, so the Wing followed. About 20 e/a - operating in pairs - were seen and reported dogfighting with Spitfire VB's at 10-14,000 feet. Blue section of this Squadron engaged two of the e/a but without success. Following this incident, the Wing crossed out over the Belgian coast and returned to base without further incident. <u>Weather:-</u> 4/10 cloud at 4-6,000 feet over Holland and hazy. A belt of cloud stretched from North Foreland to Ostende at 10,000 feet.	
	MA. 795 MA. 303 EZ. 898 EN. 177 LZ. 919 MA. 301 ER. 630 MA. 422 MA. 571 MA. 228 BS. 508	G/C Morris, D.F.C. Major From R. Lieut. Westly E. Capt. Christie W. Sgt. Keim R. Lieut. Ringdal N. Lieut. Ravn H. Capt. Fosse G. Sgt. Røslund J. 2/Lt. Herfjord K. 2/Lt. Isachsen H.	" " " " " " " " " " "	" " " " " " " " " " "	" " " " " " " " " " "		
26-7-43	MA. 303 MA. 571 MA. 422 BS. 508 MA. 228 EN. 397 ER. 630 BS. 395 EZ. 898 BS. 249 MA. 302	Major From R. 2/Lt. Bakke F. Capt. Fosse G. Sgt. Aanjesen C. 2/Lt. Herfjord K. 2/Lt. Isachsen H. Capt. Christie W. Sgt. Keim R. Lieut. Westly E. 2/Lt. Hauge E. Lieut. Ringdal N.	Remrod 159 " " " " " " " " " "	1035 " " " " " " " " " "	1240 " " " " " " " " " "	The Wing was to act as Forward Target Support in this operation. This Squadron, led by Major R. From took off together with 331(N) Squadron. Major K. Birksted flying with the latter was leading the Wing. The French coast was crossed at 24,000 feet with the Wing flying ahead of the Beehive. A sweep was made in the target area but no e/a were seen. Poor visibility prevented the Wing from keeping in continuous journey. Good bombing is reported and buildings on the aerodrome were seen burning. The return flight was uneventful. No shipping was seen and no flak experienced. <u>Weather:-</u> Generally good but hazy in patches	
	MA. 303 MA. 571 MA. 422 MA. 795 EN. 397 MA. 228 BS. 254 BS. 395 EZ. 898 EZ. 919 MA. 301 BS. 249	Major From R. 2/Lt. Bakke F. Capt. Fosse G. Sgt. Røslund J. Lieut. Waerner T. 2/Lt. Isachsen H. Capt. Christie W. Sgt. Røtker C. 2/Lt. Sandvik S. 2/Lt. Hauge E. Sgt. Egge A. MAJOR K. BIRKSTED, D.F.C.	Rodeo 250 " " " " " " " " " " "	1615 " " " " " " " " " " "	1730 " " " " " " " " " " "	This Wing was to act as 6th Fighter Sweep on this operation. This Squadron, led by Major K. Birksted, D.F.C., took off together with 331(N) Squadron. The French coast was crossed at Mardyck, the Wing flying at 24-26,000 feet, and proceeded inland to Cassel where a patrol was made from 1653 hours until 1707 hours. No e/a were reported or seen during this patrol and the Wing returned to base via Calais without any incident. <u>Weather:-</u> 2/10 cumulus in small patches up to 26,000 feet. Ground haze.	

149

PUBLIC RECORD OFFICE

Reference:-

AD 07/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-7-43.	<u>Spitfire IX.</u>						
	MA. 303	Major From R.	Ramrod 162	1050	1155	The Wing was acting as 4th Fighter Sweep on this operation. The Belgian coast was crossed at Knocke at 24-26,000 feet and the Wing then swept Hulst - Bruges - Aeltra and recrossed the coast at Knocke. No e/a were seen. The target was seen to be covered with bursts and Beehive were seen on the way out. The Squadron returned to base without incidents. <u>Weather:-</u> Clear, but ground haze up to 6,000 feet.	
	MA. 795	2/Lt. Isachsen H.	"	"	1230		
	MA. 422	Capt. Fosse G.	"	"	"		
	MA. 228	Sgt. Rosland J.	"	"	"		
	MA. 571	2/Lt. Bakke F.	"	"	"		
	BS. 508	Sgt. Aanjesen O.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BR. 630	Sgt. Gabrielsen O.	"	"	"		
	MA. 301	Lieut. Ringdal N.	"	"	"		
	LZ. 898	Sgt. Bøitker C.	"	"	"		
	BS. 395	Sgt. Bøge A.	"	"	"		
	LZ. 949	2/Lt. Hauge E.	"	"	"		
27-7-43.	BS. 254	2/Lt. Isachsen H.	A No. 12 Group	1920	2120		The Wing led by Major K. Birksted, D.F.C., took off from Coltishall on this operation. Rendezvous was made, with the bombers over Coltishall at 1930 hours. The Dutch coast was crossed at 20-21,000 feet and the Wing proceeded to make a wide orbit over the target area during the bombing. As Beehive came out, the Wing withdrew above and behind Beehive. 4 E/A were seen to follow the bombers out, so this Squadron dived to attack. The e/a were identified as Me. 109's. <i>APPENDIX 16</i> and engaged resulting in one being destroyed by Capt. Christie W. This e/a was seen to crash 3 miles inland S. of Harlem. The Wing reformed and returned to North Weald without further incident.
	MA. 422	Capt. Fosse G.	Ramrod.	"	"		
	MA. 795	Major From R.	"	"	"		
	EN. 397	Sgt. Kolling R.	"	"	"		
	MA. 571	2/Lt. Birksted K.	"	"	"		
	BS. 508	Sgt. Aanjesen O.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BS. 249	Lieut. Westly E.	"	"	2125		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	MA. 301	Lieut. Ringdal N.	"	"	2120		
BS. 395	<i>MAJOR K. BIRKSTED D.F.C.</i>	"	"	"			
28-7-43.	MA. 303	Major From R.	Ramrod 165	1145	136	The Wing was to act as a withdrawal cover for the 2nd box of Fortresses returning from Germany. Climbing from base, the Wing was told to rendezvous 10-15 miles South of position originally given. Later bombers were reported 7 miles ahead and Beehive was met N.W. of ^{Hamsted} - just before the Wing reached the Dutch coast. The Wing took up position above and behind bombers but no e/a were seen. The Squadron escorted the bombers back to within sight of the English coast and landed at base without further incident. <u>Weather:-</u> Over Holland - haze and cumulus forming at 2-3,000 feet. Higher layer of thin clouds further East.	
	EN. 397	Sgt. Kalling R.	"	"	"		
	MA. 422	Capt. Fosse G.	"	"	"		
	BS. 254	2/Lt. Bakke F.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MA. 795	2/Lt. Bolstad B.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	BS. 395	Sgt. Bøge A.	"	"	"		
	BS. 249	Lieut. Westly E.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	MA. 301	Lieut. Ringdal N.	"	"	"		
BR. 630	Sgt. Gabrielsen O.	"	"	"			

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ELEVEN

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ELEVEN

(1931) W. 3450-36 50,000 5/48 T.S. 700

FOR THE MONTH OF July 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
28-7-43. (Cont'd).	<u>Spitfire IX</u>						
	MA. 422	Capt. Fosse G.	Ramrod 168	1825	2015	The Wing, led by Major H. Mehre, D.F.C., was to act as 2nd Fighter Sweep. The French coast was crossed at Etretat and Hlanoy le G. was crossed on time. The Wing then swept South of Lisieux Berney area and recrossed the coast near Cabourg. No e/a were seen and there is nothing of interest to report from this operation.	
	EN. 397	Sgt. Kolling R.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	MA. 571	2/Lt. Isachsen H.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MA. 795	2/Lt. Bolstad K.	"	"	"		
	LZ. 898	Capt. Christie W.	"	"	"		
	MA. 301	Sgt. Gabrielsen O.	"	"	"		
	ES. 249	Sgt. Westly E.	"	"	"		
	ER. 630	Lieut. Ravn H.	"	"	"		
	ES. 395	Sgt. Kelm R.	"	"	2000		
	MA. 303	Major From R.	Ramrod 172	1750	1930	The Wing was to act as a fighter sweep in this operation. A climb was made from base and the Wing crossed the French coast over Nieupart at 26,000 feet at 1823 hours. A patrol was made in the Merville area until after the bombers had turned West and then the Wing followed the bombers until they were West of St. Omer. Here the Wing turned back and while flying N.E. at 27,000 feet, a loose formation of about 12 e/a was seen flying S.W. between Merville and Ypres at the same level. The Wing climbed to 29,000 feet and attacked with the result that two e/a being destroyed and another damaged by 331(N) Squadron. After the attack the Wing reformed and returned to base without further incident. Weather:- Clear, large cumulus clouds far to the East. Sea fog between Dover and Cap Gris Nez and to S.W. of Chanel.	
29-7-43.	ES. 254	Sgt. Aanjesen O.	"	"	"		
	EN. 397	Lieut. Waerner T.	"	"	"		
	MA. 571	Sgt. Aerflot B.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MA. 795	2/Lt. Bolstad B.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	MA. 301	Sgt. Røge A.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	ES. 131	Sgt. Bøtker C.	"	"	"		
	ES. 249	2/Lt. Hauge E.	"	"	1915		
	ES. 395	Lieut. Ravn H.	"	"	"		
30-7-43.	MA. 795	Sgt. Røslund J.	Ramrod 174	1040	1215	The Wing was to act as Forward Target Supporto on this operation. Major K. Birksted, D.F.C., was leading the Wing which climbed from base and swept Gravelines, Merville (1117 hours), Roulers, Ypres, Lens then out by Calais at 24-26,000 feet. The Wing was under Appledore control, but there is nothing at all to report. Weather:- Clear. Grand haze. Visibility good.	
	MA. 303	Lieut. Waerner T.	"	"	"		
	ES. 254	F/Sgt. Aerflot B.	"	"	"		
	ES. 508	2/Lt. Herfjord K.	"	"	"		
	MA. 571	Sgt. Kolling R.	"	"	"		
	ES. 131	Sgt. Gabrielsen O.	"	"	"		
	EN. 177	Capt. Christie W.	"	"	"		
	MA. 301	Lieut. Ringdal N.	"	"	"		
	ES. 248	Sgt. Bøtker C.	"	"	"		
	ES. 249	2/Lt. Hauge E.	"	"	"		
	ER. 630	Lieut. Ravn H.	"	"	"		

150

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
30-7-43 (Cont'd)	<u>Spitfire IX</u>							
	MA. 303	Major From R.	Remrod 176	1420	1600	The wing, which was to act as Bouncing Wing, was led by Major H. Mehre, D.F.C., who was flying with 331(N) Squadron. The wing crossed over the French coast at Ault at 22,000 feet at 1457 hours and proceeded to sweep Neuvechâtel, Peix and N.E. of Abbeville for 31 minutes under Appleton control. There were no e/a seen and the wing crossed out at N. of Capens and returned to base without any incident. <u>Weather:</u> Thin cirrus over 30,000 feet. Visibility very good.		
	MA. 795	2/Lt. Bolstad B.	"	"	"			
	BS. 254	Sgt. Aarflot B.	"	"	"			
	MA. 422	Capt. Fosse G.	"	"	"			
	BS. 131	Sgt. Kolling E.	"	"	"			
	MA. 571	Lieut. Waerner T.	"	"	"			
	BS. 508	Sgt. Asnjesen O.	"	"	"			
	BS. 249	Lieut. Westly E.	"	"	"			
	MA. 301	Sgt. Rein R.	"	"	"			
	BR. 177	2/Lt. Houge E.	"	"	"			
	BR. 630	Lieut. Ravn H.	"	"	"			
	BS. 248	Sgt. Ruge A.	"	"	"			
	BR. 397	Sgt. Ryeland J.	Training Rodeo.	1830	2000		The wing took off on a Training Rodeo for the benefit of new Sgt. Pilots. The wing, led by Major H. Mehre, D.F.C., started climbing when just North of Shoeburyness and reached a point 3 miles off Ostende at 24,000 feet at 1907 hours. The wing swept down the coast crossing in just West of Calais and out over Boulogne and continued South as far as the Somme Estuary. Turning East, the French coast was again crossed at Le Crotoy and a sweep was made in the Hesdin-Quines area and out over Calais at 27,000 feet. No enemy activity of any kind was observed. The wing landed at base without any incident. <u>Weather:</u> Baxy generally, increasing towards the West. Thick clouds forming high in the West.	
	MA. 795	2/Lt. Bolstad B.	"	"	"			
	BS. 131	Sgt. Helland J.	"	"	"			
	MA. 571	2/Lt. Bakke F.	"	"	"			
	MA. 422	Sgt. Tidemand O.	"	"	"			
	MA. 303	Capt. W. Mehre, D.F.C.	"	"	"			
BS. 395	2/Lt. Sandvik B.	"	"	"				
BS. 248	Sgt. Holand W.	"	"	"				
BS. 249	Lieut. Ravn H.	"	"	"				
MA. 301	Sgt. Isachsen E.	"	"	"				
BR. 630	Sgt. Gjesbakk H.	"	"	"				
BS. 548	MAJOR H. MEHRE D.F.C.							
31-7-43.	MA. 303	Major From R.	Remrod 180	1125	1305	The wing, led by Major H. Mehre, D.F.C., was acting as high cover on this operation. The wing rendezvoused on time and flew on the deck for a few minutes before making a rapid climb to the French coast. The French coast was crossed at Hardelet at 20-21,000 feet with Beehive below. This position was maintained throughout 10 miles. Before commencing reconnoitering the French coast, 2 e/a approached from behind the Beehive at the same height. One section of this Squadron dived and engaged these e/a over the coast just East of Cavallines. Capt. Christie W. destroyed one of these e/a and another may have been damaged. Another 4 e/a were seen very low down patrolling off the coast, but they made no attempt to attack the Beehive. Bombing results were reported as good. Several bursts were seen on perimeter and dispersal. The wing reformd after the combat and escorted the bombers back, landing at base without further incident. <u>Weather:</u> ase below 7,000 feet, otherwise clear. Visibility good.		
	BS. 254	2/Lt. Isachsen H.	"	"	"			
	MA. 422	Capt. Fosse G.	"	"	"			
	MA. 795	P/Sgt. Aarflot B.	"	"	"			
	BR. 397	Lieut. Waerner T.	"	"	"			
	MA. 228	2/Lt. Bakke F.	"	"	"			
	BS. 131	Sgt. Gabrielsen O.	"	"	"			
	BR. 630	Capt. Christie W.	"	"	"			
	MA. 301	Lieut. Ringdal N.	"	"	"			
	BS. 248	Sgt. Bødtker O.	"	"	"			
	BS. 395	G/Capt. B.G. Morris, D.F.C.	"	"	"			
BS. 548	MAJOR H. MEHRE D.F.C.							

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THIRTEEN.

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THIRTEEN.

(1953) Wt. 525/-26 50,000 5/48 T.S. 700

FOR THE MONTH OF July 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
31-7-43(Cont'd)	<u>Spitfire II</u> MA. 303	Major From R.	Remrod 181	1540	1725	The Wing was to act as "Bouncing Wing" on this operation. This Squadron took off together with 331(N) Squadron, Major K. Eirksted, D.F.C. flying with the latter, was leading the Wing. A climb was made direct from base and therench coast was crossed in at St. Valery at 1620 hours at 24,000 feet. The Wing, under Appledore control, made a sweep in the Grandvilliers and Poix areas and then crossed out over the Somme Estuary at 1647 hours. No e/a were seen and the Wing landed at base without anything of operational interest to report. Weather:- Haze up to 7,000 feet. Visibility above very good.	
	BS. 254	Sgt. Tidemand O.	"	"	1725		
	MA. 228	Major Austen A.	"	"	"		
	MA. 422	Capt. Fosse G.	"	"	"		
	BS. 131	Sgt. Ryeland J.	"	"	"		
	MA. 571	2/Lt. Bakke F.	"	"	1630		
	MA. 795	2/Lt. Bolstad B.	"	"	1615		
	FN. 122	Capt. Christie W.	"	"	1725		
	BS. 395	Sgt. Keim R.	"	"	"		
	ER. 630	Lieut. Westly B.	"	"	1630		
	BS. 248	Sgt. Edge A.	"	"	"		
	MA. 301	2/Lt. Hauge E.	"	"	1725		

R. H. H. H.
Major Commanding,
332(N) Squadron.

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

AIR 27/1728

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ONE.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																		
North Weald.	1-8-43		Rather a dull day with heavy clouds. The sun shone for one or two brief periods. The Squadron was on readiness until 1300 hours and was released from camp at 1500 hours. Major K. Birksted took over the leadership of the North Wing today in place of Major H. Mehre D.F.C. who has been posted away from this Sector. There was no operational flying today.																			
North Weald	2-8-43		Fairly good day with periods of heavy cloud. Strong S.W. wind. The pilots were briefed at 0745 hours in connection with Ramrod 184 in which this Wing was to act as First Fighter Sweep. At 0820 hours, 12 Spitfire IX's of this Squadron, led by Major K. Birksted D.F.C., took off together with 331(N) Squadron. The Wing climbed from base and crossed the French coast over Le Touquet at 24,000 feet. An uneventful sweep was made under Appledore Control between Merville, Lille, Armentieres, St. Omer over Bruay and crossed out West of Dunkirk. The height during this sweep varied from 22-25,000 feet. No aircraft were seen on Merville or St. Omer Fort Rouge Airfields. Both Airfields badly cratered and wrecked buildings were seen at the Northern end of Merville. No flak experienced. Some shipping of a small type was seen in the outer harbour of Dunkirk. The Wing had landed back at base without further incident at 1000 hours. Weather:- East of line Dunkirk, Le Touquet, Visibility exceptional. West of line in Channel, parallel strips of clouds, 4/10ths at 4,000 feet, travelling Gris Nez area and West of Straits. The following pilots were taking part:- <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>2/Lt. Bolstad K.</td> <td>Sgt. Ege A.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Sandvik S.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Bøtker C.</td> <td>2/Lt. Hauge E.</td> </tr> </table> <p>At 1405 hours, 6 Spitfire IX's of this Squadron, led by 2/Lt. Herfjord K., took off from North Weald to take part in exercise Eric. The flight reached 15,000 feet over Clacton and flew E.N.E. for 40 miles East of the Naze where a vast number of Stirlings, Wellingtons and Mitchells were seen. The bombers were flying in very loose formation. Dummy attacks were made on 2 Mitchells which took no evasive action at all. The flight returned to base after this attack and had landed by 1530 hours. Weather:- Cirrus at 30,000 feet and hazy. The following pilots were taking part:- <table border="0"> <tr> <td>2/Lt. Herfjord K.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Kolling R.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Helland J.</td> <td>F/Sgt. Aarflot B.</td> </tr> </table> <p>At 2055 hours, the Wing took off and proceeded to Tangmere for an early operation the next morning.</p></p>	Capt. Fosse G.	Major K. Birksted D.F.C.	Major From R.	Sgt. Røslund J.	2/Lt. Bolstad K.	Sgt. Ege A.	2/Lt. Herfjord K.	2/Lt. Sandvik S.	Lieut. Westly E.	Sgt. Kolling R.	Sgt. Bøtker C.	2/Lt. Hauge E.	2/Lt. Herfjord K.	Sgt. Røslund J.	Sgt. Kolling R.	Sgt. Jørgensen N.	Sgt. Helland J.	F/Sgt. Aarflot B.	
Capt. Fosse G.	Major K. Birksted D.F.C.	Major From R.																				
Sgt. Røslund J.	2/Lt. Bolstad K.	Sgt. Ege A.																				
2/Lt. Herfjord K.	2/Lt. Sandvik S.	Lieut. Westly E.																				
Sgt. Kolling R.	Sgt. Bøtker C.	2/Lt. Hauge E.																				
2/Lt. Herfjord K.	Sgt. Røslund J.	Sgt. Kolling R.																				
Sgt. Jørgensen N.	Sgt. Helland J.	F/Sgt. Aarflot B.																				
North Weald.	3-8-43		Dull day with heavy cloud and mist. The Wing returned from Tangmere at 1045 hours as the planned operation had been cancelled. The Squadron was at readiness until 1300 hours but there was no operational flying all day.																			

152

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	4-8-43		<p>Rather a cloudy and dull day until the evening when the weather cleared. The Squadron took over readiness at 1300 hours but there were no defensive operational sorties. At 1800 hours the pilots were briefed in connection with Ramrod 187 in which this Wing was acting as Forward Target Support. At 1835 hours, 12 Spitfire IX's of this Squadron, led by Major From R., took off from North Weald together with 331(N) Squadron. Major Berg D.F.C., flying with the latter was leading the Wing. The Wing climbed from base and crossed the French coast over St. Valery at 24,000 feet at 1917 hours. A sweep was made to the S.W. of Rouen where 18 e/a in two formations of 9 were seen 4,000 feet below approaching from the South. The Wing dived on e/a which went down vertically and were lost in cloud. Reforming at 24,000 feet, the Wing patrolled the target area and Beehive was seen going out. The Wing crossed out over Dieppe but then turned West on report of e/a but only spitfires were seen, so a turn to the North was made and the Squadrons had landed by 2015 hours without further incident. 1 Pilot of 331(N) Squadron reports seeing one Me.109 diving steeply leaving white smoke trail 15 miles West of Rouen at 1925 hours at 18,000 feet. Several pilots report that e/a were using jettisonable tanks.</p> <p>Weather:- Clear over Target and in Channel, 8/10ths cloud with top at 15,000 feet in Caen area, 10/10ths cloud over French coast North of Somme Estuary. Visibility good.</p> <p>The following pilots were taking part:-</p> <table border="0" data-bbox="683 622 1478 710"> <tr> <td>2/Lt. Herfjord K.</td> <td>Major From R.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Helland J.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Hauge E.</td> <td>2/Lt. Rønne K.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Sgt. Bøtker C.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	2/Lt. Herfjord K.	Major From R.	Capt. Christie W.	F/Sgt. Aarflot B.	Sgt. Helland J.	Sgt. Isachsen R.	2/Lt. Bolstad K.	2/Lt. Hauge E.	2/Lt. Rønne K.	2/Lt. Isachsen H.	Sgt. Bøtker C.	Sgt. Gabrielsen O.	
2/Lt. Herfjord K.	Major From R.	Capt. Christie W.														
F/Sgt. Aarflot B.	Sgt. Helland J.	Sgt. Isachsen R.														
2/Lt. Bolstad K.	2/Lt. Hauge E.	2/Lt. Rønne K.														
2/Lt. Isachsen H.	Sgt. Bøtker C.	Sgt. Gabrielsen O.														
North Weald	5-8-43		<p>Fairly heavy clouds and rain with a few brief clear periods. The Squadron was at readiness until 1300 hours but there was no operational flying all day.</p>													
North Weald.	6-8-43		<p>Heavy clouds and a little rain for most of the day. Strong S.W. wind blowing. The Squadron was on readiness from 1300 hours but there was no operational flying. Two new Sergeant pilots arrived today from 57 O.T.U.</p>													
North Weald.	7-8-43		<p>There were brief bright periods but cloudy and dull for most parts of the day. The Squadron was at readiness until 1300 hours and was then released from camp. There was no operational flying today.</p>													
North Weald.	8-8-43		<p>Very strong West wind blowing and generally dull all day. The Squadron was at readiness from 1300 hours but there was no operational flying.</p>													

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. THREE

See instructions for use of this form in K.R. and A.C.I., para 2319, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	9-8-43		<p>10/10ths low cloud in the morning, clearing gradually during the day to 5/10ths. In the early afternoon the pilots were briefed in connection with Ramrod 191. The North Weald Wing was going to act as Forward Target Support in part II of the above operation. 36 Marauders were bombing St. Omer Fort-Rouge Airfield. This Squadron, led by Major K. Birksted D.F.C., took off from North Weald together with 331(N) Squadron at 1837 hours. Climbing from base, the Wing crossed the French coast at Sangatte and reached the target at 24,000 feet on time. The bombers were seen coming in over Merville - evidently unable to locate target owing to weather conditions. The Wing was now taken over by Appledore Control which informed the Wing of possible e/a to the East of Beehive. Soon after four unidentified aircraft were seen at 16000 feet and the Wing dived to investigate. The aircraft were then recognised as Spitfires. The Wing reclinbed up sun and behind Beehive. When at 20,000 feet, 331(N) Squadron, which was top Squadron, was bounced by approx. 10 e/a - mixed Me.109's and P.W.190's. During combats, 331(N) Squadron destroyed 1 P.W.190 without loss. The Wing then withdrew escorting Beehive home without further incident. Crossing the English coast at North Foreland, the Wing had landed at base by 2005 hours.</p> <p>Weather:- 3/10ths at 2-4,000 feet over Channel. Inland over target and towards Lille; 8/10ths - 10/10ths at 2-4,000 feet. Over the whole area; small patches of hazy cloud in layers up to 17,000 feet. Flak - medium heavy from Dunkirk aimed at Beehive.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Jørgensen H.</td> <td>2/Lt. Bakke F.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Major R. From.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Lieut. Ravn H.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.	Sgt. Jørgensen H.	2/Lt. Bakke F.	Sgt. Hetland T.	Lieut. Waerner T.	Major R. From.	Lieut. Westly E.	Sgt. Aanjesen O.	Lieut. Ravn H.	Sgt. Gabrielsen O.	
Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.														
Sgt. Jørgensen H.	2/Lt. Bakke F.	Sgt. Hetland T.														
Lieut. Waerner T.	Major R. From.	Lieut. Westly E.														
Sgt. Aanjesen O.	Lieut. Ravn H.	Sgt. Gabrielsen O.														
North Weald	10-8-43		7/10ths cloud all day and a very strong N.W. Wind. A Form "D" was received in the early morning and a briefing prepared accordingly, but the operation was then cancelled for the day owing to unsuitable weather.													
North Weald	11-8-43		10/10ths cloud and heavy rain in the morning and early afternoon, then clearing gradually towards evening. No operational flying during the day. The Squadron was released off camp at 1630 hours until dawn the next day.													
North Weald	12-8-43		<p>Clear in the morning then closing in during the afternoon. The pilots were briefed in the morning for Ramrod 196 in which this Wing was to act as Forward Target Support. At 1015 hours, this Squadron, led by Major R. From, took off together with 331(N) Squadron. Major K. Birksted D.F.C., flying with the latter, was leading the Wing. Climbing from base, the Wing made landfall at the Somme Estuary at 24,000 feet with this Squadron stepped up slightly behind 331(N) Squadron. The bombers were met halfway between the coast and Poix. Bomb bursts seen in N.E. corner of Poix Aerodrome. After bombing, Beehive was escorted back to coast at 26,000 feet. Various formations of aircraft were investigated but found to be friendly. Sweeping up to Boulogne, the Wing returned to base via Dungeness. Flak - medium heavy over target aimed at the bombers.</p> <p>Weather:- Clear in the Channel and over the target. The rest of France- 5/10ths in patches from 3-4,000 feet.</p>													

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	12-8-43	(Cont'd)	<p>The following pilots took part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major R. From.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Lieut. Ravn H.</td> <td>2/Lt. Rønhof K.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Gabrielsen O.</td> <td>Sgt. Bødtker C.</td> </tr> </table> <p>The pilots were again called to a briefing at 1700 hours. This time in connection with Ramrod 197. This Wing was to act as Forward Target Support - this time for bombers against Amiens Marshalling Yards. The Wing, led by Major K. Birksted D.F.C., flying with this Squadron took off from North Weald at 1745 hours. Having remained at ground level until 1806 hours, the Wing crossed the French coast over the Somme Estuary at 24,000 feet. Owing to thick layers of haze inland the Wing climbed to 30,000 feet just over the target. Hearing that the bombers had returned, the Wing set course for the coast. When over Somme, friends were reported to be in trouble in the Abbeville area, and losing height the Wing turned in that direction. Friends were then seen coming out. No e/a were seen and the Wing returned. Patch in sea 4 miles S. of Dover investigated but nothing seen. Flak on the way out the Wing experienced intense, accurate heavy flak from Crecy Forest at 30,000 feet. Two of our aircraft landed at Hawkinge, four at West Malling and one force landed near Bouvington - all owing to petrol shortage. The remainder had landed at North Weald by 1940 hours.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Major R. From.</td> <td>Major K. Birksted D.F.C.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Jørgensen M.</td> <td>Sgt. Cjestland N.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Capt. Fosse G.</td> <td>2/Lt. Rønhof K.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Røslund J.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Lieut. Waerner T.	Major R. From.	Capt. Christie W.	Sgt. Tidemand O.	Sgt. Kolling R.	Sgt. Keim R.	2/Lt. Bakke F.	Lieut. Ravn H.	2/Lt. Rønhof K.	Sgt. Aanjesen O.	Sgt. Gabrielsen O.	Sgt. Bødtker C.	Major R. From.	Major K. Birksted D.F.C.	Lieut. Westly E.	Sgt. Jørgensen M.	Sgt. Cjestland N.	Sgt. Bøge A.	Lieut. Waerner T.	Capt. Fosse G.	2/Lt. Rønhof K.	F/Sgt. Aarflot B.	Sgt. Røslund J.	2/Lt. Hauge E.	
Lieut. Waerner T.	Major R. From.	Capt. Christie W.																										
Sgt. Tidemand O.	Sgt. Kolling R.	Sgt. Keim R.																										
2/Lt. Bakke F.	Lieut. Ravn H.	2/Lt. Rønhof K.																										
Sgt. Aanjesen O.	Sgt. Gabrielsen O.	Sgt. Bødtker C.																										
Major R. From.	Major K. Birksted D.F.C.	Lieut. Westly E.																										
Sgt. Jørgensen M.	Sgt. Cjestland N.	Sgt. Bøge A.																										
Lieut. Waerner T.	Capt. Fosse G.	2/Lt. Rønhof K.																										
F/Sgt. Aarflot B.	Sgt. Røslund J.	2/Lt. Hauge E.																										
North Weald.	13-8-43		10/10ths low clouds all day with showers of rain. The Squadron did not take part in any offensive operation during the day and was released off camp at 1700 hours for the remainder of the day.																									
North Weald	14-8-43		The weather improved during the night and by midday it was clear. The Wing was released off camp at 1300 hours until dawn the next day.																									
North Weald	15-8-43		<p>A nice day with small scattered clouds. The pilots were called to a briefing in the early morning in connection with Ramrod 201, in which this Wing was going to act as Forward Support to bombers against St. Omer. At 0931 hours, 331(N) Squadron, led by Major K. Birksted D.F.C., took off together with this Squadron. Climbing from base the Wing crossed the French coast at Sangatte flying at 23-24,000 feet with this Squadron slightly behind 331(N) Squadron and stepped up 1,000 feet. Some smoke trails were seen but on investigation they were found to be friendly. The Wing arrived over the target area at 24,000 feet and made a port orbit over Hazebrouck and then followed Beehive over target and out over Gravelines at 22,000 feet. As the bombers were unmolested, the Wing swept back to Bourbourgville. Nothing was seen and the Wing returned to base via N. Foreland and landed by 1050 hours. E/a were reported whilst the Wing was in the St. Omer area and several aircraft were investigated but found to be friendly. Flak - medium heavy in Touquet area aimed at bombers. Intense heavy flak from Calais aimed at four Spitfires seen on way out.</p> <p>Weather:- Clear in the Channel 5/10ths cumulus over Northern France at 4-6,000 feet. Clear over target.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. Christie W.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>Lieut. Ravn H.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>2/Lt. Isachsen R.</td> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Keim R.</td> </tr> </table>	Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.	Sgt. Helland J.	Lieut. Ravn H.	Sgt. Isachsen R.	Lieut. Waerner T.	2/Lt. Bakke F.	2/Lt. Hauge E.	2/Lt. Isachsen R.	F/Sgt. Aarflot B.	Sgt. Keim R.													
Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.																										
Sgt. Helland J.	Lieut. Ravn H.	Sgt. Isachsen R.																										
Lieut. Waerner T.	2/Lt. Bakke F.	2/Lt. Hauge E.																										
2/Lt. Isachsen R.	F/Sgt. Aarflot B.	Sgt. Keim R.																										

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. FIVE.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	15-8-43	(Cont'd)	<p>In the afternoon the pilots were again called to a briefing - this time in connection with Ramrod 202. The Wing was to act as escort cover to 60 Fortresses bombing Vitry Enarctois Airfield. This Squadron, led by Major K. Birksted D.F.C. took off from North Weald at 1850 hours together with 331(N) Squadron. The Wing climbed from base and met three boxes of Fortresses, with 20 in each, just off Berck. This Squadron, bottom Squadron, took up position at 26,000 feet and 334(N) Squadron was stepped up 1-2,000 feet. On the way to the target, 8 Me.109's were seen at 22,000 feet flying towards the Fortresses. This Squadron dived to break off the attack, but no engagements took place as the e/a dived away. After bombing, Beehive turned left setting course for Gravelines. Soon after turn, six F.W.190's were seen approaching the bombers from astern at the same height. This Squadron dived on these e/a and two pilots fired. Blue 1, Capt. Christie W. fired at one e/a on port of formation and observed strikes on wing root and engine. Blue 3, Lieut. Westly E. witnessed this combat and saw F.W.190 attacked by Capt. Christie W. going down in flames. It is, therefore, claimed as destroyed. From the reports of Blue 3 (Lieut. Westly E.) and Blue 4 (2/Lt. Rønhoef K.) it is evident that Blue 2, (Sgt. Bøge A.) destroyed the F.W.190 which was to starboard of the one destroyed by Capt. Christie W. Later, Sgt. Bøge A. was hit himself and reported over R/T that his aircraft was on fire. Blue 1 (Capt. Christie W.) told Blue 2 to glide South as far as possible and then bale out. Sgt. Bøge A. was last seen gliding South. Before recrossing the coast, attacks by single e/a on Beehive were successfully broken off. Intense heavy flak was experienced from Dunkirk, Gravelines and Calais areas, and one Fortress was seen to have its tail shot off and then spin down out of control. Three parachutes seen. Seven miles N.W. of Dunkirk a Fortress was seen burning on the sea. The Squadron had landed by 2040 hours.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Christie W.</td> </tr> <tr> <td>Sgt. Tideman O.</td> <td>Sgt. Kein R.</td> <td>Sgt. Bøge A.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bakke F.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Rønhoef K.</td> </tr> </table> <p>A captured F.W.190, touring the Group, landed here in the afternoon and a number of pilots of both Squadrons were doing interception practice against it.</p>	Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.	Sgt. Tideman O.	Sgt. Kein R.	Sgt. Bøge A.	Lieut. Waerner T.	2/Lt. Bakke F.	Lieut. Westly E.	2/Lt. Isachsen H.	Sgt. Aanjesen O.	2/Lt. Rønhoef K.	APPENDICES 18-19-20
Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Christie W.														
Sgt. Tideman O.	Sgt. Kein R.	Sgt. Bøge A.														
Lieut. Waerner T.	2/Lt. Bakke F.	Lieut. Westly E.														
2/Lt. Isachsen H.	Sgt. Aanjesen O.	2/Lt. Rønhoef K.														
North Weald	16-8-43		<p>Fair all day. There was a briefing at 0645 hours for Ramrod 203. This Wing was going to act as Fighter cover bombing the airfield of Poix and Abbeville Drucat. The Wing leader, Major K. Birksted D.F.C., flying with 331(N) Squadron took off from North Weald at 0827 hours followed by this Squadron. The French coast was crossed at Beville sur Mer at 26-28,000 feet. After the Fortresses had bombed Poix and were half way between Poix and Abbeville, 8+ F.W.190's were sighted at 22,000 feet coming from the East. 331(N) Squadron attacked these e/a and destroyed one F.W.190 without loss to themselves. The Wing later reformed and bombers were escorted to the French coast. The Wing had landed at North Weald by 0950 hours without further incident. An interesting point is that several F.W.190's seen in during today's operations were marked with Italian markings. Flak - medium heavy from both targets.</p> <p>Weather:- clear over France, visibility exceptional.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. Christie W.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Jørgensen M.</td> <td>Sgt. Hetland T.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>Lieut. waerner T.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Rønhoef K.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Sandvik S.</td> </tr> </table>	Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.	Sgt. Jørgensen M.	Sgt. Hetland T.	Sgt. Isachsen R.	Lieut. waerner T.	2/Lt. Bakke F.	2/Lt. Rønhoef K.	F/Sgt. Aarflot B.	Sgt. Aanjesen O.	2/Lt. Sandvik S.	154
Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.														
Sgt. Jørgensen M.	Sgt. Hetland T.	Sgt. Isachsen R.														
Lieut. waerner T.	2/Lt. Bakke F.	2/Lt. Rønhoef K.														
F/Sgt. Aarflot B.	Sgt. Aanjesen O.	2/Lt. Sandvik S.														

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1		2		

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	16-8-43		<p>In the afternoon the pilots were briefed for Ramrod 205 in which this Wing was going to act as First Fighter Sweep. This Squadron, led by Major K. Birksted D.F.C., who was also leading the Wing, took off from North Weald together with 331(N) Squadron at 1708 hours. Climbing from base, the coast was crossed at Knocke at 1740 hours. The Wing swept Ghent at 21,000 feet, and when e/a were reported over Walcheren, made starboard turn. 12 aircraft were then sighted over Walcheren at extreme range. The Wing climbed to 30,000 feet over Knocke and swept starboard with the sun behind. Aircraft were again sighted going East at 33,000 feet at extreme range. After a few minutes chase, the Wing lost sight of the aircraft. Later Blue section of this Squadron investigated aircraft below the Wing, but these turned out to be friendly. The Wing swept East and then returned to base without further incident landing by 1845 hours. Flak - slight heavy seen in the Flushing area.</p> <p>Weather:- layers at 32-35,000 feet over Flushing - the remainder clear. Visibility very good.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>Sgt. Tidemann O.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Capt. Christie W.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Lieut. Ravn H.</td> <td>Sgt. Bjatker C.</td> </tr> </table> <p>At 2000 hours, the North Weald Wing moved to Manston to operate from there during operations the following morning.</p>	Capt. Fosse G.	Major K. Birksted D.F.C.	Lieut. Westly E.	Sgt. Helland J.	Sgt. Tidemann O.	Sgt. Gjestland N.	2/Lt. Bakke F.	Capt. Christie W.	2/Lt. Sandvik S.	2/Lt. Isachsen H.	Lieut. Ravn H.	Sgt. Bjatker C.	
Capt. Fosse G.	Major K. Birksted D.F.C.	Lieut. Westly E.														
Sgt. Helland J.	Sgt. Tidemann O.	Sgt. Gjestland N.														
2/Lt. Bakke F.	Capt. Christie W.	2/Lt. Sandvik S.														
2/Lt. Isachsen H.	Lieut. Ravn H.	Sgt. Bjatker C.														
North Weald	17-8-43		<p>The weather was fair all day. The Wing was briefed at Manston in connection with Ramrod 206 - Part I and II. At 1310 hours, the Wing was airborne from Manston and set course for North of Walcheren climbing to 26,000 feet. 331(N) Squadron, led by Major K. Birksted D.F.C., was bottom Squadron. Rendezvous was made at 1336 hours and Fortresses were escorted to a point 10 miles N.E. of Antwerp. The Hornchurch Wing was then seen to be engaged and this wing swept across from port to starboard losing height to 15,000 feet. E/a broke away and as no other e/a were seen, the Wing reformed at 24,000 feet and returned to Manston landing there by 1435 hours.</p> <p>Weather:- 3/10ths at 10,000 feet on the way in increasing to 7/10ths on the way out.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Capt. Christie W.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Jørgensen M.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Sgt. Aarflot B.</td> <td>Lieut. Ravn H.</td> </tr> </table> <p>The Wing was again airborne at 1620 hours. The Wing crossed the Belgian coast at Ostende at 22,000 feet with 331(N) Squadron on the bottom led by Major K. Birksted D.F.C.. 26,000 feet was reached over St. Nicholas at 1646 hours. The first box of Fortresses was sighted at 1650 hours when the Wing was between St. Nicolas and Antwerp. Soon after the second and third boxes were sighted. The North Weald Wing took up position to port of the middle box - 2-3,000 feet above. Approx. 36 F.W.190's were seen to approach from the South and 331(N) Squadron dived towards the e/a, they dived away inland however. After reforming, the Wing saw two Me.110's diving towards the port side of the Forts. These two e/a were destroyed by the leader and 331(N) Squadron. A few minutes later when over Ekeloo, another Me.110 was sighted and attacked by Red 3 of this Squadron, 2/Lt. Bakke F. The Me.110 was destroyed. On the way home, Blue and Yellow sections of this Squadron were detailed to escort stragglers home. One of these, a Fortress, ditched three miles East of Manston - the crew being picked up. The Squadron landed at North Weald at 1753 hours.</p> <p>Weather:- 8/10ths in places at 20-24,000 feet over Channel.</p>	Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.	Sgt. Jørgensen M.	Sgt. Isachsen R.	Sgt. Gjestland N.	Lieut. Waerner T.	2/Lt. Bakke F.	2/Lt. Sandvik S.	2/Lt. Isachsen H.	Sgt. Aarflot B.	Lieut. Ravn H.	APPENDIX 21
Capt. Fosse G.	Capt. Christie W.	Lieut. Westly E.														
Sgt. Jørgensen M.	Sgt. Isachsen R.	Sgt. Gjestland N.														
Lieut. Waerner T.	2/Lt. Bakke F.	2/Lt. Sandvik S.														
2/Lt. Isachsen H.	Sgt. Aarflot B.	Lieut. Ravn H.														

R.A.F. Form 540

See instructions for use of this form in K.B. and A.C.L. parts 2340, and War Manual, Pt. II., chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. SEVEN.

of (Unit or Formation) 332(Norwegian)Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	17-8-43	(Cont'd)	The following pilots took part:- Capt. Fosse G. Capt. Christie W. Lieut. Westly E. Sgt. Jørgensen H. Sgt. Bøtker C. Sgt. Isachsen R. Lieut. Waerner T. 2/Lt. Balke, F. 2/Lt. Sandvik S. 2/Lt. Isachsen H. F/Sgt. Aarflot, B. Lieut. Ravn H.	
North Weald	18-8-43		Considerable haze during the day. The pilots were briefed for Ramrod 208 and took off at 0955 hours but recalled owing to unfavourable weather conditions.	
North Weald	19-8-43		Clear most of the day. At 1222 hours, this Wing took off to act as high cover in Ramrod 209. Major K. Birksted D.F.C., flying with this Squadron, was leading the wing. Rendezvous was made with the bombers at 1244 hours over Rye and the wing escorted the bombers to the target and back to the coast. As the bombers were not molested, the wing swept back to Abbeville and out at the Somme. The Squadrons returned to base via Dungeness and had landed at base by 1400 hours. Weather:- Hazy with 2/10ths over the target area. The following pilots were taking part:- Capt. Christie W. Major K. Birksted D.F.C. Lieut. Westly E. Sgt. Helland J. Sgt. Keim R. Sgt. Isachsen R. Capt. Fosse G. 2/Lt. Hertford K. 2/Lt. Sandvik S. Sgt. Aanjesen O. 2/Lt. Bolstad K. Sgt. Gabrielsen O. On landing, the wing received orders to proceed to Manston, landing there not later than 1530 hours. At 1725 hours, the wing was airborne from Manston to act as escort to Fortresses on Ramrod 210. Rendezvous was made with bombers at a point 5 miles N.E. of Ostende on time. The wing flying at 24,000 feet - 2,000 feet above the bombers. The target area - Brussels - was covered by 10/10ths cloud but the Fortresses continued on course until 5 minutes before they were due to bomb. At 1755 hours, the Fortresses turned North and crossed out over Walcheren. This Squadron, led by Major K. Birksted D.F.C., was flying at 26,000 feet with 331(I) Squadron at 28,000 feet. When just inside Knocke, Red 1 of 331(I) Squadron, Captain Cran, reported 15 Me.109's 4 miles to port at 22,000 feet - heading for the bombers. The W/Co. ordered 331(I) Squadron to go down. This Squadron remained 3-4,000 feet above as cover. A number of dogfights developed during which pilots of 331(I) Squadron destroyed 4 Me.109's without loss to themselves. As the wing reformed, three F.W.190's were sighted flying East at 20,000 feet. These e/a dived away as this Squadron endeavoured to engage them. The wing then escorted the Fortresses to Clacton and then set course for base, landing by 1845 hours. Flak - intense, accurate heavy flak aimed at bombers from the Walcheren area. The following pilots were taking part:- Capt. Fosse W. Major K. Birksted D.F.C. Lieut. Westly E. Sgt. Keim R. Sgt. Tidemand O. Sgt. Hetland T. 2/Lt. Hertford K. Capt. Christie W. 2/Lt. Hauge K. 2/Lt. Bolstad K. Sgt. Bøtker C. Sgt. Gabrielsen O.	

155

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald XXXXXX	20-8-43		Fair in the morning then cloudy in the afternoon. This Squadron did not take part in any offensive operation during the day.																									
North Weald	21-8-43		10/10ths low clouds with slight rain throughout the day. The Wing was released off camp at 1300 hours until dawn on 22-8-43.																									
North Weald	22-8-43		Almost 10/10ths cloud and showers of heavy rain in the afternoon. No offensive operations today.																									
North Weald	23-8-43		<p>Slight haze in morning, clearing later, then cloudy in the afternoon. There was an early briefing and at 0740 hours the Wing took off to act as Target Support Cover in Ramrod 214. The French coast was crossed East of Calais at 22,000 feet - 331(N) Squadron, led by Major K. Birksted, D.F.C., as bottom squadron - and the Wing arrived in the St. Omer area at 0813 hours flying at 24,000 feet. Mitchels were seen bombing and escorted to coast. The Wing then swept back from Cap Gris Nez to St. Omer climbing to 28,000 feet. No e/a were seen. A/C investigated all proved friendly. The Squadron landed at base at 0910 hours. Flak - medium heavy experienced from Calais. Flak seen aimed at Beehive in the St. Omer area.</p> <p>Weather:- 5/10 cloud at 10,000 feet.</p> <p>The following pilots were taking part:-</p> <table border="0" data-bbox="683 662 1400 750"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Hetland T.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Kolling R.</td> <td>Lieut. Ravn H.</td> </tr> </table> <p>At 1100 hours the Wing took off to proceed to No. 10 Group to take part in a operation from a station there. Having been airborne for a short time, the Wing was recalled and landed at North Weald. In the afternoon the pilots were briefed for Rodeo 252 at 1600 hours. The North Weald Wing was acting as 2nd Fighter Sweep. Taking off at 1650 hours, the French coast was crossed at Le Touquet - this Squadron led by Major K. Birksted, D.F.C., flying at 26,000 feet, 331(N) Squadron stepped up slightly behind. Sweeping Merville - Rontere - Bruges the Wing crossed out at Ostende without seeing any e/a. The Squadron had landed at base without further incident by 1810 hours. Flak - some seen in Ostende area. Weather:- 5/10 at 10-15,000 feet over France and Belgium. Visibility unlimited.</p> <p>The following pilots were taking part:-</p> <table border="0" data-bbox="683 925 1512 1021"> <tr> <td>Lieut. Waerner T.</td> <td>Major K. Birksted, D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>F/Sgt. Aareflot B.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Lieut. Ravn H.</td> <td>2/Lt. Rønnef K.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Bjøther C.</td> <td>Sgt. From R.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Lieut. Westly E.	Sgt. Jørgensen N.	Sgt. Hetland T.	Sgt. Gjestland N.	2/Lt. Herfjord K.	2/Lt. Bolstad K.	2/Lt. Sandvik S.	Sgt. Røslund J.	Sgt. Kolling R.	Lieut. Ravn H.	Lieut. Waerner T.	Major K. Birksted, D.F.C.	Major From R.	Sgt. Helland J.	F/Sgt. Aareflot B.	Sgt. Hetland T.	2/Lt. Isachsen H.	Lieut. Ravn H.	2/Lt. Rønnef K.	Sgt. Aanjesen O.	Sgt. Bjøther C.	Sgt. From R.	
Capt. Fosse G.	Major From R.	Lieut. Westly E.																										
Sgt. Jørgensen N.	Sgt. Hetland T.	Sgt. Gjestland N.																										
2/Lt. Herfjord K.	2/Lt. Bolstad K.	2/Lt. Sandvik S.																										
Sgt. Røslund J.	Sgt. Kolling R.	Lieut. Ravn H.																										
Lieut. Waerner T.	Major K. Birksted, D.F.C.	Major From R.																										
Sgt. Helland J.	F/Sgt. Aareflot B.	Sgt. Hetland T.																										
2/Lt. Isachsen H.	Lieut. Ravn H.	2/Lt. Rønnef K.																										
Sgt. Aanjesen O.	Sgt. Bjøther C.	Sgt. From R.																										

SECRET.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. NINE.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
North Weald	21-8-43		<p>5/10ths cloud but generally a nice day. In the afternoon the Wing took off from base and proceeded to Tangmere. Having refuelled and been briefed, the Wing took off at 1805 hours to act as escort to Fortresses in Ramrod 215. Crossing the French coast at Pecamp at 25,000 feet, a small formation of Fortresses were seen coming out East of Caen. The Wing escorted this formation to the French coast and one section of this Squadron was detailed to escort stragglers across to the English coast. The remainder of the Wing then proceeded to Evreux where a further two boxes of Fortresses were met and escorted back to just off Selsey Bill. One P.W. 190, believed to be shot down by a Polish Squadron, was the only e/a seen. Weather:- 4/10ths cumulus at 15,000 feet over France. Vis. very good. The Squadron had landed at North Weald by 2005 hours - some aircraft having refuelled at advanced airfield. The following pilots were taking part:-</p> <p>Lieut. Waerner T. Major From R. Lieut. Ravn H. Sgt. Tidemand O. Sgt. Høiland R. Sgt. Gjestland N. 2/Lt. Herfjord K. 2/Lt. Bolstad K. 2/Lt. Rønne K. Sgt. Aanjesen O. Sgt. Kolling R. Sgt. Bøtker C.</p>	
North Weald	25-8-43		<p>Scattered clouds in the morning increasing to 5/10ths in the afternoon and very warm. The Wing proceeded to Ford in the afternoon and was airborne from there at 1757 hours, to take part in Ramrod S.2 as Forward Target Support. Major Berg D.F.C. was leading the Wing. Operation went according to plan. 15 unidentified were sighted at 30,000 feet over St. Valery flying W.S.W. These aircraft disappeared in thick haze layers when the Wing climbed to investigate. Bombing seemed concentrated but pilots were unable to state whether the target was hit. The Squadron had landed at North Weald by 1920 hours. The following pilots were taking part:-</p> <p>Lieut. Waerner T. Major From R. Lieut. Westly E. Sgt. Jørgensen H. Sgt. Isachsen R. Sgt. Høiland R. 2/Lt. Balke P. 2/Lt. Herfjord K. 2/Lt. Sandvik S. Sgt. Røslund J. 2/Lt. Bolstad K. Sgt. Gabrielsen G.</p>	
North Weald	26-8-43		<p>10/10ths and heavy rain during the morning - clearing up in the afternoon. Ramrod S.5 in which the North Weald Wing was acting as Third Fighter Sweep took place in the afternoon. The Wing was airborne at 1752 hours and led by Major K. Birkenhead D.F.C., flying with 334(N) Squadron. The operation went according to plan. From Tricqueville, the Wing swept Caen and back towards Le Havre at 28,000 feet. 6 e/a were seen flying S.W. at 20,000 feet in Lisieux area. These e/a dived through cloud when the Wing dived towards them. East of Le Havre 10/10ths at 10,000 feet. Haze layer at 20,000 feet, and also 7/10ths haze at 25-28,000 feet. The Squadron had landed at base by 1935 hours. The following pilots were taking part:-</p> <p>Capt. Fosse G. Major From R. Lieut. Westly E. Sgt. Røslund J. Sgt. Høiland H. Sgt. Høiland B. 2/Lt. Isachsen H. 2/Lt. Hauge E. Lieut. Ravn H. P/Sgt. Mørseth B. Sgt. Bøtker C. Sgt. Kain R.</p>	

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	27-8-43		<p>Clear in the morning, then 5-7/10ths cloud from noon. The pilots were briefed early in the morning for Ramrod S.6. The Wing was acting as target cover in part II of the above operation. This Squadron, led by Major K. Birksted D.F.C., took off at 0745 hours followed by 334(1.) Squadron. Operation went as planned - the Wing arriving over target at 0825 hours. No e/a were seen and the Wing had landed by 0920 hours. Slight inaccurate heavy flak over target. Bombing results not seen. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major Birksted D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Aanjesen O.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Balke F.</td> <td>2/Lt. Sandvik S.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Gjestland H.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table> <p>The Wing took off again at 1840 hours to act as 1st Fighter Cover in Ramrod S.7. When over Gravesend, the Wing was warned by Controller that Beehive had crossed in, therefore, changed vector and increased speed to maximum existing. Beehive was joined between St. Pol and St. Omer at 1832 hours. No e/a were sighted although the Wing, after escorting Bombers out at Hardyek, swept back over St. Omer - Harcelot. Intense heavy flak from S.E. of Forest Clairmarais at Beehive. One Fortress was seen to be hit over the target. 4 parachutes were also seen without indication of origin. There was also heavy intense flak from Denckirk. Concentrated bombing was seen at Foret Eperleques. The Wing had landed at North Weald by 1945 hours without further incident. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major From R.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Jørgensen M.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Hauge E.</td> <td>2/Lt. Rønner K.</td> </tr> <tr> <td>Sgt. Røeland J.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Keim R.</td> </tr> </table>	Capt. Fosse G.	Major Birksted D.F.C.	Major From R.	Sgt. Roald J.	Sgt. Aanjesen O.	Sgt. Høiland R.	2/Lt. Balke F.	2/Lt. Sandvik S.	Lieut. Westly E.	Sgt. Tidemand O.	Sgt. Gjestland H.	Sgt. Gabrielsen O.	Lieut. Waerner T.	Major From R.	Lieut. Westly E.	Sgt. Kolling R.	Sgt. Jørgensen M.	Sgt. Høiland R.	2/Lt. Herfjord K.	2/Lt. Hauge E.	2/Lt. Rønner K.	Sgt. Røeland J.	Sgt. Isachsen R.	Sgt. Keim R.	
Capt. Fosse G.	Major Birksted D.F.C.	Major From R.																										
Sgt. Roald J.	Sgt. Aanjesen O.	Sgt. Høiland R.																										
2/Lt. Balke F.	2/Lt. Sandvik S.	Lieut. Westly E.																										
Sgt. Tidemand O.	Sgt. Gjestland H.	Sgt. Gabrielsen O.																										
Lieut. Waerner T.	Major From R.	Lieut. Westly E.																										
Sgt. Kolling R.	Sgt. Jørgensen M.	Sgt. Høiland R.																										
2/Lt. Herfjord K.	2/Lt. Hauge E.	2/Lt. Rønner K.																										
Sgt. Røeland J.	Sgt. Isachsen R.	Sgt. Keim R.																										
North Weald	28-8-43		10/10ths cloud and rain for most of the day. The Wing was released from camp at 1400 hours for the remainder of the day.																									
North Weald	29-8-43		10/10ths cloud at 3-5,000 feet. No offensive operations today.																									
North Weald	30-8-43		<p>10/10ths cloud in the morning, then clearing up. The Wing took off at 1815 hours to act as high cover in Ramrod S.14. The operation went according to plan and the Wing swept St. Omer and as far as Bethune. No e/a were sighted, but Spitfires were observed at 30,000 feet. Houses seen as on fire as well as parts of the Forest D'Esperleques. The Squadrons had landed at base by 1955 hours without further incident. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Lieut. Westly E.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Høiland R.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>B/Sgt. Harflot B.</td> <td>Sgt. Spøtker S.</td> </tr> </table>	Capt. Fosse G.	Major K. Birksted D.F.C.	Lieut. Westly E.	Sgt. Roald J.	Sgt. Høiland R.	Sgt. Keim R.	2/Lt. Isachsen H.	Major From R.	Capt. Ringdal N.	Sgt. Tidemand O.	B/Sgt. Harflot B.	Sgt. Spøtker S.													
Capt. Fosse G.	Major K. Birksted D.F.C.	Lieut. Westly E.																										
Sgt. Roald J.	Sgt. Høiland R.	Sgt. Keim R.																										
2/Lt. Isachsen H.	Major From R.	Capt. Ringdal N.																										
Sgt. Tidemand O.	B/Sgt. Harflot B.	Sgt. Spøtker S.																										

OPERATIONS RECORD BOOK

of (Unit or Formation) 332 (Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																								
North Weald.	31-8-43		<p>Fine morning with very little cloud. The pilots were briefed early and took off at 0745 hours to act as High Cover to 12 bombers bombing Lervilla aerodrome in Ramrod S.16. The Wing took off and proceeded to the place of rendezvous but it was learnt that the bombers had abandoned their mission. The Wing continued and made a sweep in the St. Pol area but no e/a were seen. Several formations of friendly aircraft were met on the sweep. The Squadrons returned to base without incident and had landed by 0910 hours.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse C.</td> <td>Major From R.</td> <td>Lieut. Westly B.</td> </tr> <tr> <td>Sgt. Jørgensen L.</td> <td>Sgt. Tidemand O.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Bakke P.</td> <td>Lieut. Ravn H.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Ertaker C.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table> <p>At 1420 hours, the Wing proceeded to Lanston and were airborne from there at 1710 hours to act as cover to Fortresses bombing Brussels. This was operation Ramrod S.17. The Wing climbed from base and rendezvoused with the bombers on the way to the target. Owing to 10/40ths cloud all over the target area, the bombers turned away without fulfilling their mission and this Wing stayed above for ten minutes as cover before being recalled to base. The Squadrons returned to base without any incident and had landed by 1840 hours.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major R. Birksted D.F.C.</td> <td>Lieut. Westly B.</td> </tr> <tr> <td>Sgt. Roald A.</td> <td>Sgt. Høiland R.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>2/Lt. Herfjord L.</td> <td>Capt. Fosse C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Aanjesen O.</td> <td>Sgt. Høiland J.</td> <td>2/Lt. Rønnef K.</td> </tr> </table>	Capt. Fosse C.	Major From R.	Lieut. Westly B.	Sgt. Jørgensen L.	Sgt. Tidemand O.	Sgt. Høiland R.	2/Lt. Bakke P.	Lieut. Ravn H.	Capt. Ringdal N.	Sgt. Aanjesen O.	Sgt. Ertaker C.	Sgt. Gabrielsen O.	Major From R.	Major R. Birksted D.F.C.	Lieut. Westly B.	Sgt. Roald A.	Sgt. Høiland R.	Sgt. Isachsen R.	2/Lt. Herfjord L.	Capt. Fosse C.	Capt. Ringdal N.	Sgt. Aanjesen O.	Sgt. Høiland J.	2/Lt. Rønnef K.		
Capt. Fosse C.	Major From R.	Lieut. Westly B.																											
Sgt. Jørgensen L.	Sgt. Tidemand O.	Sgt. Høiland R.																											
2/Lt. Bakke P.	Lieut. Ravn H.	Capt. Ringdal N.																											
Sgt. Aanjesen O.	Sgt. Ertaker C.	Sgt. Gabrielsen O.																											
Major From R.	Major R. Birksted D.F.C.	Lieut. Westly B.																											
Sgt. Roald A.	Sgt. Høiland R.	Sgt. Isachsen R.																											
2/Lt. Herfjord L.	Capt. Fosse C.	Capt. Ringdal N.																											
Sgt. Aanjesen O.	Sgt. Høiland J.	2/Lt. Rønnef K.																											

Ragnar Hoff.
 Major Commanding,
 332 (N) Squadron.

PUBLIC RECORD OFFICE

Reference:-

AIR 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

OPERATIONS RECORD BOOK

APPENDIX
L.A.F.
FORM 341.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

Model WL 241-35 60,000 542 T.S. 700
10984-3371 WL 1611-3345 103M 1042 T.S. 700

FOR THE MONTH OF AUGUST 1943 19

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
1-8-43		No operational flying today.					
2-8-43	SPITFIRE IX.	No operational flying today.					
	MA. 303	Major From R.	Ramrod 184	0820	1000	The Wing, led by Major K. Birksted D.F.C., climbed from base and crossed the French coast over Le Touquet at 24,000 feet. An uneventful sweep was made under Appledore Control between Merville, Lille, Armentieres, St. Omer over Bruay and crossed out West of Dunkirk. The height during this sweep varied from 22-25,000 feet. No aircraft were seen on Merville or St. Omer Fort Rouge Airfields. Both airfields badly cratered and wrecked buildings were seen at the Northern end of Merville. No flak experienced. Some shipping of a small type was seen in the outer harbour of Dunkirk. Weather:- East of line Dunkirk, Le Touquet, Visibility exceptional. West of line in Channel, parallel strips of clouds, 4/10ths at 4,000 feet, travelling Gris Nez area and West of Straits.	
	MA. 795	2/Lt. Bolstad K.	" "	" "	" "		
	MA. 422	Capt. Fosse G.	" "	" "	" "		
	ES. 254	Sgt. Røslund J.	" "	" "	" "		
	MA. 228	2/Lt. Herfjord K.	" "	" "	" "		
	EN. 397	Sgt. Kolling R.	" "	" "	" "		
	ES. 248	Sgt. Bøge A.	" "	" "	" "		
	MA. 301	Lieut. Westly E.	" "	" "	" "		
	LZ. 919	2/Lt. Hauge E.	" "	" "	" "		
	LZ. 898	2/Lt. Sandvik S.	" "	" "	" "		
	EN. 122	2/Lt. Bøtker C.	" "	" "	" "		
3-8-43	SPITFIRE IX.	No operational flying today.					
4-8-43	MA. 303	Major From R.	Ramrod 187	1835	2015	The Wing, led by Major Berg D.F.C., climbed from base and crossed the French coast over St. Valery at 24,000 feet at 1917 hours. A sweep was made to the S.W. of Rouen where 18 e/a in two formations of 9 were seen 4,000 feet below, approaching from the South. The Wing dived on e/a which went down vertically and were lost in cloud. Reforming at 24,000 feet, the Wing patrolled the target area and Beehive was seen going out. The Wing crossed out over Dieppe but then turned West on report of e/a but only Spitfires were seen, so a turn to the North was made and the Squadrons had landed by 2015 hours without further incident. Weather:- Clear over target and in Channel, 8/10ths cloud with top at 15,000 feet in Caen area, 10/10ths cloud over French coast North of Somme Estuary. Vis. good.	
	EN. 397	Sgt. Helland J.	" "	" "	" "		
	MA. 228	2/Lt. Herfjord K.	" "	" "	" "		
	MA. 422	F/Sgt. Aarflot B.	" "	" "	" "		
	MA. 795	2/Lt. Bolstad K.	" "	" "	" "		
	MA. 571	2/Lt. Isachsen H.	" "	" "	" "		
	EN. 122	Capt. Christie W.	" "	" "	" "		
	ES. 248	Sgt. Isachsen R.	" "	" "	" "		
	ES. 395	2/Lt. Rønnef K.	" "	" "	" "		
	LZ. 898	Sgt. Gabrielsen O.	" "	" "	" "		
	MA. 301	2/Lt. Hauge E.	" "	" "	" "		
	ER. 630	Sgt. Bøtker C.	" "	" "	" "		
5-8-43		No operational flying today.					
6-8-43		No operational flying today.					
7-8-43		No operational flying today.					
8-8-43		No operational flying today.					

108

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
9-8-43	SPITFIRE IX.						
	MA. 422	Capt. Fosse G.	Barrod 191	1835	2906	<p>This Squadron, led by Major K. Birksted D.F.C., took off from North Weald together with 331(N) Squadron. Climbing from base, the Wing crossed the French coast at Sangatte and reached the target at 24,000 feet on time. The bombers were seen coming in over Berville - evidently unable to locate target owing to weather conditions. The Wing was now taken over by Appledore Control which informed the wing of possible e/a to the east of Beehive. Soon after, four unidentified aircraft were seen at 16,000 feet and the wing dived to investigate. The aircraft were then recognised as Spitfires. The Wing climbed up sun and behind beehive. When at 20,000 feet, 331(N) Squadron - which was top Squadron - was bounced by approx. 10 e/a - mixed Ma.109's and P.W.190's. During combats, 331(N) Squadron destroyed one P.W.190 without loss to themselves. The wing then withdrew escorting beehive home without further incident. Crossing the English coast at North Foreland, the wing had landed at base by 2005 hours.</p> <p>Weather:- 3/10ths at 2-4,000 feet over Channel. Inland over target and towards Lille - 8/10ths - 10/10ths at 2-4,000 feet. Over the whole area - small patches of hazy cloud in layers up to 17,000 feet. Flak - medium heavy from Dunkirk aimed at beehive.</p>	
	BS. 431	Sgt. Jørgensen M.	" "	" "	" "		
	MA. 397	Lieut. Waerner T.	" "	" "	1900		
	BS. 508	Sgt. Aanjesen O.	" "	" "	2005		
	BS. 548	Major K. Birksted D.F.C.	" "	" "	" "		
	MA. 795	2/Lt. Bakke P.	" "	" "	" "		
	MA. 303	Major From R.	" "	" "	" "		
	MA. 229	Lieut. Ravn H.	" "	" "	" "		
	MA. 122	Capt. Christie W.	" "	" "	1800		
	BS. 248	Sgt. Metland "	" "	" "	2005		
	MA. 301	Lieut. Westly E.	" "	" "	" "		
	LA. 919	Sgt. Gabrielsen O.	" "	" "	" "		
10-8-43		No operational flying today.					
11-8-43		No operational flying today.					
12-8-43	SPITFIRE IX.						
	MA. 303	Lieut. Waerner T.	Barrod 196	1915	1145	<p>The Wing, led by Major K. Birksted D.F.C., climbed from base and crossed the coast at the Somme Estuary at 24,000 feet with this Squadron stepped up slightly behind 331(N) Squadron. The bombers were met halfway between the coast and Poix. Bomb bursts were seen in the N.E. corner of Poix Aerodrome. After bombing, beehive was escorted back to coast at 26,000 feet. Various formations of aircraft were investigated but found to be friendly. Sweeping up to Boulogne, the Wing returned to base via Dungeness. Flak - medium heavy over target aimed at the bombers.</p> <p>Weather:- clear in the Channel and over the target. The rest of France - 5/10ths in patches from 3-4,000 feet.</p>	
	MA. 228	Sgt. Tideman O.	" "	" "	" "		
	MA. 795	2/Lt. Bakke P.	" "	" "	" "		
	BS. 508	Sgt. Aanjesen O.	" "	" "	" "		
	MA. 597	Major From R.	" "	" "	" "		
	BS. 247	Sgt. Kolling R.	" "	" "	" "		
	MA. 630	Lieut. Ravn H.	" "	" "	" "		
	MA. 122	Sgt. Gabrielsen O.	" "	" "	" "		
	LA. 898	Capt. Christie W.	" "	" "	" "		
	LA. 248	Sgt. Keim R.	" "	" "	" "		
	BS. 395	2/Lt. Rønne K.	" "	" "	" "		
	BS. 248	Sgt. Spitzer G.	" "	" "	1045		
	MA. 303	Major From R.	Barrod 197	1745	1940		
	MA. 225	Sgt. Jørgensen M.	" "	" "	" "		
	MA. 397	Lieut. Waerner T.	" "	" "	1929		
	BS. 508	F/Sgt. Harflot B.	" "	" "	" "		
	BS. 548	Major K. Birksted D.F.C.	" "	" "	1940		
	LA. 898	Sgt. Gjestland H.	" "	" "	" "		
	MA. 422	Capt. Fosse G.	" "	" "	" "		
	MA. 795	Sgt. Røslund J.	" "	" "	1915		
	BS. 249	Lieut. Westly E.	" "	" "	1935		
	MA. 177	Sgt. Edge "	" "	" "	" "		
	MA. 122	2/Lt. Rønne K.	" "	" "	" "		
	LA. 919	2/Lt. Naage E.	" "	" "	" "		

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

(1111) WL 4250-30 50,000 947 T.S. 700
(1111-2111) WL 4531-2345 1934 2447 T.S. 700

FOR THE MONTH OF August 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-8-43			No operational flying today.				
14-8-43			No operational flying today.				
15-8-43	<u>SPITFIRE IX.</u>						
	MA.422	Capt. Fosse G.	Hamrod 201	0925	1055	Climbing from base, the Wing crossed the French coast at Sangatte flying at 23,24,000 feet. With this Squadron slightly behind 331(N) Squadron and stopped up a thousand feet. Some smoke trails were seen but on investigation they were found to be friendly. The wing arrived over target and out over Gravelines at 22,000 feet. As the bombers were unopposed, the wing swept back Bourbourgville. Nothing was seen and the wing returned to base via N.Poreland and landed by 1055 hours. E/a were reported whilst the wing was in the St. Omer area and several aircraft were investigated but found to be friendly. Flak - medium heavy in Le Touquet aimed at bombers. Intense heavy flak from Calais aimed at four Spitfires seen on the way out. Weather:- clear in the Channel, 5/10ths cumulus over Northern France at 4-5,000 feet. Clear over target.	
	MA.228	Sgt. Helland J.	" "	" "	" "		
	EA.397	Lieut. Waerner T.	" "	" "	" "		
	ES.254	2/Lt. Isachsen H.	" "	" "	" "		
	EA.477	Capt. Christie W.	" "	" "	" "		
	BR.630	Lieut. Ravn H.	" "	" "	" "		
	ES.431	2/Lt. Bakke P.	" "	" "	" "		
	ES.508	F/Sgt. Aarflot B.	" "	" "	" "		
	ES.249	Lieut. Westly E.	" "	" "	" "		
	ES.248	Sgt. Isachsen R.	" "	" "	" "		
	LZ.919	2/Lt. Hauge E.	" "	" "	" "		
	MA.304	Sgt. Keim R.	" "	" "	" "		
	MA.422	Capt. Fosse G.	Hamrod 202	1850	1940		The wing climbed and met three Boxes of Fortresses, with 20 in each, just of Berok. This Squadron, bottom Squadron, took up position at 26,000 feet and 331(N) Squadron was stepped up 1-2,000 feet. On the way to the target, 8 Me.109's were seen at 22,000 feet flying towards the Fortresses. This Squadron dived to break off the attack, but no engagements took place as the e/a dived away. After bombing, Beehive turned left setting course for Gravelines. Soon after turn, 6 F.W.190's were seen approaching the bombers from astern at the same height. This Squadron dived on these e/a and two pilots fired. Blue 1. (Captain Christie W.) and Blue 2 (Sgt. Edge A.) both destroyed one F.W.190 each and then Sgt. Edge A. was hit himself. See attached reports for full details. Before recrossing the coast, attacks by single e/a on Beehive were successfully broken off. Intense heavy flak was experienced from Dunkirk, Gravelines and Calais areas, and one Fortress was seen to have its tail shot off and then spin down out of control. Three parachutes were seen. Several miles N.W. of Dunkirk a Fortress was seen burning on the sea.
	MA.303	Sgt. Tidenan O.	" "	" "	2025		
	EA.397	Lieut. Waerner T.	" "	" "	" "		
	ES.254	2/Lt. Isachsen H.	" "	" "	2040		
	ES.548	Major K. Bakstedt D.F.C.	" "	" "	2040		
	EA.122	Sgt. Keim R.	" "	" "	" "		
	ES.247	2/Lt. Bakke P.	" "	" "	" "		
	ES.508	Sgt. Aanjesen O.	" "	" "	" "		
	LZ.898	Capt. Christie W.	" "	" "	" "		
	BR.630	Sgt. Edge A.	" "	" "	N.Z.R.		
	ES.249	Lieut. Westly E.	" "	" "	2040		
	LZ.919	2/Lt. Rahnok K.	" "	" "	" "		
16-8-43	<u>SPITFIRE IX.</u>						
	MA.303	Capt. Fosse G.	Hamrod 203	0825	1010	The French coast was crossed at Berville sur Mer at 26-28,000 feet. After the Fortresses bombed Poix and were halfway between Poix and Abbeville, 8 F.W.190's were sighted at 22,000 feet coming from the East. 331(N) Squadron attacked these e/a and destroyed one of them without loss to themselves. The wing later reformed and the bombers were escorted to the French coast, and no further incidents were experienced. An interesting point is that several F.W.190's seen during this operation had Italian markings. Flak - medium heavy from both targets. Weather:- clear over France, visibility exceptional.	
	ES.431	Sgt. Jørgensen H.	" "	" "	" "		
	EA.397	Lieut. Waerner T.	" "	" "	" "		
	MA.228	F/Sgt. Aarflot B.	" "	" "	" "		
	EA.477	Capt. Christie W.	" "	" "	" "		
	EA.122	Sgt. Helland T.	" "	" "	" "		
	ES.247	2/Lt. Bakke P.	" "	" "	0920		
	ES.508	Sgt. Aanjesen O.	" "	" "	" "		
	ES.249	Lieut. Westly E.	" "	" "	1010		
	ES.248	Sgt. Isachsen R.	" "	" "	" "		
	MA.304	2/Lt. Rahnok K.	" "	" "	" "		
	LZ.898	2/Lt. Sandvik J.	" "	" "	" "		

Apparatus 18, 19, 20

159

PUBLIC RECORD OFFICE

Reference:-

1	2	3	4	5	6
---	---	---	---	---	---

AID 07/1700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16-8-43	SPIRITRE IX.						
	BS.508	Capt. Fosse G.	Ramrod 205	1700	1840	Climbing from base, the coast was crossed at Knocke at 1740 hours. The Wing swept Ghent at 24,000 feet and when e/a were reported over Walcheren, made a starboard turn. 12 aircraft were then sighted over Walcheren at extreme range. The Wing climbed to 30,000 feet over Knokke and swept to starboard with the sun behind. Aircraft were again sighted going East at 33,000 feet at extreme range. After a few minutes chase, the Wing lost sight of the aircraft. Later Blue section of this Squadron investigated aircraft below the Wing, but these turned out to be friendly. The Wing swept East and then returned to base without further incident. Flak - slight heavy in the Flushing area. Weather: - Layers at 32-35,000 feet over Flushing - the remainder clear. Visibility very good.	
	BS.131	Sgt. Helland J.	" "	" "			
	BS.247	2/Lt. Isachsen H.	" "	" "			
	FN.397	2/Lt. Bakke P.	" "	" "			
	BS.548	Major K. Birksted B.F.O.	" "	" "			
	MA.228	Sgt. Tidemand O.	" "	" "			
	FN.177	Capt. Christie W.	" "	" "			
	FN.122	Lieut. Ravn H.	" "	1710			
	BS.249	Lieut. Westly E.	" "	1835			
BS.248	Sgt. Giestland M.	" "	" "				
LZ.898	2/Lt. Sandvik S.	" "	" "				
MA.304	Sgt. Bøtker C.	" "	" "				
17-8-43	SPIRITRE IX.						
	BS.508	Capt. Fosse G.	Ramrod 206	1310	1430	Rendezvous was made at 1336 hours and Fortresses were escorted to a point 10 miles N.E. of Antwerp. The Hornchurch Wing was then seen to be engaged and this Wing swept across from port to starboard losing height to 15,000 feet. E/a broke away and as no other e/a were seen, the Wing reformed at 24,000 feet and returned to Manston. Weather: - 3/10ths at 10,000 feet on the way in and increasing to 7/10ths on the way out.	
	BS.131	Sgt. Jørgensen M.	Part I	" "			
	MA.228	Lieut. Waerner T.	" "	" "			
	BS.254	2/Lt. Isachsen H.	" "	" "			
	FN.477	Capt. Christie W.	" "	" "			
	FN.122	Sgt. Isachsen R.	" "	" "			
	MA.302	2/Lt. Bakke P.	" "	" "			
	BS.247	F/Sgt. Aarflot B.	" "	" "			
	BS.249	Lieut. Westly E.	" "	" "			
BS.248	Sgt. Giestland M.	" "	" "				
LZ.898	2/Lt. Sandvik S.	" "	" "				
LZ.949	Lieut. Ravn H.	" "	" "				
	BS.508	Capt. Fosse G.	Ramrod 206	1610	1755	The Wing crossed the Belgian coast at Ostende at 22,000 feet with 331(N) Squadron on the bottom. 26,000 feet was reached over St. Nicolas at 1646 hours. The first box of Fortresses was sighted at 1650 hours when the Wing was between St. Nicolas and Antwerp. Soon after the second and third boxes were sighted. This Wing took up position to port of the middle box - 2-3,000 feet above. Approx. 36 F.W.490's were seen to approach from the South and 331(N) Squadron dived towards these e/a, they dived away inland however. After reforming, the Wing saw 2 Me.110's diving towards the port side of the Forts. These two e/a were destroyed by the Wing leader and 331(N) Squadron. A few minutes later when over Bekeleoo, another Me.110 was sighted and attacked by 2/Lt. Bakke P. of this Squadron. The Me.110 was destroyed. On the way home, Blue and Yellow sections of this Squadron were detailed to escort stragglers. One of these, a Fortress ditched three miles East of Manston - the crew being picked up. Weather: - 6/10ths in places at 20-22,000 feet, over Channel.	
	BS.131	Sgt. Jørgensen M.	Part II	" "	1700		
	MA.228	Lieut. Waerner T.	" "	" "	1755		
	BS.254	2/Lt. Isachsen H.	" "	" "	1750		
	BS.177	Capt. Christie W.	" "	" "	1650		
	MA.304	Sgt. Bøtker C.	" "	" "	1755		
	MA.303	2/Lt. Bakke P.	" "	" "	1750		
	BS.247	F/Sgt. Aarflot B.	" "	" "	" "		
	BS.249	Lieut. Westly E.	" "	" "	" "		
	FN.122	Sgt. Isachsen R.	" "	" "	1710		
LZ.898	2/Lt. Sandvik S.	" "	" "	1645			
LZ.949	Lieut. Ravn H.	" "	" "	1700			

OPERATIONS RECORD BOOK

APPENDIX

RAF FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. FIVE.

OPERATIONS RECORD BOOK

APPENDIX
FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE.

*3111 WL 9216-51 50,000 5/18 T.S. 700
*10974-0212 WL 10951-2343 105M 12/42 T.S. 700

FOR THE MONTH OF August 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				Up	Down		
18-8-43			No operational flying today.				
19-8-43	<u>SET FIRE I.</u> EN. 177	Capt. Christie W.	RAMROD 209	1220	1400	Rendezvous was made with the bombers at 1244 hours over Rye and the Wing escorted them to the target and back to the coast. As the bombers were not molested, the Wing swept back to Abbeville and out at the Somme. The Squadrons returned to base via Dungeness without further incident.	
	BS. 131	Sgt. Holland J.	" "	" "	" "		
	BS. 250	Capt. Eosse G.	" "	" "	" "		
	BS. 254	Sgt. Anjesen O.	" "	" "	" "		
	BS. 548	Major K. Birksted D.F.C.	" "	" "	" "		
	BS. 248	Sgt. Keim R.	" "	" "	" "	Weather:- Hazy with 2/10ths over the target area.	
	MA. 226	2/Lt. Herfjord K.	" "	" "	" "		
	MA. 303	2/Lt. Bolstad K.	" "	" "	" "		
	BS. 249	Lieut. Westly E.	" "	" "	" "		
	MA. 122	Sgt. Isachsen R.	" "	" "	" "		
	LA. 898	2/Lt. Sandvik S.	" "	" "	" "		
	MA. 301	Sgt. Gabrielsen O.	" "	" "	" "		
	MA. 422	Capt. Eosse G.	RAMROD 210	1725	1845	The Wing was airborne from Kingston to act as escort to Fortresses on RAMROD 210. Rendezvous was made with bombers at a point 5 miles N.E. of Ostende on time. The Wing flying at 24,000 feet - 2,000 feet above the bombers. The target area - Brussels - was covered with 40/40th cloud but the Fortresses continued on course until 5 minutes before they were due to bomb. At 1755 hours, the Fortresses turned North and crossed out over Walcheren. This Squadron, led by Major K. Birksted D.F.C., was flying at 26,000 feet with 331(N) Squadron at 28,000 feet. When just inside Knocke, Red 1 of 331(N) Squadron (Capt. Cran) reported 15 Me. 109's 4 miles to port at 22,000 feet - heading for the bombers. The W/Co. ordered 331(N) Squadron to go down while this Squadron remained above as cover. A number of dogfights developed during which pilots of 331(N) Squadron destroyed 4 Me. 109's without loss to themselves. As the Wing reformed, 3 F.W. 190's were sighted flying East at 20,000 feet. These e/a dived away as this Squadron endeavoured to engage them. The Wing then escorted the Fortresses to Clacton and then set course for base. Flak:- intense, accurate heavy flak aimed at bombers from the Walcheren area.	
	BS. 395	Sgt. Keim R.	" "	" "	" "		
	MA. 226	2/Lt. Herfjord K.	" "	" "	" "		
	BS. 254	2/Lt. Bolstad K.	" "	" "	" "		
	BS. 548	Major K. Birksted D.F.C.	" "	" "	" "		
	BS. 131	Sgt. Tidemand O.	" "	" "	" "		
	EN. 177	Capt. Christie W.	" "	" "	" "		
	LA. 898	Sgt. Bydner G.	" "	" "	" "		
	BS. 249	Lieut. Westly E.	" "	" "	" "		
	MA. 122	Sgt. Isachsen R.	" "	" "	" "		
	BS. 248	2/Lt. Mauge E.	" "	" "	" "		
	MA. 301	Sgt. Gabrielsen O.	" "	" "	" "		
20-8-43			No operational flying today.				
21-8-43			No operational flying today.				
22-8-43			No operational flying today.				

160

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AID 07/1700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-8-43	<u>SPITFIRE IX.</u>						
	MA. 222	Capt. Fosse G.	Ramrod 214	0740	0910	The French coast was crossed East of Calais at 22,000 feet - 331(N) Squadron, led by Major K. Birksted D.F.C., as bottom Squadron - and the Wing arrived in the St. Omer area at 0843 hours flying at 24,000 feet. Mitchells were seen bombing and were then escorted to the coast. The Wing then swept back from Cap Gris Nez to St. Omer climbing to 28,000 feet. No e/a were seen. Several aircraft were investigated but all proved to be friendly. Flak:- medium heavy experienced from Calais. Flak seen aimed at Beehive in the St. Omer area. The Squadrons returned to base without any incident. Weather:- 5/10ths cloud at 10,000 feet.	
	BS. 254	Sgt. Jørgensen I.	" "	" "	" "		
	MA. 228	2/Lt. Herfjord K.	" "	" "	" "		
	BS. 131	Sgt. Røslund J.	" "	" "	" "		
	MA. 303	Major From R.	" "	" "	" "		
	EM. 177	Sgt. Hetland T.	" "	" "	" "		
	BS. 247	2/Lt. Solstad K.	" "	" "	" "		
	BS. 250	Sgt. Kolloing R.	" "	" "	" "		
	BS. 249	Lieut. Westly B.	" "	" "	" "		
	EM. 122	Sgt. Gjeskland M.	" "	" "	" "		
	LE. 898	2/Lt. Sandvik S.	" "	" "	" "		
	LE. 949	Lieut. Ravn H.	" "	" "	" "		
	EM. 397	Lieut. Waerner T.	Rodeo 252	1650	1810		The North Weald Wing was acting as second Fighter Sweep on this operation. The French coast was crossed at Le Touquet - this Squadron, led by Major K. Birksted D.F.C., flying at 26,000 feet, 331(N) Squadron stepped up slightly behind. Sweeping Mexville - Roulers - Bruges, the Wing crossed out at Ostende without seeing any e/a. Flak:- some seen in Ostende area. Weather:- 5/10ths at 40-45,000 feet over France and Belgium. Visibility unlimited.
	BS. 247	Sgt. Melland J.	" "	" "	" "		
	MA. 228	2/Lt. Isachsen H.	" "	" "	" "		
	BS. 254	Sgt. Aarjesen O.	" "	" "	" "		
	BS. 248	Major K. Birksted D.F.C.	" "	" "	" "		
	BS. 250	F/Sgt. Aarflot B.	" "	" "	" "		
	MA. 301	Lieut. Ravn H.	" "	" "	" "		
	EM. 177	Sgt. Spätker C.	" "	" "	" "		
	MA. 303	Major From R.	" "	" "	" "		
	EM. 122	Sgt. Hetland T.	" "	" "	" "		
	LE. 709	2/Lt. Rønnef K.	" "	" "	" "		
	LE. 949	Sgt. Keim R.	" "	" "	" "		
	24-8-43	<u>SPITFIRE IX.</u>					
EM. 397		Lieut. Waerner T.	Ramrod 215	1805	2005	The Wing was acting as escort to Fortresses on this operation. Crossing the French coast at Pecamp at 25,000 feet, a small formation of Fortresses were seen coming out East of Caen. The Wing escorted this formation to the French coast and one section of this Squadron was detailed to escort stragglers across to the English coast. The remainder then proceeded to Evreux where a further two boxes of Fortresses were met and escorted back to just off Selsey Bill. One F.W.190, believed to be shot down by a Polish Squadron, was the only e/a seen. Weather:- 4/10ths cumulus at 15,000 feet over France. Visibility very good.	
BS. 247		Sgt. Tidemand O.	" "	" "	" "		
MA. 228		2/Lt. Herfjord K.	" "	" "	" "		
BS. 254		Sgt. Aarjesen O.	" "	" "	" "		
MA. 303		Major From R.	" "	" "	" "		
LE. 949		Sgt. Gabrielsen O.	" "	" "	" "		
EM. 122		2/Lt. Solstad K.	" "	" "	" "		
BS. 250		Sgt. Kolloing R.	" "	" "	" "		
MA. 229		Lieut. Ravn H.	" "	" "	" "		
LE. 898		Sgt. Gjeskland M.	" "	" "	" "		
LE. 709		2/Lt. Rønnef K.	" "	" "	" "		
EM. 177		Sgt. Spätker C.	" "	" "	" "		

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

APPENDIX

F.A.F. FORM 541.

SECRET

PAGE No. SEVEN.

OPERATIONS RECORD BOOK

APPENDIX
FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

Form 1011 Wk. 226-23 60,000 512 T.S. 700
Form 1011 Wk. 226-23 60,000 512 T.S. 700

FOR THE MONTH OF August 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25-8-43	<u>SPITFIRE IX.</u>						
	HM. 397	Lieut. Waerner T.	Ramrod S.2.	1755	1920	The Wing proceeded to Ford in the afternoon and was airborne from there at 1755 hours, to take part in Ramrod S.2. as Forward Target Support. The operation went according to plan. 15 unidentified aircraft were sighted at 30,000 feet over St. Valery flying W.S.W. These aircraft disappeared in thick haze layers when the Wing climbed to investigate. Bombing seemed concentrated but pilots were unable to state whether the target was hit. The Squadrons had returned to base without incident.	
	ES. 154	Sgt. Jørgensen M.	" "	"	"		
	ES. 247	2/Lt. Bakke F.	" "	"	"		
	ES. 151	Sgt. Ryeland J.	" "	"	"		
	MA. 303	Major From R.	" "	"	"		
	EM. 177	Sgt. Isachsen R.	" "	"	"		
	MA. 228	2/Lt. Herrjord K.	" "	"	"		
	MA. 422	2/Lt. Bolstad K.	" "	"	"		
	ES. 249	Lieut. Westly E.	" "	"	"		
	EL. 919	Sgt. Ryeland R.	" "	"	"		
MA. 301	2/Lt. Sandvik S.	" "	"	"			
EM. 122	Sgt. Gabrielsen O.	" "	"	"			
26-8-43	HM. 397	Capt. Fosse G.	Ramrod S.5.	1750	1935	The wing was acting as third Fighter Sweep on this operation, which went according to plan. From Tricqueville, the Wing swept Caen and back towards Le Havre at 28,000 feet. Six e/a were seen flying S.W. at 20,000 feet in Lisieux area. These e/a dived through cloud when the wing dived towards them. East of Le Havre 10/10ths at 10,000 feet. Haze layer at 20,000 feet and also 7/10ths haze at 25-28,000 feet. The Squadrons returned to base without incident.	
	EM. 250	Sgt. Roald J.	" "	"	"		
	ES. 254	2/Lt. Isachsen H.	" "	"	"		
	MA. 228	P/Sgt. Arflot B.	" "	"	"		
	MA. 303	Major From R.	" "	"	"		
	ES. 151	Sgt. Helland N.	" "	"	"		
	EL. 919	2/Lt. Hauge W.	" "	"	"		
	EM. 177	Sgt. Egthner C.	" "	"	"		
	ES. 249	Lieut. Westly E.	" "	"	"		
	EM. 122	Sgt. Hatland T.	" "	"	"		
	MA. 709	Lieut. Ravn H.	" "	"	"		
MA. 304	Sgt. Keira R.	" "	"	"			
27-8-43	HM. 397	Capt. Fosse G.	Ramrod S.6.	0745	0920	The Wing was acting as Target Cover in part II of this operation. This Squadron, led by Major K. Birksted D.F.C., took off from North Weald followed by 331 (H) Squadron. The operation went as planned - the Wing arrived over the target at 0825 hours. No e/a were seen and the Wing returned to base without incident. Slight inaccurate flak over the target. Bombing results were not seen.	
	MA. 521	Sgt. Roald J.	" "	"	"		
	MA. 228	2/Lt. Bakke F.	" "	"	"		
	ES. 254	Sgt. Tiderund O.	" "	"	"		
	ES. 518	Major K. Birksted D.F.C.	" "	"	"		
	ES. 151	Sgt. Annjesen O.	" "	"	"		
	ES. 896	2/Lt. Sandvik S.	" "	"	"		
	MA. 709	Sgt. Cjostland N.	" "	"	"		
	MA. 303	Major From R.	" "	"	"		
	EL. 919	Sgt. Ryeland R.	" "	"	"		
	MA. 301	Lieut. Westly E.	" "	"	"		
EM. 122	Sgt. Gabrielsen O.	" "	"	"			

151

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
27-8-43	<u>SPITFIRE IX.</u>						
	Fl. 297	Lieut. Waerner T.	Ramrod S.7.	1810	1945	The Wing was acting as First Fighter Cover on this operation. When off Gravesend, the Wing was warned by the Controller that Beehive had crossed in, therefore, changed vector and increased speed to maximum cruising. Beehive was joined between St. Pol and St. Omer at 1832 hours. No e/a were sighted although the Wing, after escorting bombers out at Mardyck, swept back over St. Omer - Mardelot. Intense heavy flak from S.E. of Forest Clairmarais at Beehive. One Fortress was seen to be hit over the target. 4 parachutes were also seen without indication of origin. There was also heavy intense flak from Dunkirk. Concentrated bombing was seen at Foret Eperleques. The Squadrons returned to base without further incident.	
	BS. 250	Sgt. Kolling R.	"	"	"		
	MA. 228	2/Lt. Harfjord K.	"	"	"		
	BS. 131	Sgt. Røslund J.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	BS. 254	Sgt. Jørgensen M.	"	"	"		
	IL. 919	2/Lt. HAUGE E.	"	"	"		
	IL. 898	Sgt. Isachsen R.	"	"	"		
	MA. 301	Lieut. Westly B.	"	"	"		
	FL. 177	Sgt. Høiland R.	"	"	"		
MA. 709	2/Lt. Rønhof K.	"	"	"			
FL. 122	Sgt. Keis R.	"	"	"			
28-8-43		No operational flying today.					
29-8-43		No operational flying today.					
30-8-43	<u>SPITFIRE IX.</u>						
	FL. 122	Capt. Fosse G.	Ramrod S.14.	1845	1955	The Wing took off to act as High Cover on this operation, which went according to plan. The Wing swept St. Omer and as far as Bethune. No e/a were sighted, but Spitfires were observed at 30,000 feet. Houses were seen on fire as well as part of the forest D'Eperleques. The Squadrons returned to base without incident.	
	BS. 250	Sgt. Roald J.	"	"	"		
	BS. 254	2/Lt. Isachsen M.	"	"	"		
	FL. 397	Sgt. Eldenand O.	"	"	"		
	BS. 548	Major K. Birksted D.F.C.	"	"	"		
	IL. 919	Sgt. Høiland R.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	MA. 621	P/Sgt. Aarflot B.	"	"	"		
	BS. 219	Lieut. Westly B.	"	"	"		
	MA. 709	Sgt. Keis R.	"	"	"		
MA. 301	Capt. Rindal H.	"	"	"			
FL. 177	Sgt. Bøtther C.	"	"	"			

OPERATIONS RECORD BOOK

APPENDIX

C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE

OPERATIONS RECORD BOOK

APPENDIX

I.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

NINE

PAGE No.

Form 541, W.E. 22/1/43, 24/1/43, 2/2/43, 2/3/43, 2/4/43, 2/5/43, 2/6/43, 2/7/43, 2/8/43, 2/9/43, 2/10/43, 2/11/43, 2/12/43, 2/13/43, 2/14/43, 2/15/43, 2/16/43, 2/17/43, 2/18/43, 2/19/43, 2/20/43, 2/21/43, 2/22/43, 2/23/43, 2/24/43, 2/25/43, 2/26/43, 2/27/43, 2/28/43, 2/29/43, 2/30/43, 2/31/43, 3/1/43, 3/2/43, 3/3/43, 3/4/43, 3/5/43, 3/6/43, 3/7/43, 3/8/43, 3/9/43, 3/10/43, 3/11/43, 3/12/43, 3/13/43, 3/14/43, 3/15/43, 3/16/43, 3/17/43, 3/18/43, 3/19/43, 3/20/43, 3/21/43, 3/22/43, 3/23/43, 3/24/43, 3/25/43, 3/26/43, 3/27/43, 3/28/43, 3/29/43, 3/30/43, 3/31/43, 4/1/43, 4/2/43, 4/3/43, 4/4/43, 4/5/43, 4/6/43, 4/7/43, 4/8/43, 4/9/43, 4/10/43, 4/11/43, 4/12/43, 4/13/43, 4/14/43, 4/15/43, 4/16/43, 4/17/43, 4/18/43, 4/19/43, 4/20/43, 4/21/43, 4/22/43, 4/23/43, 4/24/43, 4/25/43, 4/26/43, 4/27/43, 4/28/43, 4/29/43, 4/30/43, 4/31/43, 5/1/43, 5/2/43, 5/3/43, 5/4/43, 5/5/43, 5/6/43, 5/7/43, 5/8/43, 5/9/43, 5/10/43, 5/11/43, 5/12/43, 5/13/43, 5/14/43, 5/15/43, 5/16/43, 5/17/43, 5/18/43, 5/19/43, 5/20/43, 5/21/43, 5/22/43, 5/23/43, 5/24/43, 5/25/43, 5/26/43, 5/27/43, 5/28/43, 5/29/43, 5/30/43, 5/31/43, 6/1/43, 6/2/43, 6/3/43, 6/4/43, 6/5/43, 6/6/43, 6/7/43, 6/8/43, 6/9/43, 6/10/43, 6/11/43, 6/12/43, 6/13/43, 6/14/43, 6/15/43, 6/16/43, 6/17/43, 6/18/43, 6/19/43, 6/20/43, 6/21/43, 6/22/43, 6/23/43, 6/24/43, 6/25/43, 6/26/43, 6/27/43, 6/28/43, 6/29/43, 6/30/43, 6/31/43, 7/1/43, 7/2/43, 7/3/43, 7/4/43, 7/5/43, 7/6/43, 7/7/43, 7/8/43, 7/9/43, 7/10/43, 7/11/43, 7/12/43, 7/13/43, 7/14/43, 7/15/43, 7/16/43, 7/17/43, 7/18/43, 7/19/43, 7/20/43, 7/21/43, 7/22/43, 7/23/43, 7/24/43, 7/25/43, 7/26/43, 7/27/43, 7/28/43, 7/29/43, 7/30/43, 7/31/43, 8/1/43, 8/2/43, 8/3/43, 8/4/43, 8/5/43, 8/6/43, 8/7/43, 8/8/43, 8/9/43, 8/10/43, 8/11/43, 8/12/43, 8/13/43, 8/14/43, 8/15/43, 8/16/43, 8/17/43, 8/18/43, 8/19/43, 8/20/43, 8/21/43, 8/22/43, 8/23/43, 8/24/43, 8/25/43, 8/26/43, 8/27/43, 8/28/43, 8/29/43, 8/30/43, 8/31/43, 9/1/43, 9/2/43, 9/3/43, 9/4/43, 9/5/43, 9/6/43, 9/7/43, 9/8/43, 9/9/43, 9/10/43, 9/11/43, 9/12/43, 9/13/43, 9/14/43, 9/15/43, 9/16/43, 9/17/43, 9/18/43, 9/19/43, 9/20/43, 9/21/43, 9/22/43, 9/23/43, 9/24/43, 9/25/43, 9/26/43, 9/27/43, 9/28/43, 9/29/43, 9/30/43, 9/31/43, 10/1/43, 10/2/43, 10/3/43, 10/4/43, 10/5/43, 10/6/43, 10/7/43, 10/8/43, 10/9/43, 10/10/43, 10/11/43, 10/12/43, 10/13/43, 10/14/43, 10/15/43, 10/16/43, 10/17/43, 10/18/43, 10/19/43, 10/20/43, 10/21/43, 10/22/43, 10/23/43, 10/24/43, 10/25/43, 10/26/43, 10/27/43, 10/28/43, 10/29/43, 10/30/43, 10/31/43, 11/1/43, 11/2/43, 11/3/43, 11/4/43, 11/5/43, 11/6/43, 11/7/43, 11/8/43, 11/9/43, 11/10/43, 11/11/43, 11/12/43, 11/13/43, 11/14/43, 11/15/43, 11/16/43, 11/17/43, 11/18/43, 11/19/43, 11/20/43, 11/21/43, 11/22/43, 11/23/43, 11/24/43, 11/25/43, 11/26/43, 11/27/43, 11/28/43, 11/29/43, 11/30/43, 11/31/43, 12/1/43, 12/2/43, 12/3/43, 12/4/43, 12/5/43, 12/6/43, 12/7/43, 12/8/43, 12/9/43, 12/10/43, 12/11/43, 12/12/43, 12/13/43, 12/14/43, 12/15/43, 12/16/43, 12/17/43, 12/18/43, 12/19/43, 12/20/43, 12/21/43, 12/22/43, 12/23/43, 12/24/43, 12/25/43, 12/26/43, 12/27/43, 12/28/43, 12/29/43, 12/30/43, 12/31/43

FOR THE MONTH OF August 1943 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
31-8-43	<u>SPIGPIRE IX.</u>						
	MA. 422	Capt. Fosse G.	Ramrod S.16	0745	0910	The Wing was acting as High Cover to 12 Bostons bombing Merville Aerodrome, and it proceeded to the place of rendezvous where it was learnt that the bombers had abandoned their mission. The Wing continued and made a sweep in the St. Pol area but no e/a were seen. Several formations of friendly aircraft were met on the sweep. The Squadrons returned to base without incident.	
	ES. 254	Sgt. Jørgensen H.	" "	" "			
	MA. 621	2/Lt. Bakke E.	" "	" "			
	MA. 228	Sgt. Aanjesen O.	" "	" "			
	MA. 431	Major From R.	" "	" "	0845		
	MI. 397	Sgt. Tidenand O.	" "	" "	" "		
	MA. 229	Lieut. Ravn H.	" "	" "	" "		
	MI. 477	Sgt. Bødtker C.	" "	" "	" "		
	ES. 249	Lieut. Westly E.	" "	" "	" "		
	MA. 709	Sgt. Høiland R.	" "	" "	" "		
	MA. 301	Capt. Ringdal H.	" "	" "	" "		
	MI. 122	Sgt. Gabrielsen O.	" "	" "	" "		
	MA. 303	Major From R.	Ramrod S.17	1710	1840		The Wing took off from Manston to act as cover to Fortresses bombing Brussels. The Wing climbed from base and rendezvoused with bombers on the way to the target. On the 10/10ths cloud all over the target area, the bombers turned away without fulfilling their mission and this Wing stayed above for 10 minutes as cover before being recalled to base. The Squadrons returned and landed at North Weald without incident.
ES. 431	Sgt. Roald A.	" "	" "	" "			
MA. 228	2/Lt. Herfjord K.	" "	" "	" "			
MI. 397	Sgt. Aanjesen O.	" "	" "	" "			
ES. 545	Major K. Birksted D.F.C.	" "	" "	" "			
MI. 122	Sgt. Høiland R.	" "	" "	" "			
MA. 422	Capt. Fosse G.	" "	" "	" "			
MA. 621	Sgt. Høiland J.	" "	" "	" "			
ES. 249	Lieut. Westly E.	" "	" "	" "			
MA. 229	Sgt. Isachsen R.	" "	" "	" "			
MA. 301	Capt. Ringdal H.	" "	" "	" "			
MA. 709	2/Lt. Rønhof K.	" "	" "	" "			

Rickard From
Major Commanding,
332(S) Squadron.

162

PUBLIC RECORD OFFICE

Reference:- AIR 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. ONE.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald.	1-9-43		Heavy ground mist in the morning and cloudy with slight rain in the evening. Two operations were planned during the day - both Ramrods - but they had to be cancelled owing to unsuitable weather conditions on the Continent.													
North Weald.	2-9-42		<p>Early morning operations were made impossible by heavy ground haze. The haze cleared slowly during the morning, but then it became cloudy in the afternoon. During the day a series of operations were carried out over occupied territory by Fighter Command and the U.S.A.A.F. A number of ground targets such as lock-gates, Power Stations and airfields were attacked by fighters and bombers. Results of some parts of these operations were not as expected owing to adverse weather conditions.</p> <p>The North Weald was going to act as top cover to Marauders in Part I of Ramrod 24. The Wing was airborne at 4005 hours, 331(N) Squadron led by Major K. Birksted D.F.C., was flying as bottom Squadron. The Wing arrived at rendezvous on time, but the Marauders left the rendezvous point four minutes late. Course was then set for Sangatte and later along the coast to Dunkirk where they crossed in turning on vector 160 degrees. Bombers were followed inland as far as Cassel, where they disappeared at the edge of a large patch of cloud at 12,000 feet. As the high cover Squadrons were seen to proceed on to Lille, the Wing followed and met 36 Marauders over the Lille area - believed to be Marauders of Part II in this operation. Having escorted these to Chavelines, the Wing swept back to approx. 10 miles South of St. Omer and then out North of Boulogne. No e/a were seen, but intense and accurate heavy flak seen from Dunkirk resulting in one Marauder spinning down. Heavy flak was also experienced from St. Omer. The Squadron had landed by 1925 hours without further incident.</p> <p>Weather:- Bad with 5/10ths cloud up to 22,000 feet. Lille area clear.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Tidemand O.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>Lieut. Waerner E.</td> <td>Lieut. Hauge E.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Skitker C.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Ringdal N.	Sgt. Kolling R.	Sgt. Tidemand O.	Sgt. Hetland T.	Lieut. Waerner E.	Lieut. Hauge E.	2/Lt. Sandvik S.	2/Lt. Bolstad K.	Sgt. Isachsen R.	Sgt. Skitker C.	
Capt. Fosse G.	Major From R.	Capt. Ringdal N.														
Sgt. Kolling R.	Sgt. Tidemand O.	Sgt. Hetland T.														
Lieut. Waerner E.	Lieut. Hauge E.	2/Lt. Sandvik S.														
2/Lt. Bolstad K.	Sgt. Isachsen R.	Sgt. Skitker C.														
North Weald	3-9-43		<p>Fair in the morning with slight haze only - then clouds increasing to 10/10ths in the afternoon.</p> <p>The Wing was airborne at 0740 hours to act as top cover to Marauders bombing Lille airfield in part I of Ramrod 25. This Squadron, led by Major K. Birksted D.F.C., was flying as bottom Squadron. Rendezvous was as planned and the bombers were escorted to the target. Bombs were seen to fall on the N.W. to S.W. runway and airfield area and dispersal points to the North. The bombers were then followed back to coast which was crossed at Blankenbergh. As the bombers seemed unmolested, the Wing swept back at 25,000 feet from Bruges to Ypres and then out at Dunkirk. No e/a or shipping seen. The Squadron had landed by 0915 hours without any incident. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner E.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Ryeland J.</td> <td>Sgt. Gjestland N.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Major From R.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Jørgensen H.</td> <td>Sgt. Helland J.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Lieut. Waerner E.	Major K. Birksted D.F.C.	Capt. Ringdal N.	Sgt. Ryeland J.	Sgt. Gjestland N.	Sgt. Hetland T.	2/Lt. Bolstad K.	Major From R.	Lieut. Ravn H.	Sgt. Jørgensen H.	Sgt. Helland J.	2/Lt. Hauge E.	
Lieut. Waerner E.	Major K. Birksted D.F.C.	Capt. Ringdal N.														
Sgt. Ryeland J.	Sgt. Gjestland N.	Sgt. Hetland T.														
2/Lt. Bolstad K.	Major From R.	Lieut. Ravn H.														
Sgt. Jørgensen H.	Sgt. Helland J.	2/Lt. Hauge E.														

169

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
	1			2	

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	4-9-43		<p>Fair in the morning with scattered clouds during the day. Medium Easterly wind. There was an early briefing in connection with Ramrod S.29. The Wing was going to be forward target support to 24 Bostons bombing targets at Amiens. The Wing was airborne from North Weald at 0634, led by Major K. Birksted D.F.C. flying with 331(N) Squadron. The Beehive was sighted and escorted from mid-channel. The target was reached at 24,000 feet on time. Appledore then gave information of e/a East of target. Some 15 Me.109's were sighted soon after flying S.W. at 20,000 feet in line abreast. The Wing manoeuvred into sun position and dived. The e/a immediately dived to 14,000 feet. At this height 5 of them levelled out and were chased by 331(N) Squadron. Capt. Heglund destroying one and probably destroying another. The Wing reformed in the Albert area at 28,000 feet and started withdrawal. Three P.W.190's followed the Wing towards the coast but took evasive action when the Wing attempted to bounce. Six Me.109's were also sneaking behind the Wing at 26,000 feet but dived away when approached. The wing had landed at North Weald by 1020 hours without further incident.</p> <p>Weather in France:- slight haze up to 6,000 feet, then clear above.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major From R.</td> <td>Capt. Ringdal H.</td> </tr> <tr> <td>Sgt. Melland J.</td> <td>Sgt. Kolling R.</td> <td>Sgt. Mjiland R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Rønhol K.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>P/Sgt. Karflot B.</td> <td>2/Lt. Sandvik S.</td> <td>Sgt. Bjatker C.</td> </tr> </table> <p>At 1615 hours, the pilots were again called to a briefing, this time in connection with Ramrod S.31. The Wing was to act as top cover to 36 Marauders bombing Courtrai Marshalling Yards. The Wing was airborne from North Weald at 1705 hours, with Major K. Birksted D.F.C. leading flying with this Squadron. The operation went according to plan. No e/a were sighted until the Wing had crossed at Nieport. Then 6 unidentified aircraft - probably e/a - were seen waiting off coast at 8-10,000 feet. The Wing dived from 24,000 feet, but the e/a were then seen to be engaged by Spitfire V's. Four splashes were seen in the area, at least one of these was caused by an P.W.190 going in and another by a Spitfire V. The Wing was now informed of friends being engaged in the Ypres area, so the Wing climbed to 24,000 feet and sighted a Spitfire Wing half way between Ypres and Dunkirk - The North Weald Wing flew back on top of this other Wing and had landed by 1845 hours. Two of our sections, Blue 3 and 4, Yellow 1 and 2 returned to base soon after crossing the French coast owing to slight technical trouble.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major K. Birksted D.F.C.</td> <td>2/Lt. Rønhol K.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Melland J.</td> <td>Sgt. Mjiland R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Sgt. Hauge R.</td> <td>Major From R.</td> </tr> <tr> <td>P/Sgt. Karflot B.</td> <td>Sgt. Keim R.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	Lieut. Waerner T.	Major From R.	Capt. Ringdal H.	Sgt. Melland J.	Sgt. Kolling R.	Sgt. Mjiland R.	2/Lt. Herfjord K.	2/Lt. Rønhol K.	Lieut. Ravn H.	P/Sgt. Karflot B.	2/Lt. Sandvik S.	Sgt. Bjatker C.	Lieut. Waerner T.	Major K. Birksted D.F.C.	2/Lt. Rønhol K.	Sgt. Røslund J.	Sgt. Melland J.	Sgt. Mjiland R.	2/Lt. Herfjord K.	Sgt. Hauge R.	Major From R.	P/Sgt. Karflot B.	Sgt. Keim R.	Sgt. Gabrielsen O.	
Lieut. Waerner T.	Major From R.	Capt. Ringdal H.																										
Sgt. Melland J.	Sgt. Kolling R.	Sgt. Mjiland R.																										
2/Lt. Herfjord K.	2/Lt. Rønhol K.	Lieut. Ravn H.																										
P/Sgt. Karflot B.	2/Lt. Sandvik S.	Sgt. Bjatker C.																										
Lieut. Waerner T.	Major K. Birksted D.F.C.	2/Lt. Rønhol K.																										
Sgt. Røslund J.	Sgt. Melland J.	Sgt. Mjiland R.																										
2/Lt. Herfjord K.	Sgt. Hauge R.	Major From R.																										
P/Sgt. Karflot B.	Sgt. Keim R.	Sgt. Gabrielsen O.																										
North Weald	5-9-43		<p>Fair in the morning, cloudy in the afternoon with showers of rain. The pilots were called early in the morning for briefing in connection with Ramrod S.33. Whilst the Wing was briefed, three Spitfire IX Squadrons from 122 Airfield arrived for breakfast and briefing. They were going to take part in the same Ramrod operation but in part II. The North Weald Wing was going to act as top cover to Marauders bombing Ghent Marshalling Yards, in part I of this operation. The Wing was airborne by 0740 hours, Major K. Birksted D.F.C. flying with this Squadron was leading the Wing. The operation went as planned and Beehive was escorted out to the Belgian coast which was crossed East of Ostende. Receiving information of e/a S. of Dunkirk, the Wing went in that direction at 25,000 feet. Near Dunkirk another Wing was seen to engage 6-9 Me.109's at 20,000 feet - These e/a dived away as the Wing approached. In formation was then received of friends engaged between Ostend and Nieport so the Wing swept back and saw friendly Wing but no e/a. Pilots report considerable amount of barges seen on River Scheldt in Ghent.</p>																									

SECRET.

R.A.F. Form 540

OPERATIONS RECORD BOOK

Page No. THREE.

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

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald.	5-9-43	(Cont'd)	<p>The Wing had landed by 0940 hours without further incident. The following pilots were taking part:-</p> <table border="0"> <tr> <td>1/Lt. Hertjord K.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Helland J.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Bøtker C.</td> <td>2/Lt. Sandvik S.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Keim R.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	1/Lt. Hertjord K.	Major K. Birksted D.F.C.	Capt. Ringdal N.	Sgt. Røslund J.	Sgt. Helland J.	Sgt. Høiland R.	2/Lt. Bolstad K.	Sgt. Bøtker C.	2/Lt. Sandvik S.	Sgt. Kolling R.	Sgt. Keim R.	Sgt. Gabrielsen O.													
1/Lt. Hertjord K.	Major K. Birksted D.F.C.	Capt. Ringdal N.																										
Sgt. Røslund J.	Sgt. Helland J.	Sgt. Høiland R.																										
2/Lt. Bolstad K.	Sgt. Bøtker C.	2/Lt. Sandvik S.																										
Sgt. Kolling R.	Sgt. Keim R.	Sgt. Gabrielsen O.																										
North Weald	6-9-43		<p>Varying clouds during the day - not exceeding 5/10ths. Having been briefed at 1015 hours, the Wing was airborne at 1057 hours. The two Squadrons were going to act as Fighter Sweep in Ramrod S.35. Major K. Birksted D.F.C. flying with 334(N) Squadron was leading the Wing. Climbing from base, the Wing arrived over Marseilles at 21-26,000 feet at 1155 hours. The Fortresses were then seen over Clement at 20,000 feet and the Wing took up position to starboard of last box escorting it back to the French coast which was crossed at Le Treport. Here the Wing split into sections of four to escort stragglers. No e/a were sighted, although pilots of this Squadron report believed dogfights 25 miles off French coast below and ahead of Wing. One Fortress was seen to crash in the sea about mid-channel and two more 10-15 miles East of Beachy Head. The Wing had landed at North Weald by 1315 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Hetland E.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>2/Lt. Bakke F.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>S/Sgt. Karflot B.</td> <td>Sgt. Anjansen O.</td> <td>Sgt. Keim R.</td> </tr> </table> <p>Another briefing took place at 1615 hours in the afternoon. The North Weald Wing was acting as Fighter Sweep in part II of Ramrod 36. Major Berg D.F.C. flying with 334(N) Squadron was leading the Wing. Climbing from base, the French coast was crossed at Ambleteuse at 22,000 feet. Appledore gave different vectors bringing the wing via Lille to Amiens which was reached at 28,000 feet at 1756 hours - time stated for bombers to arrive. The Wing swept as far South as Grandvilliers on different vectors and then crossed the French coast at Cayeux. As a result of the bombing, a large fire was seen at Amiens Marshalling Yards. The Squadron had landed by 1900 hours without further incident. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Anjansen O.</td> <td>Sgt. Hetland E.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>2/Lt. Isachsen H.</td> <td>Lieut. Eavn H.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Ringdal N.	Sgt. Tidemand O.	Sgt. Hetland E.	Sgt. Isachsen R.	2/Lt. Isachsen H.	2/Lt. Bakke F.	2/Lt. Hauge E.	S/Sgt. Karflot B.	Sgt. Anjansen O.	Sgt. Keim R.	Capt. Fosse G.	Major From R.	Capt. Ringdal N.	Sgt. Jørgensen N.	Sgt. Anjansen O.	Sgt. Hetland E.	2/Lt. Bakke F.	2/Lt. Isachsen H.	Lieut. Eavn H.	Sgt. Røslund J.	Sgt. Isachsen R.	Sgt. Gabrielsen O.	
Capt. Fosse G.	Major From R.	Capt. Ringdal N.																										
Sgt. Tidemand O.	Sgt. Hetland E.	Sgt. Isachsen R.																										
2/Lt. Isachsen H.	2/Lt. Bakke F.	2/Lt. Hauge E.																										
S/Sgt. Karflot B.	Sgt. Anjansen O.	Sgt. Keim R.																										
Capt. Fosse G.	Major From R.	Capt. Ringdal N.																										
Sgt. Jørgensen N.	Sgt. Anjansen O.	Sgt. Hetland E.																										
2/Lt. Bakke F.	2/Lt. Isachsen H.	Lieut. Eavn H.																										
Sgt. Røslund J.	Sgt. Isachsen R.	Sgt. Gabrielsen O.																										

164

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	7-9-43		<p>Scattered clouds in the morning increasing during the afternoon. Ground mist in the afternoon made flying impossible in this area. Ramrod S.38 took place in the morning with the North Weald Wing acting as top cover in part IV of this operation. Led by Major K. Birksted D.F.C. flying with this Squadron, the Wing was airborne at 0759 hours. Arriving on time at rendezvous - Hastings - the bombers were not seen until which an orbit was made N. of Canche at 23,000 feet. The bombers were then escorted to Bethune where they seemed to turn South. The Wing made a wide orbit via Lille, but the bombers were not seen again. The Wing was then recalled by the Controller and crossed out by Furnes. No e/a were sighted. Blue 3 returned early owing to tank trouble and the remainder had landed by 0940 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal H.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Tidemand O.</td> <td>Sgt. Keim R.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Capt. Fosse G.</td> <td>2/Lt. Rønhof K.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Sgt. Spitzer O.</td> <td>2/Lt. Hauge E.</td> </tr> </table>	Major From R.	Major K. Birksted D.F.C.	Capt. Ringdal H.	Sgt. Kolling R.	Sgt. Tidemand O.	Sgt. Keim R.	Lieut. Waerner T.	Capt. Fosse G.	2/Lt. Rønhof K.	2/Lt. Herfjord K.	Sgt. Spitzer O.	2/Lt. Hauge E.													
Major From R.	Major K. Birksted D.F.C.	Capt. Ringdal H.																										
Sgt. Kolling R.	Sgt. Tidemand O.	Sgt. Keim R.																										
Lieut. Waerner T.	Capt. Fosse G.	2/Lt. Rønhof K.																										
2/Lt. Herfjord K.	Sgt. Spitzer O.	2/Lt. Hauge E.																										
North Weald	8-9-43		<p>Scattered clouds in the morning increasing gradually to 10/10ths in the late afternoon. Ramrod S.41 took place in the morning. The pilots were briefed at 0845 hours, and the Wing was airborne at 0935 hours, led by Major K. Birksted D.F.C. flying with 331(I) Squadron. The Wing was going to act as top cover for Marauders bombing Lille - Vendeville Airfield. The Wing swept ahead of Beehive from Bailleu to just inside Pourmail when bombers were seen running up over target. E/a being sighted to the East and above Wing, the two Squadrons climbed to 26,000 feet and at that height more e/a were sighted above. The Wing crossed over first formation of 8 P.W.190's flying at 24,000 feet, and Blue section of 331(I) Squadron engaged them resulting in one P.W.190 being destroyed and two damaged without loss to the Squadron. A second formation of e/a was engaged by the remainder of 331(I) Squadron but no claims are made. This Squadron climbed towards a third formation of 4 P.W.190's at 30,000 feet, but these e/a proceeded East out of range. The Wing then returned to Dixmude at 30,000 feet where an orbit was made. Course was then set for base where the Wing had landed by 1115 hours. One parachute was seen going down - believed to be a pilot of P.W.190 destroyed by Capt. Gram of 331(I) Squadron. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Jørgensen H.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Sandvik S.</td> <td>2/Lt. Rønhof K.</td> </tr> <tr> <td>2/Sgt. Hartliot E.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table> <p>At 1300 hours, the pilots were briefed for Circus S.1. A force of medium bombers bombing Abbeville Marshalling Wards and a number of Fighter Sweeps were laid down in connection with it. The North Weald Wing was airborne at 1340 hours, led by Major K. Birksted D.F.C. flying with this Squadron, to sweep under Appledore Control as fourth Fighter Sweep. When at 24,000 feet in Merville - Bethune area, 10 Me.109's flying at 18,000 feet were bounced by this Squadron. Five pilots fired and Sgt. Aanjesen O. claims one damaged observing cannon strikes on e/a. The formation of e/a dived away into 8/10ths cloud at 8,000 feet. The wing climbed to 24,000 feet and remained in the same area. Then 8-10 e/a were seen to climb through gaps in cloud. These e/a believed to be of the first formation attacked, were bounced when at 8,000 feet. Two pilots opened fire before e/a again dived away and Major K. Birksted D.F.C. claims a damaged. The wing now set course for base where it landed by 1530 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal H.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Høiland R.</td> <td>Sgt. Cjestland M.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Sgt. Aanjesen O.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>2/Lt. Isachsen H.</td> <td>Sgt. Holland J.</td> <td>Sgt. Keim R.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Lieut. Ravn H.	Sgt. Roald J.	Sgt. Jørgensen H.	Sgt. Høiland R.	2/Lt. Bolstad K.	2/Lt. Sandvik S.	2/Lt. Rønhof K.	2/Sgt. Hartliot E.	Sgt. Isachsen R.	Sgt. Gabrielsen O.	Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Ringdal H.	Sgt. Roald J.	Sgt. Høiland R.	Sgt. Cjestland M.	2/Lt. Bakke F.	Sgt. Aanjesen O.	2/Lt. Hauge E.	2/Lt. Isachsen H.	Sgt. Holland J.	Sgt. Keim R.	Appendix 22
Capt. Fosse G.	Major From R.	Lieut. Ravn H.																										
Sgt. Roald J.	Sgt. Jørgensen H.	Sgt. Høiland R.																										
2/Lt. Bolstad K.	2/Lt. Sandvik S.	2/Lt. Rønhof K.																										
2/Sgt. Hartliot E.	Sgt. Isachsen R.	Sgt. Gabrielsen O.																										
Capt. Fosse G.	Major K. Birksted D.F.C.	Capt. Ringdal H.																										
Sgt. Roald J.	Sgt. Høiland R.	Sgt. Cjestland M.																										
2/Lt. Bakke F.	Sgt. Aanjesen O.	2/Lt. Hauge E.																										
2/Lt. Isachsen H.	Sgt. Holland J.	Sgt. Keim R.																										

SECRET.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. FIVE.

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald.	8-2-43	(Cont'd)	<p>Three quarters of an hour after landing there was another briefing: The Wing was to act as First Fighter Sweep in part I of Harrod S.42. At 1702 hours, the Wing, led by Major K. Birksted D.F.C. flying with 334(N) Squadron, took off from North Weald. Climbing from base the Wing arrived over Sangatte on time. Flying at 26,000 feet the Wing remained in the area for an hour and five minutes. Eight P.W.490's were seen at 31,000 feet going North, and the Wing climbed after them. Then another Wing crossed above the e/a thus warning them and they dived away. The pilots report large fires in Northern and Southern parts of Boulogne. From St. Omer area, the Wing experienced slight but accurate heavy flak. The Wing returned to base via North Foreland and landed by 1830 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal H.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Tidemand O.</td> <td>Sgt. Ojestland N.</td> </tr> <tr> <td>2/Lt. Herrjord K.</td> <td>Lieut. Ravn E.</td> <td>2/Lt. Rønne K.</td> </tr> <tr> <td>Sgt. Røglund J.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Røtther O.</td> </tr> </table> <p>At 2045 hours all pilots were called to the Station Intelligence Office. Group Captain D.G. Morris D.F.C. then revealed that a large invasion exercise was going to take place in the Straits on the following day, and he made a briefing of the operation in general. Following this the Wing Commander flying, Major K. Birksted D.F.C., briefed the pilots for their special part in the exercise.</p>	Capt. Fosse G.	Major From R.	Capt. Ringdal H.	F/Sgt. Aarflot B.	Sgt. Tidemand O.	Sgt. Ojestland N.	2/Lt. Herrjord K.	Lieut. Ravn E.	2/Lt. Rønne K.	Sgt. Røglund J.	Sgt. Isachsen R.	Sgt. Røtther O.	
Capt. Fosse G.	Major From R.	Capt. Ringdal H.														
F/Sgt. Aarflot B.	Sgt. Tidemand O.	Sgt. Ojestland N.														
2/Lt. Herrjord K.	Lieut. Ravn E.	2/Lt. Rønne K.														
Sgt. Røglund J.	Sgt. Isachsen R.	Sgt. Røtther O.														
North Weald	9-2-43		<p>The pilots were at readiness by 0515 hours but heavy ground mist covered the airfield from dawn until 0930 hours. At 0945 hours it was possible to take off from the airfield, and the Wing took off led by Major K. Birksted D.F.C. flying with this Squadron. Climbing from base, the Wing proceeded towards Boulogne to carry out a beach patrol as planned. Arriving in the area at 1008 hours at 24,000 feet, the Wing patrolled for 30 minutes and was then given freedom to operate on own initiative. A sweep was carried out in the Bethune, Lille, Ghent, Beelo area and coast was crossed near Dunkirk at 1050 hours. This sweep was quite uneventful, no enemy aircraft being sighted and no flak experienced. Fires were observed on several airfields in Pas de Calais area. Pilots report large patch of oil in and outside the harbour of Boulogne. The assault convoy was seen on the return to base. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Ojestland N.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>Lieut. Vaerner P.</td> <td>Capt. Ringdal H.</td> <td>2/Lt. Rønne K.</td> </tr> <tr> <td>Sgt. Aarjensen O.</td> <td>2/Lt. Herrjord K.</td> <td>Sgt. Gabrielsen O.</td> </tr> </table> <p>The weather improved considerably during the day. Just after lunch a briefing was held in connection with Harrod S.43. The wing was to act as a Fighter Sweep under Appledore Control in part III - the main force of which consisted of Venturas bombing Merville airfield. The Wing arrived at Gravelines on time and was then ordered to proceed to the target. Passing over Merville at 25,000 feet, the Wing then swept to Lille and back to Merville where the Beehive were sighted. At this time Yellow 2 of 334(N) Squadron, Sgt. Høgg, reported engine trouble. The Wing escorted this pilot to the coast which Yellow 2 crossed at Dunkirk at 5,000 feet. Intense light and heavy flak was seen aimed at the Beehive which finally crashed 5-800 yards off shore. No e/a were sighted over Northern France and the Squadron had landed by 1445 hours. The following pilots were taking part:- (see over).</p>	Capt. Fosse G.	Major K. Birksted D.F.C.	Major From R.	Sgt. Kolling R.	Sgt. Ojestland N.	Sgt. Isachsen R.	Lieut. Vaerner P.	Capt. Ringdal H.	2/Lt. Rønne K.	Sgt. Aarjensen O.	2/Lt. Herrjord K.	Sgt. Gabrielsen O.	
Capt. Fosse G.	Major K. Birksted D.F.C.	Major From R.														
Sgt. Kolling R.	Sgt. Ojestland N.	Sgt. Isachsen R.														
Lieut. Vaerner P.	Capt. Ringdal H.	2/Lt. Rønne K.														
Sgt. Aarjensen O.	2/Lt. Herrjord K.	Sgt. Gabrielsen O.														

165

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

Place	Date	Time	Summary of Events	References to Appendices
North Weald	9-9-43	(cont'd)	<p>Capt. Fosse G. Major From R. Capt. Riisdal M. Sgt. Helland J. Sgt. Jørgensen N. Sgt. Metland T. 2/Lt. Bakke P. 2/Lt. Hauge E. Lieut. Ravn K. Sgt. Røslund J. Sgt. Keim R. Sgt. Bødtker C.</p>	
North Weald	10-9-43		There was 10/10ths low cloud and ground mist in the morning which only improved very little during the day. The Squadron was released off camp at 1300 hours for the rest of the day.	
North Weald	11-9-43		<p>5/10ths cloud increasing to 8/10ths in the afternoon and ground haze. Bombed 216 took place in the afternoon. The pilots were briefed at 1520 hours. The Wing was to act as top cover to 24 Marauders bombing the Power Station at Grand Queville in part I of the operation. The Wing took off at 1605 hours and climbing from base made rendezvous over Hastings at 18,000 feet on time. The French coast was crossed over St. Valery at 24,000 feet - just below layer of cloud. When Controller reported e/a over Rouen at 25,000 feet, the Wing climbed through 10/40ths cloud to 27,000 feet. Beehive was then sighted just below the Wing - approaching the target. In the target area, there were two cloud layers - one at 20,000 feet and the other at 30,000 feet. As bombers turned out, 20 Me.109's were sighted at 22,000 feet. Soon after the high cover Wing was seen to be engaged and the W/Co., Major K. Kirksted D.F.C., ordered Wing to operate in loose fours. Several other formations of e/a appeared on the scene, altogether more than 50 e/a were estimated to have operated in the area. A number of combats took place during which 334 (H) Squadron destroyed two F.W.190's and Major From R. of this Squadron destroyed one. No other pilots of this Squadron fired as they were unable to get into position or had to break as other e/a attacked from eastern. During the engagement, 2/Lt. Sandvik S. flying as Blue 3, called up on the R/T and reported that he had been hit and was unable to reach base. He was ordered to bale out and Yellow 3, Lieut. Waerner T., reports having seen a Spitfire going down in flames and a pilot descending by parachute above it. The Wing withdrew in sections of four and landed at base by 1750 hours. The following pilots were taking part:-</p> <p>Major From R. Major K. Kirksted D.F.C. 2/Lt. Rønne K. Sgt. Helland J. Sgt. Helland R. Sgt. Gjestland W. Lieut. Waerner T. 2/Lt. Teichsen H. 2/Lt. Sandvik S. P/Sgt. Marflot B. Sgt. Tidemand O. Sgt. Keim R.</p>	Appendix 23
North Weald	12-9-43		A heavy thunder storm passed over the area during the night and in the morning heavy clouds were covering the sky. Ground haze did not make flying conditions any better. The Squadron did not take part in any offensive operations during the day.	
North Weald	17-9-43		<p>10/10ths cloud and ground haze remained in this area all the morning. A Bombed operation which was planned for the morning was cancelled owing to unsuitable weather conditions. After midday the weather improved slightly. Bombed 253 took place in the afternoon. The North Weald Wing was to act as 5th Fighter sweep in part II. Taking off at 1755 hours, the Wing started to climb from base. Going to cloud conditions, the Wing did not make landfall at Le Havre as planned. The French coast was crossed over the Seine estuary and the Wing then swept Doullens, St. Pol and crossed out over Berck-sur-Mer at 18,000 feet. Cloud base in the whole of this area was at 19,000 feet. Many of the Spitfires taking part in this operation were sighted, but the gun was not to be found anywhere. Very accurate intense heavy flak was experienced in the Abbeville area. This flak remained accurate in spite of violent evasive action taken by the Wing. Pilots of the Squadron report large fire two miles South of Abbeville on road to Arras. The Squadron landed at base at 1930 hours. The following pilots were taking part:- (see over).</p>	

OPERATIONS RECORD BOOK

of (Unit or Formation) 222 (Norwegian) Squadron, North Weald.

No. of pages used for day.

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	15-9-43	(cont'd)	<p>Capt. Fosse G. Major From R. Capt. Ringdal H. 3/Lt. Roald J. Sgt. Jørgensen H. Sgt. Løland R. 2/Lt. Herfjord K. 2/Lt. Haupe E. Lieut. Ravn P. 2/Lt. Isachsen H. Sgt. Kein R. Sgt. Gabrielsen O.</p>		
North Weald	14-9-43		<p>Usual ground mist in the morning, scattered cloud during the day. Raurod 218 took place in the afternoon. The North Weald wing was to act as top cover to 56 Harauders bombing Woensdrecht airfield in Holland. Major R. Birsted D.F.C., flying with this Squadron was leading the wing. The wing made rendezvous with Beehive over Bradwell at 1705 hours as planned. When 20 miles off Blankenberghe, the Beehive returned owing to unsuitable weather conditions, but the wing leader decided to go on and the wing swept Blankenberghe - Dixmude and crossed the coast out at Calais. The wing tried to engage 7 F.W. 190's seen to the east in the Dixmude area, but these evaded into cloud. Soon after 8 Me. 109's in sections of two four and two were sighted coming from sea flying in line abreast 2,000 feet below the wing which was then at 28,000 feet. When these evaded below the wing, the Me. 109's dived with this Squadron and engaged them. In combats which developed engagements the wing recovered up sun and returned to base without further incident. Four other pilots of this Squadron fired but made no claim. The Squadron had landed by 1825 hours. The following pilots were taking part:-</p> <p>Capt. Fosse G. Major R. Birsted D.F.C. Major From R. 3/Lt. Roald J. 2/Lt. Isachsen H. Sgt. Gjestland N. 2/Lt. Herfjord K. Sgt. Haupe E. 2/Lt. Rønnef K. Sgt. Kolling R. Sgt. Gabrielsen O. Sgt. Anjesen O.</p>		APPENDIX 25
North Weald	15-9-43		<p>Strong southerly wind and cloudy during the day. Raurod 220 took place in the afternoon. The wing was going to escort bombers to south of Rouen where Thunderbolts would rendezvous and make over escort duties. Taking off at 1755 hours the wing cleared base and the operation was carried out according to plan. The wing was led by Major R. Birsted D.F.C. flying with 330(N) Squadron. On the way back 6-9 evaders were sighted to the east of Rouen, but they were too far away for the wing to engage. Major R. From reports two big splashes in the water 30 miles south of Rye on the way out. The wing had landed at base by 1920 hours. The following pilots were taking part:-</p> <p>Capt. Fosse G. Major From R. Capt. Ringdal H. 3/Lt. Roald J. Sgt. Løland R. Sgt. Gabrielsen O. 2/Lt. Bolstad K. 2/Lt. Herfjord K. Lieut. Ravn P. Sgt. Holstad G. Sgt. Jørgensen H. Sgt. Anjesen O.</p>		
North Weald	16-9-43		<p>Heavy ground haze in the morning. In the afternoon the pilots were briefed in connection with Raurod 223 in which the North Weald wing was acting as High Cover to 48 Mitchells bombing the Marshalling Yards at Sarrebourg. This being part III of the operation. The wing took off at 1725 hours, led by Major R. Birsted D.F.C. flying with this Squadron. The operation was carried out according to plan - bombers being followed to target and out. The bombing appeared inaccurate. No evaders were seen. The weather over France was clear at height but haze up to 9,000 feet. The wing had landed by 1940 hours, and the following pilots took part:-</p> <p>Major From R. Major R. Birsted D.F.C. Capt. Ringdal H. 2/Lt. Herfjord K. Sgt. Kein R. Sgt. Anjesen O. 2/Lt. Birsted K. Sgt. Haupe E. 2/Lt. Haupe E. 2/Lt. Isachsen H. Sgt. Tidemand O. Sgt. Rydaker O.</p>		

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	17-9-43		Low clouds with slight rain in the late afternoon. The Squadron did not take part in any offensive operation during the day. In the afternoon the whole North Weald Wing with the exception of one flight from this Squadron was released off camp for the rest of the day. Information was received today from the Norwegian Headquarters that 2/Lt. Djønne O. and 2/Lt. Isachsen H. were to be promoted to Lieutenants w.e.f. 1-9-43.		
North Weald	18-9-43		Clear for most of the day with ground mist in the early morning. Ramrod 228 took place in the morning. The North Weald was to act as First Fighter Sweep under Appledore Control. The Wing took off from North Weald, Major K. Birksted D.F.C. flying with 331(II) Squadron leading, at 0917 hours. Climbing from base the Wing swept Amiens - Doullens, then back to Amiens and S.W. to St. Saens at 24,000 feet. No e/a were seen and the operation was altogether uneventful. The Squadron landed by 1100 hours, and the following pilots were taking part:- Capt. Fosse G. Major R. From. Capt. Ringdal N. Sgt. Røslund J. Sgt. Kolling R. Sgt. Høiland R. Lieut. Waerner T. Sgt. Bøtker C. 2/Lt. Rønnef K. Sgt. Helland J. Sgt. Gjestland N. Sgt. Aanjesen O.		
			In the afternoon the pilots were briefed for Ramrod 230. The Wing was to act as cover to bombers against Rouen Marshalling Yards in part III of this operation. Major R. Berg D.F.C. flying with 331(II) Squadron was leading the Wing. Taking off at 1715 hours, the Wing crossed the French coast at 29-31,000 feet. The Wing was then informed about the bombers having returned. A sweep was carried out under Beachy Head Control in the Tricouville, Yvetot, Le Havre areas, and the French coast was crossed out over Fecamp at 24-26,000 feet. The sweep was uneventful, no e/a seen and no flak experienced. The Squadron landed by 1850 hours. Lieut. Waerner T. Major R. From. Capt. Ringdal N. Sgt. Roald J. Sgt. Gjestland N. Sgt. Keim R. 2/Lt. Bakke F. 2/Lt. Bolstad K. Sgt. Aanjesen O. Sgt. Tødemand O. Sgt. Helland J. Sgt. Gabrielsen O.		
			Authority has been received that Sgts. Gabrielsen, Keim, Bøtker, Kolling, are promoted Flight Sergeants w.e.f. 1-9-43.		
North Weald	19-9-43		Clear for most of the day with ground mist in the early morning. The Wing was airborne at 1045 hours to act as High Cover to bombers attacking airfields near Lille in part I of Ramrod 232. Major K. Birksted D.F.C. flying with this Squadron, was leading the Wing, which arrived at rendezvous point on time. Escort Squadrons were also on time, but the bombers were 15 minutes late. The Wing proceeded to 15 miles South of Lille. Enemy aircraft were then reported over the target, so the Wing approached the target - flying above haze layer at 18-24,000 feet. No e/a were seen and the Wing went on to Furness where Beehive was seen to cross out. Inaccurate intense heavy flak was experienced from Dunkirk. The Squadron had landed by 1225 hours and the following pilots were taking part. Lieut. Waerner T. Major K. Birksted D.F.C. Major From R. F/Sgt. Aarflot B. Sgt. Bjørnstad H. Sgt. Høiland R. 2/Lt. Bolstad K. Capt. Ringdal N. Lieut. Ravn H. Sgt. Jørgensen N. Sgt. Røslund J. B/Sgt. Keim R.		

R.A.F Form 540

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

OPERATIONS RECORD BOOK

Page No. NINE

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices												
North Weald.	19-9-43	(Cont'd)	<p>At 1615 hours, there was a briefing in connection with Ramrod 233. The North Weald Wing was to act as First Fighter Sweep to 72 Marauders bombing the airfield at Merville. The Wing was airborne at 1705 hours and climbed from base crossing the French coast just W. of Dunkirk at 25,000 feet. The Wing then swept, under Appledore Control, to St. Omer and later to Bethune areas. When approx. over Bethune itself, 10-15 F.W.190's were sighted at 15,000 feet flying West. The Wing dived from 26,000 feet to attack, but the e/a immediately turned on to their backs and dived away. Yellow section of 331(N) Squadron (on top) was seen to follow the e/a down, and Yellow leader damaged 1 F.W.190. The Wing reformed and crossed out between Le Touquet and Boulogne at 1809 hours, landing at base by 1840 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Bjørnstad H.</td> <td>F/Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Bolstad K.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>F/Sgt. Aarflot E.</td> <td>Sgt. Aanjesen O.</td> </tr> </table>	Major From R.	Major K. Birksted D.F.C.	Capt. Ringdal N.	Sgt. Roald J.	Sgt. Bjørnstad H.	F/Sgt. Gabrielsen O.	2/Lt. Herfjord K.	2/Lt. Bolstad K.	Lieut. Ravn H.	Sgt. Tidemand O.	F/Sgt. Aarflot E.	Sgt. Aanjesen O.		
Major From R.	Major K. Birksted D.F.C.	Capt. Ringdal N.															
Sgt. Roald J.	Sgt. Bjørnstad H.	F/Sgt. Gabrielsen O.															
2/Lt. Herfjord K.	2/Lt. Bolstad K.	Lieut. Ravn H.															
Sgt. Tidemand O.	F/Sgt. Aarflot E.	Sgt. Aanjesen O.															
North Weald	20-9-43		Heavy clouds and showers of rain for most of the day. No offensive operations were carried out.														
North Weald	21-9-43		<p>Ramrod 235 took place during the morning. The Wing was airborne at 0900 hours, led by Major K. Birksted D.F.C. flying with 331(N) Squadron, to act as a Fighter Sweep in connection with Marauders bombing the Beauvais-Tille airfield, and Mitchells bombing coke ovens at Lievin, near Lens. Climbing from base, the Wing reached Cap Gris Nez at 0920 hours at 26,000 feet. The Wing then swept towards Lille when information was received about e/a in this area. so a turn was made to the S.E. to get up sun. When over Cambrai at 24,000 feet, 12 F.W.190's were seen at 20,000 feet flying West. In addition the Wing sighted 30-40 other aircraft to the West at 30,000 feet. As the F.W.190's swept towards the latter unidentified aircraft, the Wing turned and 331(N) Squadron engaged the first formation of e/a. As a result of combats one F.W.190 was destroyed by the W/Co., and another by Capt. Gran and a third probably destroyed by Capt. Heglund. Soon after these engagements more e/a were seen below and the Wing went down. When at 10,000 feet, e/a were still 5-4,000 feet below, so the Wing re climbed and set course for base, crossing the French coast over Berck. The Squadrons had landed by 1035 hours and the following pilots took part:-</p> <table border="0"> <tr> <td>2/Lt. Herfjord K.</td> <td>Major R. From</td> <td>2/Lt. Rønne K.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Bjørnstad H.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>2/Lt. Bakke P.</td> <td>2/Lt. Bolstad K.</td> <td>Sgt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Jørgensen N.</td> <td>F/Sgt. Gabrielsen O.</td> </tr> </table>	2/Lt. Herfjord K.	Major R. From	2/Lt. Rønne K.	Sgt. Røslund J.	Sgt. Bjørnstad H.	Sgt. Gjestland N.	2/Lt. Bakke P.	2/Lt. Bolstad K.	Sgt. Aanjesen O.	Sgt. Tidemand O.	Sgt. Jørgensen N.	F/Sgt. Gabrielsen O.		
2/Lt. Herfjord K.	Major R. From	2/Lt. Rønne K.															
Sgt. Røslund J.	Sgt. Bjørnstad H.	Sgt. Gjestland N.															
2/Lt. Bakke P.	2/Lt. Bolstad K.	Sgt. Aanjesen O.															
Sgt. Tidemand O.	Sgt. Jørgensen N.	F/Sgt. Gabrielsen O.															
North Weald	22-9-43		<p>Clear all day with strong North Easterly wind. Ramrod 237 was laid down for the afternoon and the pilots were briefed at 1400 hours. The Wing was to act as top cover to Marauders bombing Beauvais-Tille airfield in part I of this operation. The Wing, led by Major K. Birksted D.F.C. flying with this Squadron, took off at 1440 hours. The operation went as planned until the bombers withdrew before crossing the French coast. The Wing then swept Amaille, Rouen, Beauvais and crossed out over the Somme Estuary flying at heights varying from 24,-30,000 feet. From pilots' reports it is understood that there was excellent bombing weather with only 3/10 cloud at 11,000 feet in target area. The visibility was good. The Squadron had landed by 1620 hours and the following pilots were taking part.</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted, D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Røslund J.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Rønne K.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Kolling R.</td> <td>Sgt. Røslund R.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Fosse G.	Major K. Birksted, D.F.C.	Major From R.	Sgt. Jørgensen N.	Sgt. Røslund J.	Sgt. Hetland T.	Lieut. Waerner T.	2/Lt. Rønne K.	2/Lt. Hauge E.	Sgt. Kolling R.	Sgt. Røslund R.	Sgt. Isachsen R.		167
Capt. Fosse G.	Major K. Birksted, D.F.C.	Major From R.															
Sgt. Jørgensen N.	Sgt. Røslund J.	Sgt. Hetland T.															
Lieut. Waerner T.	2/Lt. Rønne K.	2/Lt. Hauge E.															
Sgt. Kolling R.	Sgt. Røslund R.	Sgt. Isachsen R.															

PUBLIC RECORD OFFICE

Reference:-

AID 07/1700

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																								
North Weald	23-9-43.		<p>Clear weather most of the day with the exception of ground haze in the afternoon. The pilots were called for a briefing at 0645 hours in connection with Ramrod 239. The Wing was to act as Top Cover to Mitchells in part I. of this operation. The Wing, led by Major K. Birksted, D.F.C., flying with 331(N) Squadron, was airborne at 0730 hours. The operation went according to plan and the bombers were escorted to the target and back to the French coast. As the bombers were unmolesated, the Wing swept back to Neufchatel and crossed out over Le Treport at 25-27,000 feet. No e/a were seen during this operation. The Squadron landed by 0920 hours and the following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>S/Sgt. Keim R.</td> <td>Sgt. Isachsen R.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>F/Sgt. Kolling R.</td> <td>F/Sgt. Gabrielsen O.</td> </tr> </table> <p>Another Ramrod took place in the afternoon. The Wing was to act as Second Fighter Sweep in connection with Marauders bombing Beauvais-Tille airfield in Ramrod 240. The Wing was airborne at 1455 hours, led by Major K. Birksted D.F.C. flying with this Squadron. On arriving over Doullens on time at 26,000 feet, Appledore Control reported e/a in the St. Omer area. The Wing proceeded on a course of 080 degrees - loosing height. When over Arras at 24,000 feet, the Wing sighted 20 Me.109's coming from N.W. at same level as the Wing - 2 miles ahead. The Wing chased these e/a believed to have been the same formation as previously reported over St. Omer. S.W. of Cambrai e/a were engaged and Major R. Berg D.F.C. of 331(N) Squadron damaged one Me.109 before e/a dived away. The Wing then reformed and returned to base via Berck-sur-Mer. The Squadron had landed by 1635 hours and the following pilots were taking part:-</p> <table border="0"> <tr> <td>Major R. From.</td> <td>Major K. Birksted D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Egeland J.</td> <td>Sgt. Bjørnstad H.</td> <td>Sgt. Høiland R.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Rønnef K.</td> </tr> <tr> <td>Capt. Fosse G.</td> <td>Sgt. Roald J.</td> <td>F/Sgt. Gabrielsen O.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Ringdal N.	Sgt. Helland J.	S/Sgt. Keim R.	Sgt. Isachsen R.	Lieut. Waerner T.	2/Lt. Herfjord K.	2/Lt. Hauge E.	Sgt. Tidemand O.	F/Sgt. Kolling R.	F/Sgt. Gabrielsen O.	Major R. From.	Major K. Birksted D.F.C.	Capt. Ringdal N.	Sgt. Egeland J.	Sgt. Bjørnstad H.	Sgt. Høiland R.	2/Lt. Herfjord K.	2/Lt. Bolstad K.	2/Lt. Rønnef K.	Capt. Fosse G.	Sgt. Roald J.	F/Sgt. Gabrielsen O.		
Capt. Fosse G.	Major From R.	Capt. Ringdal N.																											
Sgt. Helland J.	S/Sgt. Keim R.	Sgt. Isachsen R.																											
Lieut. Waerner T.	2/Lt. Herfjord K.	2/Lt. Hauge E.																											
Sgt. Tidemand O.	F/Sgt. Kolling R.	F/Sgt. Gabrielsen O.																											
Major R. From.	Major K. Birksted D.F.C.	Capt. Ringdal N.																											
Sgt. Egeland J.	Sgt. Bjørnstad H.	Sgt. Høiland R.																											
2/Lt. Herfjord K.	2/Lt. Bolstad K.	2/Lt. Rønnef K.																											
Capt. Fosse G.	Sgt. Roald J.	F/Sgt. Gabrielsen O.																											
North Weald	24-9-43		<p>Fair all day with a few scattered clouds. Ramrod 242 took place in the morning. The Wing was to act as top cover to Mitchells bombing Amiens Marshalling Yards, in part I of the operation. Led by Major R. Berg D.F.C., flying with 331(N) Squadron, the Wing was airborne at 1005 hours. The operation went according to plan. When crossing out of the Somme Estuary at 24-26,000 feet, three F.W.190's were encountered head on at same level. One of these F.W.190's was damaged by a pilot from 331(N) Squadron. A number of hits were observed on Amiens Marshalling Yards. The Squadron landed by 1205 hours and the following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>2/Lt. Rønnef K.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>F/Sgt. Kolling R.</td> <td>Sgt. Bjørnstad H.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>F/Sgt. Gabrielsen O.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Egeland J.</td> <td>Sgt. Høiland R.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Fosse G.	Major From R.	2/Lt. Rønnef K.	Sgt. Roald J.	F/Sgt. Kolling R.	Sgt. Bjørnstad H.	2/Lt. Herfjord K.	F/Sgt. Gabrielsen O.	2/Lt. Hauge E.	Sgt. Egeland J.	Sgt. Høiland R.	Sgt. Isachsen R.														
Capt. Fosse G.	Major From R.	2/Lt. Rønnef K.																											
Sgt. Roald J.	F/Sgt. Kolling R.	Sgt. Bjørnstad H.																											
2/Lt. Herfjord K.	F/Sgt. Gabrielsen O.	2/Lt. Hauge E.																											
Sgt. Egeland J.	Sgt. Høiland R.	Sgt. Isachsen R.																											

*3301 Wt. 14375--3111 110M 048 T.S. 700

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian)Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald.	24-9-43	(Cont'd)	At 1400 hours the pilots were briefed in connection with Ramrod 243 in which the North Weald Wing was going to act as First Fighter Sweep. The Wing, led by Major K. Birksted D.F.C. flying with this Squadron, was airborne at 1455 hours and arrived at Berck-sur-Mer on time at 26,000 feet. The Wing swept S.E. to Amiens, Arras, Beaudine and then back to Amiens. No e/a sighted and the Wing crossed out over Le Treport landing at base by 1640 hours. The following pilots were taking part:- Lieut. Waerner T. Major K. Birksted D.F.C. Major From R. Sgt. Jørgensen N. 2/Lt. Bolstad K. Sgt. Bjørnstad H. Lieut. Isachsen H. Capt. Ringdal N. Sgt. Aanjesen O. Sgt. Tidemand O. Sgt. Isachsen R. F/Sgt. Keim R.		
North Weald	25-9-43		Cloudy in the morning, clearing after midday. The Squadron was released off camp at 1300 hours for the remainder of the day.		
North Weald	26-9-43.		Having been briefed at 0800 hours, the Wing was airborne at 0845 hours. Major K. Birksted, D.F.C., flying with 331(N) Squadron, was leading the Wing which was to act as First Fighter Sweep in Part I. of Ramrod 247. The Wing arrived at Le Treport on time at 24,000 feet and then swept Amiens-Rouen at 26,000 feet and crossed out over Dieppe at 32-36,000 feet. No e/a were seen and the Squadron had landed by 1030 hours. The following pilots were taking part:- Capt. Fosse G. Major K. Birksted D.F.C. Sgt. Roald J. Major From R. Capt. Ringdal N. Lieut. Isachsen H. Sgt. Bjørnstad H. Sgt. Høiland R. Sgt. Høiland J. 2/Lt. Herfjord K. Sgt. Aanjesen O. Sgt. Jørgensen N. Sgt. Isachsen R. F/Sgt. Keim R. At 1711 hours, the Wing was again airborne, led by Major K. Birksted D.F.C. flying with this Squadron, and was to act as Withdrawal cover to Fortresses bombing targets in Paris area in Ramrod 248. The Wing arrived over Beauvais on time and then sighted four boxes of Fortresses coming from S.E. at 23-26,000 feet. The Wing escorted the Fortresses back to Hastings, crossing out over Berck. No e/a were sighted. Medium heavy flak seen in Beauvais - Amiens area. The Wing had landed by 1910 hours and the following pilots took part:- Capt. Fosse G. Major K. Birksted D.F.C. Capt. Ringdal N. Sgt. Tidemand O. C/Capt. M.W.S. Robinson C.B.E. Sgt. Bjørnstad H. Lieut. Isachsen H. 2/Lt. Herfjord K. Sgt. Aanjesen O. Sgt. Røslund J. Sgt. Isachsen R. F/Sgt. Gabrielsen O. Information was received from the Norwegian Headquarters that Sgt. Høiland R. was to be promoted F/Sgt. w.e.f. 16th September, 1943.		
North Weald	27-9-43		The pilots were briefed at 0915 hours in connection with Ramrod 250 in which the Wing was to act as Top Cover to 72 Marauders bombing Beauvais - Tille airfield in Part II of the operation. The Wing took off at 1000 hours, led by Major K. Birksted D.F.C. flying with 331(N) Squadron, and was in position over Beehive at 1025 hours. The French coast was crossed at Ault and then the formation proceeded to Crevecoeur and arrived over target at 24-26,000 feet 2 minutes ahead of Beehive. An attempted attack by 12 F.W.190's on the Beehive just after bombing was repulsed by the Wing which dived to 16,000 feet. As the Wing pulled up, Yellow section of 331(N) Squadron was seen to go down on two Me.109G's just below, one of which was destroyed.		

Reference:-

AIR 27/1728

PUBLIC RECORD OFFICE

1	2	3	4	5	6
	1			2	

COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																								
North Weald	27-9-43	(Cont'd)	<p>Later the Wing attempted to engage 6-8 F.W.190's up sun at 31,000 feet but without success. The French coast was recrossed over Dieppe at 24,000 feet at 1112 hours and the Wing returned to base without further incident landing at 1150 hours. The following pilots were taking part:-</p> <table style="width: 100%; border: none;"> <tr> <td>Capt. Fosse G.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Helland J.</td> <td>Sgt. Bjørnstad H.</td> </tr> <tr> <td>Lieut. Isachsen H.</td> <td>F/Sgt. Gabrielsen O.</td> <td>Sgt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>F/Sgt. Høiland R.</td> <td>Sgt. Isachsen R.</td> </tr> </table> <p>Ramrod 251 took place in the afternoon. The Wing was to act as second Fighter Sweep and was airborne at 1640 hours. Led by Major K. Birksted D.F.C. flying with this Squadron, the Wing arrived over Ault at 26,000 feet and then swept Gournay, Evreux and Bernay where Beehive was sighted and followed out. The Wing had landed at base by 1830 hours without any incident for this Squadron. One pilot of 334(N) Squadron did not return. The following pilots were taking part:-</p> <table style="width: 100%; border: none;"> <tr> <td>Capt. Fosse G.</td> <td>Major K. Birksted D.F.C.</td> <td>2/Lt. Rønne K.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Isachsen R.</td> <td>F/Sgt. Høiland R.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>Lieut. Isachsen H.</td> <td>Sgt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Høiland J.</td> <td>F/Sgt. Keim R.</td> </tr> </table>	Capt. Fosse G.	Major From R.	Capt. Ringdal N.	Sgt. Jørgensen N.	Sgt. Helland J.	Sgt. Bjørnstad H.	Lieut. Isachsen H.	F/Sgt. Gabrielsen O.	Sgt. Aanjesen O.	Sgt. Roald J.	F/Sgt. Høiland R.	Sgt. Isachsen R.	Capt. Fosse G.	Major K. Birksted D.F.C.	2/Lt. Rønne K.	Sgt. Tidemand O.	Sgt. Isachsen R.	F/Sgt. Høiland R.	Lieut. Waerner T.	Lieut. Isachsen H.	Sgt. Aanjesen O.	Sgt. Roald J.	Sgt. Høiland J.	F/Sgt. Keim R.		
Capt. Fosse G.	Major From R.	Capt. Ringdal N.																											
Sgt. Jørgensen N.	Sgt. Helland J.	Sgt. Bjørnstad H.																											
Lieut. Isachsen H.	F/Sgt. Gabrielsen O.	Sgt. Aanjesen O.																											
Sgt. Roald J.	F/Sgt. Høiland R.	Sgt. Isachsen R.																											
Capt. Fosse G.	Major K. Birksted D.F.C.	2/Lt. Rønne K.																											
Sgt. Tidemand O.	Sgt. Isachsen R.	F/Sgt. Høiland R.																											
Lieut. Waerner T.	Lieut. Isachsen H.	Sgt. Aanjesen O.																											
Sgt. Roald J.	Sgt. Høiland J.	F/Sgt. Keim R.																											
North Weald	28-9-43		10/10ths cloud and rain all day. At 1300 hours the Wing was released off camp for the remainder of the day.																										
North Weald	29-9-43		10/10ths low cloud in the morning. A Ramrod operation was laid down for the morning, but was cancelled owing to weather conditions.																										
North Weald	30-9-43		Thick ground mist and low clouds prevented the Squadrons from carrying out any flying, and the Wing was released off camp at 1300 hours.																										

Rickard
 R. From,
 Major Commanding,
 332(N) Squadron.

9294 W. 1137-5111 110M 144 12 700

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

APPENDIX

C.A.F.
FORM 541.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 202 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

105111 WL 2210-45 Rev. 10/24/42 T.S. 700
105112-10111 WL 2211-2345 10/24/42 T.S. 700

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				Up	Down			
1-9-43.	Swiftfire IX.	No operations today owing to unavailing weather.						
2-9-43.	MA. 301	Capt. Ringdal N.	Ramrod 24 part I.	1800	1930	The North Weald wing was to act as top cover to Marauders on this operation. This Squadron was flying as top squadron, 331(N) Squadron, led by Major K. Birksted, D.F.C., who was also leading the wing, was bottom squadron of the wing. The wing arrived at rendezvous on time, but the Marauders left rendezvous four minutes late. The wing set course for Sangatte and later along the coast to Dunkirk where it crossed in turning on vector 160 degrees. Bombers were followed in as far as Cassel, where they disappeared at the edge of a large patch of cloud at 12,000 feet. As the night cover squadrons were seen to proceed on to Lille, the wing followed and met 36 Marauders over the Lille area - believed to be Marauders of part II of this operation. Having escorted these to Boulogne, the wing swept back to approx. 40 miles South of St. Omer and then out North of Boulogne. No e/a were seen, but intense and accurate heavy flak was seen from Dunkirk resulting in one Marauder spinning down. Heavy flak was also experienced from St. Omer. Weather:- Bad with 6/10th cloud up to 22,000 feet. Lille area clear.		
	MA. 229	Sgt. Metland T.	"	"	"			
	EN. 177	2/Lt. Sandvik S.	"	"	"			
	BS. 249	Sgt. Bætker G.	"	"	"			
	MA. 709	2/Lt. Hauge E.	"	"	"			
	MA. 303	Sgt. Isachsen R.	"	"	"			
	BS. 254	Major From R.	"	"	"			
	MA. 422	Sgt. Tidemand O.	"	"	"			
	BS. 250	Capt. Fosse G.	"	"	"			
	EN. 397	Sgt. Kolling R.	"	"	"			
	BS. 247	Lieut. Waerner T.	"	"	"			
		2/Lt. Røstved K.	"	"	"			
3-9-43.	MA. 303	Major From R.	Ramrod 25 part I.	0745	0920	The Wing was to act as top cover to Marauders bombing Lille airfield on this operation. Major K. Birksted, D.F.C., flying with this Squadron, was leading. This Squadron was at bottom of the wing. Rendezvous was as planned and the bombers were escorted over the target. Bombs were seen to fall on the N.W. to S.E. runway and airfield area and dispersal points to the North. The bombers were then followed back to coast which was crossed at Blankenberghe. As the bombers seemed unmolested the wing swept back at 25,000 feet from Bruges to Ypres and then out at Dunkirk. No e/a or shipping seen.		
	MA. 422	Sgt. Holland J.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	BS. 131	Sgt. Røstved K.	"	"	"			
	MA. 621	2/Lt. Røstved K.	"	"	"			
	BS. 254	Sgt. Jørgensen N.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	0910			
	BS. 249	Sgt. Metland T.	"	"	"			
	MA. 229	Lieut. Ravn H.	"	"	"			
	EN. 122	2/Lt. Hauge E.	"	"	"			
	EN. 177	Sgt. Gjestland N.	"	"	0925			
4-9-43.	MA. 303	Major From R.	Ramrod S. 29	0830	1025	The wing was to be forward target support to 24 Bostons bombing targets at Amiens. Major K. Birksted, D.F.C., leading, was flying with 331(N) Squadron. The Beehive was sighted and escorted from Mid-Channel. Target was reached at 24,000 feet on time. Ampleford then gave information of e/a East of target. Some 15 Me. 109's were sighted soon after flying S.W. at 20,000 feet in line abreast. The wing manoeuvred into sun position and dived to the North. The wing immediately dived to 14,000 feet. At this height of them levelled out and were chased by 331(N) Squadron. Capt. Hegglund destroyed one and probably destroyed another. The wing reformed in the Albert area at 28,000 feet and started withdrawal. Three F.W. 190's followed the wing towards the coast but took evasive action when the wing attempted to commence. Six Me. 109's were also sneaking behind the wing at 26,000 feet and dived away when approached. The wing landed at North Weald without further incident. Weather in France:- Slight haze up to 6,000 feet, then clear above.		
	BS. 250	Sgt. Kolling R.	"	"	1010			
	EN. 397	Lieut. Waerner T.	"	"	0940			
	BS. 247	Sgt. Holland J.	"	"	"			
	MA. 228	2/Lt. Heggjord K.	"	"	"			
	MA. 621	2/Lt. Heggjord K.	"	"	"			
	MA. 301	2/Lt. Aarflot B.	"	"	1000			
	BS. 249	Capt. Ringdal N.	"	"	1025			
	MA. 229	Sgt. Holland R.	"	"	1005			
	EN. 177	Lieut. Ravn H.	"	"	1030			
	MA. 709	Sgt. Bætker G.	"	"	1020			
	EN. 122	2/Lt. Rønnevik K.	"	"	1025			
		2/Lt. Sandvik S.	"	"	1020			

169

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">1</td> <td style="width: 15%;">2</td> <td style="width: 15%;">3</td> <td style="width: 15%;">4</td> <td style="width: 15%;">5</td> <td style="width: 15%;">6</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	1	2	3	4	5	6	1	2				
1	2	3	4	5	6								
1	2												

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
4-9-43 (Cont'd)	Spitfire IX						
	MA. 303	Major From R.	Remrod S. 31	1705	1855	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, was to act as top cover to 36 Marauders bombing Courtrai-Marshalling-Yards. The operation went according to plan. No e/a were sighted until the Wing had crossed at Nieuport. Then 6 unidentified aircraft - probably e/a - were seen waiting off coast at 8-10,000 feet. The Wing dived from 24,000 feet but the e/a were then seen to be engaged by Spitfire V's. Four splashes were seen in the sea, at least one of these was caused by a F.W. 190 going in and another by a Spitfire V. The Wing was now informed of friends being engaged in the Ypres area, so the Wing climbed to 24,000 feet and sighted a Spitfire wing half way between Ypres and Dunkirk. The North Weald Wing flew back on top of this other Wing and landed at base without further incident.	
	BS. 247	Sgt. Helland J.	"	"	"		
	BS. 548	Major K. Birksted, D.F.C.	"	"	"		
	MA. 422	Lieut. Waerner T.	"	"	"		
	BS. 131	Sgt. Røslund J.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MA. 621	F/Sgt. Arflot E.	"	"	"		
	MA. 709	2/Lt. Rønne K.	"	"	"		
	MA. 229	Sgt. Høiland R.	"	"	"		
IZ. 919	Sgt. Gabrielsen O.	"	"	1835			
FI. 177	2/Lt. Hauge E.	"	"	1855			
BS. 249	Sgt. Keim R.	"	"	"			
5-9-43.	MA. 709	Capt. Ringdal N.	Remrod S. 33	0740	0935	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, was to act as top cover to Marauders bombing Ghent-Marshalling-Yards on this operation, which went as planned. Beehive was escorted out to the Belgian coast which was crossed East of Ostende. Receiving information of e/a South of Dunkirk the Wing swept in that direction at 25,000 feet. Near Dunkirk another wing was seen to engage 5-9 Me. 109's at 20,000 feet. These e/a dived away as the Wing approached. Information was then received of friends engaged between Ostende and Nieuport so the Wing swept back and saw friendly aircraft but no e/a. Pilots report considerable amount of barges seen on river Scheldt in Ghent.	
	MA. 229	Sgt. Høiland R.	Part "I."	"	"		
	FI. 422	Sgt. Gabrielsen O.	"	"	"		
	IZ. 919	Sgt. Bøtner C.	"	"	"		
	BS. 249	Sgt. Keim R.	"	"	"		
	BS. 250	2/Lt. Sandvik S.	"	"	0800		
	BS. 247	Sgt. Helland J.	"	"	0935		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	BS. 131	Sgt. Røslund J.	"	"	0800		
	MA. 621	2/Lt. Bolstad K.	"	"	0935		
MA. 422	Sgt. Kolling R.	"	"	"			
BS. 548	Major Birksted, D.F.C.	"	"	"			
6-9-43	MA. 303	Major From R.	Remrod S. 35	1115	1255	The Wing was to act as a Fighter Sweep on this operation. Major K. Birksted, D.F.C., flying with 331(N) Squadron, was leading the Wing. Wing climbed from base and arrived over Marseilles at 24-26,000 feet at 1155 hours. The Fortresses were then seen over Clement at 20,000 feet and the Wing took up position to starboard of last box escorting it back to the French coast which was crossed at Le Treport. Here the Wing split into sections of four to escort stragglers. No e/a were sighted, although pilots of this Squadron report believed dogfights 25 miles off French coast below and ahead of Wing. One Fortress was seen to crash in the sea about Mid-Channel and two more 40-45 miles East of Beachy Head.	
	BS. 247	2/Lt. Balde F.	"	"	"		
	MA. 621	Sgt. Aanjensen O.	"	"	1340		
	MA. 422	Capt. Pousse G.	"	"	1210		
	FI. 597	Sgt. Tidsand	"	"	1300		
	BS. 254	2/Lt. Isachsen H.	"	"	1310		
	MA. 228	F/Sgt. Arflot E.	"	"	1310		
	MA. 301	Capt. Ringdal N.	"	"	1310		
	FI. 422	Sgt. Isachsen R.	"	"	1310		
	IZ. 919	2/Lt. Hauge E.	"	"	1120		
MA. 229	Sgt. Keim R.	"	"	1255			
IZ. 898	Sgt. Høiland T.	"	"	1305			

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

Page No. THREE

OPERATIONS RECORD BOOK

APPENDIX
FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. THREE

1941 WL 9216-26 50,000 3141 U.S. 700
1941-42 WL 9216-2345 1054 1247 U.S. 700

FOR THE MONTH OF September 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
<u>Spitfire II.</u>							
6-2-43 (Cont'd)	MA. 304	Capt. Ringdal N.	Barrad 36	1705	1900	The North Weald Wing was acting as a Fighter Sweep on this operation. Major Beag, D.F.C., flying with 331(N) Squadron, was leading the wing. Climbing from base, the French coast was crossed at Ambleuse at 22,000 feet. Appledore gave different vectors bringing the wing via Lille to Amiens which was reached at 28,000 feet at 1756 hours - time stated for bombers to arrive. The wing swept as far South as Grandvilliers on different vectors and then crossed the French coast at Cayeux. As a result of the bombing, a large fire was seen at Amiens Marshalling Yards. The Wing returned to base without further incident.	
	LZ. 919	Sgt. Hetland T.	Part II.	"	"		
	MA. 229	Lieut. Ravn H.	"	"	"		
	EN. 122	Sgt. Gabrielsen O.	"	"	"		
	LZ. 898	Sgt. Røslund J.	"	"	"		
	MA. 303	Major From R.	"	"	1905		
	MA. 624	Sgt. Aanjesen O.	"	"	"		
	MA. 397	Capt. Fosse G.	"	"	"		
	MA. 228	Sgt. Jørgensen N.	"	"	"		
	BS. 247	2/Lt. Bakke P.	"	"	"		
	BS. 254	2/Lt. Isachsen N.	"	"	"		
	BS. 249	Sgt. Isachsen R.	"	"	"		
7-9-43	BS. 247	Sgt. Tidemand O.	Barrad S. 38	0750	0945		This Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, was acting as top cover on this operation. Arriving on time at rendezvous - Hastings - the bombers were not seen until an orbit was made N. of Canche at 23,000 feet. The bombers were then escorted to Bethune where they seemed to turn South. The wing made a wide orbit via Lille, but the bombers were not seen again. The wing was then recalled by the controller and crossed out by Furnes. No e/a were sighted.
	MA. 303	Major From R.	Part IV.	"	"		
	MA. 428	Capt. Fosse G.	"	"	"		
	MA. 624	Sgt. Kolling R.	"	"	"		
	MA. 397	Lieut. Wæsther T.	"	"	"		
	MA. 228	2/Lt. Herfjord T.	"	"	"		
	MA. 304	Lieut. Ringdal N.	"	"	0940		
	BS. 249	Sgt. Keim R.	"	"	"		
	MA. 709	2/Lt. Rønne E.	"	"	0800		
	EN. 122	2/Lt. Ruge E.	"	"	0940		
	MA. 229	Sgt. Bøtker C.	"	"	"		
	BS. 548	Major K. Birksted, D.F.C.	"	"	"		
8-9-43	MA. 229	Lieut. Ravn H.	Barrad S. 41	0930	1115	The wing, led by Major K. Birksted, D.F.C., flying with 331(N) Squadron, was to act as top cover for Marauders bombing Lille - Vendeuille Airfield. The wing swept ahead of Beehive from Bailieu to just inside Tournai when bombers were seen rushing up over target. e/a being sighted to the East and above wing, the two Squadrons climbed to 26,000 feet and at that height more e/a were sighted above. The wing crossed over first formation of 8 F.W. 190's flying at 24,000 feet, and Blue section of 331(N) Squadron engaged resulting in one of the e/a being destroyed and two damaged, without loss to the Squadron. A second formation of e/a was engaged by 331(N) Squadron, but no claims are made. This Squadron climbed towards a third formation of e/a at 30,000 feet, but these F.W. 190's proceeded East out of range. The wing then returned to Dixmude at 30,000 feet where an orbit was made. Course was then set for base where the Squadron landed without further incident. One parachute was seen going down - believed to be a pilot of F.W. 190 destroyed by Capt. Gram of 331(N) Squadron.	
	BS. 249	Sgt. Røslund R.	"	"	"		
	MA. 709	2/Lt. Rønne E.	"	"	"		
	EN. 122	Sgt. Gabrielsen O.	"	"	"		
	LZ. 898	2/Lt. Sandvik S.	"	"	"		
	LZ. 919	Sgt. Isachsen R.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	BS. 131	Sgt. Jørgensen N.	"	"	"		
	MA. 397	Capt. Fosse G.	"	"	1015		
	BS. 247	Sgt. Gould J.	"	"	1055		
	MA. 624	2/Lt. Bolstad K.	"	"	1115		
	MA. 228	P/Sgt. Jarflot B.	"	"	"		

170

Reference:- PUBLIC RECORD OFFICE

	1	2	3	4	5	6
AIR 27/1728	1	2				

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
8-9-43 (Cont'd)	Spitfire II	Major K. Birksted, D.F.C.	Circus S.1	1340	1530	A force of medium bombers were going to bomb Abbeville Marshalling yards and a number of fighter sweeps were laid down in connection with the operation. The North Weald Wing, led by Major K. Birksted, D.F.C., were to sweep under Appledorn control as Fourth Fighter Sweep. When at 24,000 feet in Harville-Bethun area, 10-12 Me.109's flying at 10,000 feet were bounced by this Squadron. Five pilots fired and Sgt. Amjessen O. claims one damaged observing cannon strikes on a/a. The formation of a/a dived away into S/W cloud at 8,000 feet. The Wing climbed to 24,000 feet and remained in the same area. Then 8-10 a/a were seen to climb through gaps in the clouds. These a/a failed to be of the first formation attacked, were bounced when at 8,000 feet. Two pilots opened fire before a/a again dived away and Major K. Birksted, D.F.C., claims one damaged. The pilots returned to base where they returned without further incident.	Appendix 22	
	MA.621	Sgt. Holland J.	"	"	"			
	BS.506	Sgt. Amjessen O.	"	"	"			
	MA.422	Capt. Fosse G.	"	"	"			
	MA.228	Sgt. Heald J.	"	"	"			
	BS.247	2/Lt. Balke F.	"	"	"			
	EN.397	2/Lt. Isachsen H.	"	"	"			
	MA.301	Capt. Ringdal N.	"	"	"			
	EN.122	Sgt. Gjestland N.	"	"	"			
	LZ.919	2/Lt. Hauge E.	"	"	"			
	BS.249	Sgt. Keim R.	"	"	"			
	LZ.898	Sgt. Hetland T.	"	"	"			
	MA.301	Capt. Ringdal N.	Reserved S.42	1700	1855			The Wing, led by Major K. Birksted, D.F.C., flying with 334(H) Squadron, climbed from base and arrived over Harville on time. Flying at 26,000 feet the Wing remained in the area for an hour and five minutes. Eight P.109's were seen at 34,000 feet going North, and the Wing climbed after them. Then another Wing crossed above the a/a that warned them and they dived away. The pilots report large fires in Northern and Southern parts of Harville. From St. Omer area, the Wing experienced slight but accurate heavy flak. The Wing returned to base without further incident.
	EN.122	Sgt. Gjestland N.	"	"	1830			
LZ.919	Sgt. Heald J.	"	"	1855				
EN.397	2/Lt. Balke F.	"	"	"				
BS.249	Sgt. Heald J.	"	"	"				
MA.228	Lieut. Keim R.	"	"	"				
LZ.898	Sgt. Isachsen H.	"	"	1830				
BS.506	Major From R.	"	"	1855				
BS.247	Sgt. Hildebrand O.	"	"	"				
MA.422	Capt. Fosse G.	"	"	"				
BS.131	W/Sgt. Amflot B.	"	"	"				
MA.228	2/Lt. Hertford K.	"	"	1745				
9-9-43.	MA.795	Major From R.	Reserved S.43	1415	1545	The Wing was to act as a fighter sweep under Appledorn control in part III - the main force of which consisted of 12 sorties bombing Harville Airfield. The Wing arrived at Harville on time and was then ordered to proceed to the target. Passing over Harville at 25,000 feet, the Wing then swept to Lille and back to Harville where the a/a were sighted. At this time Yellow 2 of 334(H) Squadron, Sgt. Hauge, reported engine trouble. The Wing escorted this pilot to the coast which Yellow 2 crossed at Dunkirk at 5,000 feet. Intense light and heavy flak was seen aimed at the Spitfire which finally crashed 5-8,000 yards off shore. No a/a were sighted over Harville. From the Squadron led at base without further incident.		
	BS.131	Sgt. Jørgensen H.	"	"	"			
	MA.422	Capt. Fosse G.	"	"	"			
	BS.250	Sgt. Holland J.	"	"	1510			
	BS.506	2/Lt. Balke F.	"	"	1545			
	MA.621	Sgt. Heald J.	"	"	"			
	LZ.919	2/Lt. Hauge E.	"	"	"			
	LZ.898	Sgt. Keim R.	"	"	"			
	MA.301	Capt. Ringdal N.	"	"	"			
	MA.709	Sgt. Hetland T.	"	"	"			
	MA.229	Lieut. Keim R.	"	"	"			
EN.177	Sgt. Heald J.	"	"	"				

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(H) Squadron, North Weald.

SECRET

PAGE No. 21/22

OPERATIONS RECORD BOOK

APPENDIX

A.P. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron, North Weald.

SECRET

PAGE NO. FIVE

* 30111 W/L 3105-45 60,000 5/12 U.S. 700
* 10954-02111 W/L 3011-2343 1078 12/19 U.S. 700

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
9-9-43. (Cont'd)	<u>Spitfire IX.</u>						
	MA.795	Major From R.	Beach patrol	0945	1115	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, climbed from base and proceeded towards Boulogne to carry out a beach patrol as planned. Arriving in the area at 1008 hours at 24,000 feet, the Wing patrolled for 8 minutes and was then given freedom to operate on own initiative. A sweep was carried out in the Bethune, Lille, Ghent, Esdo areas and coast was crossed near Dunkirk at 1050 hours. This sweep was quite uneventful, no e/a being sighted and no flak experienced. Fires were observed on several airfields in Pas de Calais area. Pilots report large patch of oil in and outside the harbour of Boulogne. The assault convoy was seen on the return to base.	
	MA.228	2/Lt. Herfjord K.	"	"	"		
	MA.422	Capt. Fosse G.	"	"	"		
	BS.247	Sgt. Kolling R.	"	"	"		
	MA.621	Lieut. Waerner T.	"	"	"		
	BS.254	Sgt. Aanjesen O.	"	"	"		
	BS.348	Major K. Birksted, D.F.C.	"	"	"		
	BS.249	Sgt. Isachsen R.	"	"	"		
	LZ.898	2/Lt. Rønhof K.	"	"	"		
	EN.122	Sgt. Gabrielsen O.	"	"	"		
MA.229	Sgt. Gjestland N.	"	"	"			
MA.301	Capt. Ringdal N.	"	"	"			
10-9-43.	No operational flying today.						
11-9-43.	BS.348	Major K. Birksted, D.F.C.	Ramrod 246	1640	1755	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, climbed from base and made rendezvous over Hastings at 18,000 feet in time. The French coast was crossed over St. Valery at 21,000 feet - just below layer of clouds. When Controller reported e/a over Rouen at 25,000 feet, the Wing climbed through 10/10ths cloud to 27,000 feet. Beehive was then sighted just below the Wing - approaching the target. In the target area, there were two cloud layers - one at 20,000 feet and the other at 30,000 feet. As bombers turned out, 20 He. 109's were sighted at 22,000 feet. Soon after the high cover wing was seen to be engaged and the W/Co., Major K. Birksted, D.F.C., ordered Wing to operate in loose form . Several other formations of e/a appeared on the scene, altogether more than 50 e/a were estimated to have operated in the area. A number of combats took place during which 331(N) Squadron destroyed two F.W. 190's and Major R. From of this Squadron destroyed one. No other pilots of this Squadron fired as they were unable to get into position or had to break as e/a attacked from astern. During the engagement, 2/Lt. Sandvik S., flying as Blue 3, called up on the R. and reported that he had been hit and was unable to reach base. He was ordered to bale out and Yellow 3, Lieut. Waerner T., reports having seen a Spitfire going down in flames and a pilot descending by parachute above it. The Wing withdrew in sections of four and landed at base without further incident.	
	BS.254	2/Lt Isachsen H.	"	"	1750		
	MA.621	Sgt. Tidemand O.	"	"	"		
	MA.303	Major From R.	"	"	"		
	BS.131	Sgt. Helland N.	"	"	"		
	MA.422	Lieut. Waerner T.	"	"	1755		
	BS.247	F/Sgt. Aarflot B.	"	"	"		
	MA.709	2/Lt. Rønhof K.	"	"	1750		
	MA.301	Sgt. Gjestland N.	"	"	"		
	LZ.898	2/Lt. Sandvik S.	"	"	"		
	LZ.919	Sgt. Keim R.	"	"	H.V.R.		
EN.177	Sgt. Høiland R.	"	"	1750			
12-9-43.	No operational flying was carried out by this Squadron today.						

171

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-9-43.	MA.303	Major From R.	Rodeo 253	1755	1930	The North Weald Wing was to act as 5th Fighter Sweep on this operation. Climbing from base, the Wing did not make landfall at Le report as planned. The French coast was crossed over the Somme estuary and the Wing then swept Doullens, St. Pol and crossed out over Berck-sur Mer at 18-19,000 feet. Cloud base in the whole of this area was at 19,000 feet. Any of the Spitfires taking part in this operation were sighted, but the Hun was not to be found anywhere. Very accurate intense heavy flak was experienced in the Abbeville area. This flak remained accurate in spite of violent evasive action taken by the Wing. Pilots of the Squadron report huge fires two miles South of Abbeville on the road to Neufchatel.	
	MA.621	Sgt. Jørgensen N.	"	"	"		
	MA.422	Capt. Fosse G.	"	"	"		
	BS.250	Sgt. Roald J.	"	"	1905		
	MA.228	2/Lt. Herfjord K.	"	"	1930		
	BS.254	2/Lt. Isachsen H.	"	"	"		
	MA.301	Capt. Ringdal N.	"	"	"		
	EN.177	Sgt. Høiland R.	"	"	"		
	MA.229	Lieut. Ravn H.	"	"	1935		
	EN.122	Sgt. Gabrielsen O.	"	"	1905		
	LZ.919	2/Lt. Hauge E.	"	"	1920		
BS.249	Sgt. Keim R.	"	"	"			
14-9-43.	BS.254	2/Lt. Isachsen H.	Ranrod 218	1650	1830	The North Weald Wing was to act as top cover to 36 raiders bombing Woensdrecht airfield in Holland. Major K. Birksted, D.F.C., flying with this Squadron, was leading the Wing. The Wing made rendezvous with Beehive over Bradwell at 1705 hours, as planned. When 20 miles of Blankenberghe, the Beehive returned owing to unsuitable weather conditions, but the Wing leader decided to go on and the Wing swept Blankenberghe - Dixmude and crossed the coast out at Calais. The Wing tried to engage seven F.W.190's seen to the East in the Dixmude area, but these e/a dived inland into cloud. Soon after 8 Me. 109's in sections of 2-4-2 were sighted coming from sea flying in line abreast 2,000 feet below the Wing which was then at 28,000 feet. When these e/a crossed below the Wing, the W/Co. dived with this Squadron and engaged them. In combats which developed Major K. Birksted, D.F.C., destroyed one Me. 109G and Capt. Fosse G. damaged another. After engagement the Wing reformed up sun and returned to base without further incident. Four other pilots of this Squadron fired but make no claims. <i>Appendix 25</i>	
	BS.548	Major K. Birksted, D.F.C.	"	"	"		
	MA.422	Capt. Fosse G.	"	"	"		
	EN397	Sgt. Roald J.	"	"	"		
	MA.228	2/Lt. Herfjord K.	"	"	"		
	BS.250	Sgt. Kolling R.	"	"	"		
	MA.303	Major From R.	"	"	"		
	MA.229	Sgt. Gjestland N.	"	"	"		
	MA.709	2/Lt. Rønnef K.	"	"	"		
	EN.177	Sgt. Aanjesen O.	"	"	"		
	MA.301	Sgt. Gabrielsen O.	"	"	"		
LZ.919	2/Lt. Hauge E.	"	"	"			
15-9-43.	BS.249	Capt. Ringdal N.	Ranrod 220	1735	1920	The Wing was going to escort bombers to South of Rouen where Thunderbolts would rendezvous and take over escort duties. The Wing climbed from base and the operation was carried out according to plan. The Wing was led by Major K. Birksted, D.F.C., flying with 331(N) Squadron. On the way back 8-9 e/a were sighted to the S.W. of Rouen, but they were too far away for the Wing to engage. Major R. From reports two big splashes in the water 30 miles South of Rye on the way out.	
	EN.177	Sgt. Gabrielsen O.	"	"	"		
	MA.229	Lieut. Ravn H.	"	"	"		
	MA.709	Sgt. Aanjesen O.	"	"	"		
	LZ.919	Sgt. Høiland R.	"	"	"		
	MA.303	Major From R.	"	"	"		
	BS.131	2/Lt. Herfjord K.	"	"	1810		
	EN.287	Sgt. Jørgensen N.	"	"	1920		
	MA.422	Capt. Fosse G.	"	"	"		
	BS.250	Sgt. Roald J.	"	"	"		
	MA.621	2/Lt. Bolstad K.	"	"	"		
BS.254	Sgt. Høiland T.	"	"	"			

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

OPERATIONS RECORD BOOK

APPENDIX

U.S. AIR FORCE
FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

*(557) WL 4234-34 46,000 1/22 T.S. 700
*(5094)-3121 WL 16331-2345 105M 10/22 T.S. 700

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
16-9-43	<u>SPITFIRE IX</u>						
	MA. 301	Capt. Ringdal N.	Ramrod 223	1730	1910	The North Weald Wing was acting as High Cover to 18 Mitchells bombing the Marshalling Yards at Serqueux. The operation was carried out according to plan - bombers being followed to target and out. The bombing appeared inaccurate. No e/a were seen. The weather over France was clear but haze up to 9,000 feet.	
	MA. 709	Sgt. Aanjesen O.	Part III	"	1855		
	LZ. 919	2/Lt. Hauge E.	"	"	1910		
	EN. 177	Sgt. Bødtker C.	"	"	"		
	MA. 229	Sgt. Keim R.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	BS. 131	F/Sgt. Aarflot B.	"	"	"		
	MA. 621	2/Lt. Bolstad K.	"	"	"		
	BS. 254	2/Lt. Isachsen H.	"	"	"		
	MA. 422	Capt. Fosse G.	"	"	"		
	EN. 397	Sgt. Tidemand O.	"	"	"		
BS. 548	Major K. Birksted D.F.C.	"	"	"			
17-9-43		No operational flying today.					
18-9-43	MA. 303	Major From R.	Ramrod 228	0910	1100	The North Weald was to act as First Fighter Sweep under Appledore Control. Climbing from base the Wing swept Amiens-Doullens and then back to Amiens and S.W. to St. Saens at 24,000 feet. No e/a were seen and the operation was altogether uneventful.	
	MA. 228	Sgt. Kolling R.	"	"	"		
	MA. 422	Capt. Fosse G.	"	"	"		
	BS. 131	Sgt. Røslund J.	"	"	"		
	EN. 397	Lieut. Waerner T.	"	"	"		
	MA. 621	Sgt. Helland J.	"	"	"		
	BS. 249	Sgt. Høiland R.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	MA. 709	2/Lt. Rønne K.	"	"	"		
	LZ. 919	Sgt. Aanjesen O.	"	"	"		
	EN. 177	Sgt. Bødtker C.	"	"	"		
	MA. 229	Sgt. Gjestland T.	"	"	"		
	BS. 249	Sgt. Gjestland T.	Ramrod 230	1710	1855	The North Weald Wing was to act as cover against Rouen Marshalling Yards. The Wing crossed the French coast at 29-31,000 feet and was then informed about the bombers having returned. A sweep was carried out under Beachy Head Control in the Triequeville area, Yvetot, Le Havre areas and the French coast was crossed out over Fecamp at 24-26,000 feet. The sweep was uneventful - no e/a seen and no flak experienced.	
	MA. 709	Sgt. Aanjesen O.	Part III	"	2		
	MA. 229	Sgt. Gabrielsen O.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	LZ. 919	Sgt. Keim R.	"	"	"		
	MA. 303	Major From R.	"	"	"		
	MA. 621	2/Lt. Bolstad K.	"	"	"		
	EN. 397	Lieut. Waerner T.	"	"	"		
	BS. 131	Sgt. Røald J.	"	"	"		
	MA. 228	2/Lt. Bakke F.	"	"	"		
	BS. 254	Sgt. Tidemand O.	"	"	"		
	MA. 422	Sgt. Helland J.	"	"	"		

172

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
13-9-43.	MA.303	Major From R.	Rodeo 253	1755	1930	The North Weald Wing was to act as 5th Fighter Sweep on this operation. Climbing from base, the Wing did not make landfall at Le report as planned. The French coast was crossed over the Somme estuary and the Wing then swept Doullens, St. Pol and crossed out over Brook-sur-Mer at 18-19,000 feet. Cloud base in the whole of this area was at 19,000 feet. any of the Spitfires taking part in this operation were sighted, but the hun was not to be found anywhere. Very accurate intense heavy flak was experienced in the Abbeville area. This flak remained accurate in spite of violent evasive action taken by the Wing. Pilots of the Squadron report huge fires two miles South of Abbeville on the road to Neufchatel.	
	MA.621	Sgt. Jørgensen N.	"	"	"		
	MA.422	Capt. Fosse G.	"	"	"		
	BS.250	Sgt. Roald J.	"	"	1905		
	MA.228	2/Lt. Herfjord K.	"	"	1930		
	BS.254	2/Lt. Isachsen H.	"	"	"		
	MA.301	Capt. Ringdal N.	"	"	"		
	EN.177	Sgt. Høiland R.	"	"	"		
	MA.229	Lieut. Ravn H.	"	"	"		
	EN.122	Sgt. Gabrielsen O.	"	"	1935		
	LZ.919	2/Lt. Hauge E.	"	"	1905		
BS.249	Sgt. Heim R.	"	"	1920			
14-9-43.	BS.254	2/Lt. Isachsen H.	Ranrod 248	1650	1830	The North Weald Wing was to act as top cover to 36 raiders bombing Woensdrecht airfield in Holland. Major K. Birksted, D.F.C., flying with this Squadron, was leading the Wing. The Wing made rendezvous with Beehive over Bradwell at 1705 hours as planned. When 20 miles of Blankenberghe, the Beehive returned owing to unsuitable weather conditions, but the Wing leader decided to go on and the Wing swept Blankenberghe - Dixmude and crossed the coast out at Calais. The Wing tried to engage seven F.W.190's seen to the East in the Dixmude area, but these e/a dived inland into cloud. Soon after 8 Me. 109's in sections of 2-4-2 were sighted coming from sea flying in line abreast 2,000 feet below the Wing which was then at 28,000 feet. When these e/a crossed below the Wing, the W/Co. dived with this Squadron and engaged them. In combats which developed Major K. Birksted, D.F.C., destroyed one Me. 109G and Capt. Fosse G. damaged another. After engagement the Wing reformed up sun and returned to base without further incident. Four other pilots of this Squadron fired but make no claims.	Appendix 25
	BS.548	Major K. Birksted, D.F.C.	"	"	"		
	MA.422	Capt. Fosse G.	"	"	"		
	EN397	Sgt. Roald J.	"	"	"		
	MA.228	2/Lt. Herfjord K.	"	"	"		
	BS.250	Sgt. Kolling R.	"	"	"		
	MA.303	Major From R.	"	"	"		
	MA.229	Sgt. Gjestland N.	"	"	"		
	MA.709	2/Lt. Rønne K.	"	"	"		
	EN.177	Sgt. Aanjesen O.	"	"	"		
	MA.301	Sgt. Gabrielsen O.	"	"	"		
LZ.919	2/Lt. Hauge E.	"	"	"			
15-9-43.	BS.249	Capt. Ringdal N.	Ranrod 220	1735	1920	The Wing was going to escort bombers to South of Rouen where Thunderbolts would rendezvous and take over escort duties. The Wing climbed from base and the operation was carried out according to plan. The Wing was led by Major K. Birksted, D.F.C., flying with 334(N) Squadron. On the way back 8-9 e/a were sighted to the S.W. of Rouen, but they were too far away for the Wing to engage. Major R. From reports two big splashes in the water 30 miles South of Rye on the way out.	
	EN.177	Sgt. Gabrielsen O.	"	"	"		
	MA.229	Lieut. Ravn H.	"	"	"		
	MA.709	Sgt. Aanjesen O.	"	"	"		
	LZ.919	Sgt. Høiland R.	"	"	"		
	MA.303	Major From R.	"	"	"		
	BS.131	2/Lt. Herfjord K.	"	"	1810		
	EN.397	Sgt. Jørgensen N.	"	"	1920		
	MA.422	Capt. Fosse G.	"	"	"		
	BS.250	Sgt. Roald J.	"	"	"		
	MA.621	2/Lt. Bolstad K.	"	"	"		
BS.254	Sgt. Høiland T.	"	"	"			

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

Page No. SEVEN

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN.

FOR THE MONTH OF September 19 43

* (S1) WL 9250-30 60,000 5/42 T.S. 700
* (S2) WL 9251-30 60,000 5/42 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.	
				UP	DOWN			
16-9-43	<u>SPITFIRE IX</u>							
	MA. 301	Capt. Ringdal N.	Ramrod 223	1730	1910	The North Weald Wing was acting as High Cover to 18 Mitchells bombing the Marshalling Yards at Serqueux. The operation was carried out according to plan - bombers being followed to target and out. The bombing appeared inaccurate. No e/a were seen. The weather over France was clear but haze up to 9,000 feet.		
	MA. 709	Sgt. Aanjesen O.	Part III	"	1855			
	LZ. 919	2/Lt. Hauge E.	"	"	1910			
	EN. 177	Sgt. Bøtker C.	"	"	"			
	MA. 229	Sgt. Keim R.	"	"	"			
	MA. 303	Major From R.	"	"	"			
	BS. 131	F/Sgt. Aarflot B.	"	"	"			
	MA. 621	2/Lt. Bolstad K.	"	"	"			
	BS. 254	2/Lt. Isachsen H.	"	"	"			
	MA. 422	Capt. Fosse G.	"	"	"			
	EN. 397	Sgt. Tidemand O.	"	"	"			
	BS. 548	Major K. Birksted D.P.C.	"	"	"			
17-9-43		No operational flying today.						
18-9-43	MA. 303	Major From R.	Ramrod 228	0910	1100	The North Weald was to act as First Fighter Sweep under Appledore Control. Climbing from base the Wing swept Amiens-Doullens and then back to Amiens and S.W. to St. Saens at 24,000 feet. No e/a were seen and the operation was altogether uneventful.		
	MA. 228	Sgt. Kolling R.	"	"	"			
	MA. 422	Capt. Fosse G.	"	"	"			
	BS. 131	Sgt. Røglund J.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	MA. 621	Sgt. Helland J.	"	"	"			
	BS. 249	Sgt. Røglund R.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	"			
	MA. 709	2/Lt. Rønne K.	"	"	"			
	LZ. 919	Sgt. Aanjesen O.	"	"	"			
	EN. 177	Sgt. Bøtker C.	"	"	"			
	MA. 229	Sgt. Gjestland T.	"	"	"			
	BS. 249	Sgt. Gjestland T.	Ramrod 230	1710	1855		The North Weald Wing was to act as cover against Bouen Marshalling Yards. The Wing crossed the French coast at 29-31,000 feet and was then informed about the bombers having returned. A sweep was carried out under Beachy Head Control in the Tricqueville area, Yvetot, Le Havre areas and the French coast was crossed out over Fecamp at 24-26,000 feet. The sweep was uneventful - no e/a seen and no Flak experienced.	
	MA. 709	Sgt. Aanjesen O.	Part III	"	2			
	MA. 229	Sgt. Gabrielsen O.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	"			
	LZ. 919	Sgt. Keim R.	"	"	"			
	MA. 303	Major From R.	"	"	"			
	MA. 621	2/Lt. Bolstad K.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	BS. 131	Sgt. Roald J.	"	"	"			
	MA. 228	2/Lt. Bakke F.	"	"	"			
	BS. 254	Sgt. Tidemand O.	"	"	"			
	MA. 422	Sgt. Helland J.	"	"	"			

172

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
	1			2	

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
19-9-43	<u>SPITFIRE IX.</u>						
	BS. 548	Major K. Birksted D.F.C.	Ramrod 232	1045	1230	The North Weald Wing was to act as High Cover to bombers attacking airfields near Lille. Rendezvous point was reached on time where the escort Squadrons were met but the bombers were 13 minutes late. The Wing proceeded to 15 miles S. of Lille. Enemy aircraft were then reported over the target so the Wing approached - flying above haze layer at 18-24,000 feet. No e/a were seen and the Wing went on to Furnes where Beelive was seen to cross out. Inaccurate intense heavy flak was experienced from Dunkirk.	
	MA. 303	Major From R.	Part I	"	"		
	BS. 131	Sgt. Røsgland J.	"	"	"		
	EN. 397	Lieut. Waerner T.	"	"	"		
	MA. 228	F/Sgt. Aarflot B.	"	"	"		
	MA. 621	2/Lt. Bolstad K.	"	"	1140		
	MA. 422	Sgt. Jørgensen M.	"	"	1230		
	EN. 177	Sgt. Høiland R.	"	"	1140		
	MA. 229	Lieut. Ravn H.	"	"	1230		
	BS. 508	Sgt. Bjørnstad H.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	LZ. 919	F/Sgt. Keim R.	"	"	"		
20-9-43	MA. 303	Major From R.	Ramrod 233	1705	1835		The North Weald Wing was to act as the First Fighter Sweep to 72 Marauders bombing the airfield at Merville. The Wing climbed from base and crossed the French coast just West of Dunkirk at 25,000 feet, then swept, under Appledore Control, to St-Omer and later to Bethune areas. When approx. over Bethune itself, 10-15 F.W.190's were sighted at 15,000 feet flying West. The Wing dived from 26,000 feet to attack, but the e/a immediately turned on to their backs and dived away. The Wing reformed and crossed out between Le Touquet and Boulogne at 1809 hours.
	BS. 548	Major K. Birksted D.F.C.	"	"	"		
	BS. 131	Sgt. Roald J.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	BS. 254	Sgt. Tidemand O.	"	"	"		
	EN. 397	2/Lt. Bolstad K.	"	"	"		
	MA. 422	F/Sgt. Aarflot B.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	EN. 177	Sgt. Aanjesen O.	"	"	"		
	MA. 229	Lieut. Ravn H.	"	"	"		
MA. 709	F/Sgt. Gabrielsen O.	"	"	"			
BS. 508	Sgt. Bjørnstad H.	"	"	"			
20-9-43	No operational flying today.						
21-9-43	MA. 303	Major From R.	Ramrod 235	0900	1035	The Wing was to act as a Fighter Sweep in connection with Marauders bombing the Beauvais - Tille airfield and Mitchels bombing coke ovens at Idevin, near Lens. Climbing from base, the Wing reached Cap Gris Nez at 0920 hours at 26,000 feet. The Wing then swept towards Lille when information was received about e/a in this area. So a turn was made to S.E. to get up sun. When over Cambrai at 24,000 feet, 12 F.W.190's were seen at 20,000 feet flying West. In addition the Wing sighted 30-40 other aircraft to the West at 30,000 feet. As the F.W.190's swept towards the latter, unidentified aircraft, the Wing turned and 331(N) Squadron, engaged the first formation of e/a. As a result of this one F.W.190 was destroyed by the W/C, and another by Capt. Gran and a third probably destroyed by Capt. Hegglund. Soon after these engagements more e/a were seen below and the Wing went down. When at 10,000 feet, e/a were still 3-4,000 feet below, so the Wing re climbed and set course for base, crossing the French coast at Berck.	
	MA. 621	2/Lt. Bolstad K.	"	"	"		
	BS. 254	Sgt. Jørgensen N.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	BS. 250	Sgt. Røsgland J.	"	"	0950		
	BS. 247	2/Lt. Bakke F.	"	"	1035		
	MA. 422	Sgt. Tidemand O.	"	"	1015		
	MA. 709	2/Lt. Rønne K.	"	"	1035		
	EN. 177	Sgt. Gjestland N.	"	"	1025		
	BS. 248	Sgt. Aanjesen O.	"	"	1035		
	MA. 301	F/Sgt. Gabrielsen O.	"	"	"		
	BS. 508	Sgt. Bjørnstad H.	"	"	"		

OPERATIONS RECORD BOOK

APPENDIX

C.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

OPERATIONS RECORD BOOK

APPENDIX

C.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. NINE

1941 WL 527-50 S.W. N. 1/2 T.S. 700
1941 WL 527-50 S.W. N. 1/2 T.S. 700

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
22-9-43	MA. 303	Major From R.	Ramrod 237	1440	1625	The Wing was to act as top cover to ^M arauders bombing Beauvais-Tille airfield. The operation went as planned until the bombers withdrew before crossing the French coast. The Wing then swept Arras, Rouen, Beauvais and crossed out over the Somme estuary flying at heights varying from 24-30,000 feet. From pilots' reports it is understood that there was excellent bombing weather with only 3/10 cloud at 11,000 feet in the target area. The visibility was good.		
	BS. 540	Major K. Birksted, D.F.C.	Part I.	"	"			
	BS. 254	Sgt. Helland J.	"	"	"			
	BS. 247	Capt. Fosse G.	"	"	"			
	MA. 228	Sgt. Jørgensen N.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	MA. 621	F/Sgt. Kolling R.	"	"	"			
	MA. 301	Sgt. Hetland T.	"	"	"			
	LZ. 919	2/Lt. Hauge E.	"	"	"			
	MA. 229	Sgt. Isachsen R.	"	"	"			
	EN. 177	Sgt. Høiland R.	"	"	"			
MA. 709	2/Lt. Rønne K.	"	"	"				
23-9-43	MA. 303	Major From R.	Ramrod 239	0730	0920	The Wing was to act as Top Cover to Mitchells. The operation went according to plan and the bombers were escorted to the target and back to the French coast. As the bombers were unmolested, the Wing swept back to Neufchatel and crossed out over Le Treport at 25-27,000 feet. No e/a were seen during this operation.		
	MA. 228	2/Lt. Herfjord K.	Part I.	"	0855			
	BS. 131	F/Sgt. Kolling R.	"	"	0920			
	BS. 250	Capt. Fosse G.	"	"	"			
	MA. 621	Sgt. Helland J.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	BS. 254	Sgt. Tidemand O.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	"			
	BS. 248	Sgt. Isachsen R.	"	"	"			
	LZ. 919	2/Lt. Hauge E.	"	"	"			
	MA. 229	F/Sgt. Gabrielsen O.	"	"	0835			
	MA. 709	F/Sgt. Keim R.	"	"	0920			
	MA. 621	2/Lt. Bolstad K.	Ramrod 240	1455	1635		The Wing was to act as Second Fighter Sweep in connection with Marauders bombing Beauvais-Tille airfield. On arriving over Doullens on time at 26,000 feet, Appledore Control reported e/a in the St. Omer area. The Wing proceeded on a course of 080 degrees - loosing height. When over Arras at 24,000 feet, the Wing sighted 20 Me.109's coming from N.W. at same level as the Wing - two miles ahead. The Wing chased these e/a believed to have been the same formation as previously reported, xxxxxx over St. Omer. S.W. of Cambrai e/a were engaged, and Major E. Berg, D.F.C., of 331(N) Squadron damaged one Me.109 before e/a dived away. The Wing then reformed and returned to base via Berck-sur-Mer.	
	BS. 254	Sgt. Roald J.	"	"	"			
MA. 303	Major From R.	"	"	"				
BS. 131	Sgt. Røglund J.	"	"	"				
BS. 247	2/Lt. Herfjord K.	"	"	"				
BS. 250	Capt. Fosse G.	"	"	"				
BS. 248	Capt. Ringdal N.	"	"	"				
LZ. 919	Sgt. Høiland R.	"	"	"				
MA. 709	2/Lt. Rønne K.	"	"	"				
BS. 508	F/Sgt. Gabrielsen O.	"	"	"				
EN. 177	Sgt. Ejerne H.	"	"	"				

173

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
24-9-43.	MA. 303	Major From R.	Ramrod 242.	1005	1155	The Wing was to act as Top Cover to Mitchels bombing Amiens Marshalling Yards. The operation went according to plan. When crossing out of the Somme estuary at 24,26,000 feet, three F.W. 190's were encountered head on at same level. One of these e/a was damaged by a pilot from 331(N) Squadron. A number of hits were observed on Amiens Marshalling Yards.			
	BS. 250	F/Sgt. Kolling R.	Part I.	"	1140				
	MA. 422	Capt. Fosse G.	"	"	1150				
	BS. 131	Sgt. Roald J.	"	"	1155				
	MA. 228	2/Lt. Herfjord K.	"	"	1145				
	MA. 621	Sgt. Røslund J.	"	"	"				
	MA. 709	2/Lt. Kjørnø K.	"	"	1125				
	BS. 508	Sgt. Bjørnstad H.	"	"	1140				
	LZ. 919	2/Lt. Hauge E.	"	"	1155				
	MA. 229	Sgt. Isachsen R.	"	"	1150				
	BS. 248	F/Sgt. Gabrielsen O.	"	"	1155				
	EN. 177	Sgt. Høiland R.	"	"	1145				
	MA. 303	Major From R.	Ramrod 243	1455	1640			The North Weald Wing was to act as First Fighter Sweep on this operation, and arrived at Berck sur Mer on time at 26,000 feet. The Wing swept S.E. to Amiens, Arras, Hesdin and then back to Amiens. No e/a were sighted and the Wing crossed out over Le Treport.	
	BS. 548	Major K. Birksted, D.F.C.	"	"	"				
MA. 621	2/Lt. Beilstad K.	"	"	"					
EN. 397	Lieut. Waerner T.	"	"	"					
BS. 131	Sgt. Jørgensen N.	"	"	"					
BS. 250	Sgt. Isachsen R.	"	"	"					
MA. 228	Sgt. Tidemand O.	"	"	"					
MA. 229	Sgt. Bjørnstad H.	"	"	"					
BS. 248	Sgt. Aanjesen O.	"	"	"					
MA. 709	F/Sgt. Keim R.	"	"	"					
MA. 301	Capt. Ringdal N.	"	"	"					
EN. 177	Lieut. Isachsen H.	"	"	"					
25-9-43.	No operational flying today.								
26-9-43.	<u>SPITFIRE IX.</u>								
	MA. 422	Capt. Fosse G.	Ramrod 247	0845	1025	The Wing was to act as First Fighter Sweep in this operation and arrived at Le Treport on time at 24,000 feet, then swept Amiens - Rouen at 26,000 feet and crossed out over Dieppe at 32-36,000 feet. No e/a were seen and the Squadron returned to base without incident.			
	EN. 397	Sgt. Roald J.	Part I.	"	"				
	BS. 254	Lieut. Isachsen H.	"	"	"				
	MA. 621	Sgt. Høiland J.	"	"	"				
	MA. 303	Major From R.	"	"	"				
	MA. 709	Sgt. Bjørnstad H.	"	"	"				
	MA. 228	2/Lt. Herfjord K.	"	"	"				
	BS. 247	Sgt. Jørgensen M.	"	"	"				
	MA. 301	Capt. Ringdal N.	"	"	"				
	EN. 177	Sgt. Høiland R.	"	"	"				
BS. 248	Sgt. Aanjesen O.	"	"	"					
LZ. 919	F/Sgt. Keim R.	"	"	"					

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

OPERATIONS RECORD BOOK

APPENDIX

I.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. ELEVEN.

10111 WL 9116-50 60,000 542 T.S. 700
10014-0112 WL 9116-541 100W 1247 T.S. 700

FOR THE MONTH OF September 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
SPITFIRE IX.							
26-9-43	MA. 422	Capt. Fosse G.	RAMROD 248	1710	1905	The Wing, acting as withdrawal cover to Fortresses bombing targets in the Paris area, arrived over Beauvais on time and then sighted four boxes of Fortresses coming from S.E. at 23/26,000 feet. The Wing escorted the Fortresses back to Hastings, crossing out over Berck. No e/a were sighted. Medium heavy flak seen in the Beauvais - Amiens area.	
	BS. 247	Sgt. Tidemand O.	"	"	"		
	BS. 254	Lieut. Isachsen H.	"	"	"		
	EN. 397	Sgt. Røslund J.	"	"	"		
	BS. 548	Major K. Birksted D.F.C.	"	"	"		
	MA. 229	C/Capt. Robinson C.B.E.	"	"	"		
	MA. 228	2/Lt. Herfjord K.	"	"	1910		
	BS. 508	Sgt. Isachsen H.	"	"	1905		
	MA. 301	Capt. Ringdal N.	"	"	"		
	MA. 709	Sgt. Bjørnstad H.	"	"	"		
	BS. 248	Sgt. Aanjesen O.	"	"	"		
	LZ. 919	F/Sgt. Gabrielsen O.	"	"	"		
27-9-43	MA. 422	Capt. Foase G.	Ramrod 250	1000	1150	The Wing, acting as Top Cover to 72 Marauders bombing Beauvais - Tillé airfield, was in position over Beehive at 1025 hours. The French coast was crossed at Ault and then the formation proceeded Crevecoeur and arrived over target at 24/26,000 feet two minutes ahead of the Beehive. An attempted attack by 12 F.W.190's on the Beehive just after bombing was repulsed by the Wing which dived to 16,000 feet. Later the Wing attempted to engage 6-8 F.W.190's up sun at 31,000 feet but without success. The French coast was recrossed over Dieppe at 24,000 feet at 1112 hours and the Wing returned to base without further incident.	
	BS. 250	Sgt. Jørgensen O.	Part II	"	1145		
	BS. 254	Lieut. Isachsen H.	"	"	"		
	MA. 621	Sgt. Roald J.	"	"	1055		
	MA. 303	Major From R.	"	"	1450		
	BS. 247	Sgt. Helland J.	"	"	"		
	EN. 122	F/Sgt. Gabrielsen O.	"	"	1435		
	EN. 177	Sgt. Høiland R.	"	"	1015		
	MA. 301	Capt. Ringdal N.	"	"	1150		
	LZ. 919	Sgt. Bjørnstad H.	"	"	"		
	BS. 248	Sgt. Aanjesen O.	"	"	"		
	MA. 229	Sgt. Isachsen R.	"	"	"		
	MA. 422	Capt. Fosse G.	Ramrod 251.	1640	1830		The Wing was to act as Second Fighter Sweep and arrived over Ault at 26,000 feet and then swept Gournay, Evreux and Bernay where Beehive was sighted and followed out. The Wing returned to base without any incident for this Squadron. One pilot of 331(N) Squadron did not return.
	BS. 247	Sgt. Tidemand O.	"	"	"		
	MA. 228	Lieut. Wærner T.	"	"	1820		
	MA. 621	Sgt. Roald J.	"	"	"		
	BS. 548	Major K. Birksted D.F.C.	"	"	1830		
	EN. 122	Sgt. Isachsen R.	"	"	"		
	BS. 254	Lieut. Isachsen H.	"	"	"		
	BS. 131	Sgt. Røslund J.	"	"	"		
	LZ. 919	2/Lt. Rønne K.	"	"	"		
	EN. 177	F/Sgt. Høiland R.	"	"	"		
	MA. 301	Sgt. Aanjesen O.	"	"	"		
	MA. 229	F/Sgt. Keim R.	"	"	"		
28-9-43	No operational flying today.						

174

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

OPERATIONS RECORD BOOK

APPENDIX

L.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. ELEVEN.

FORM 1011 WL 0415-10 50,000 5/42 T.S. 700
FORM 1011 WL 0415-10 50,000 5/42 T.S. 700

FOR THE MONTH OF September 19 43

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
26-9-43	<u>SPITFIRE IX.</u>								
	MA. 422	Capt. Fosse G.	RAMROD 248	1710	1905	The Wing, acting as withdrawal cover to Fortresses bombing targets in the Paris area, arrived over Beauvais on time and then sighted four boxes of Fortresses coming from S.E. at 23/26,000 feet. The Wing escorted the Fortresses back to Hastings, crossing out over Berck. No e/a were sighted. Medium heavy flak seen in the Beauvais - Amiens area.			
	BS. 247	Sgt. Tidemand O.	"	"	"				
	BS. 254	Lieut. Isachsen H.	"	"	"				
	EN. 397	Sgt. Røslund J.	"	"	"				
	BS. 548	Major K. Birksted D.F.C.	"	"	"				
	MA. 229	C/Capt. Robinson C.E.E.	"	"	"				
	MA. 228	2/Lt. Herfjord K.	"	"	1910				
	BS. 508	Sgt. Isachsen H.	"	"	1905				
	MA. 301	Capt. Ringdal N.	"	"	"				
	MA. 709	Sgt. Bjørnstad H.	"	"	"				
	BS. 248	Sgt. Aanjesen O.	"	"	"				
LZ. 919	F/Sgt. Gabrielsen O.	"	"	"					
27-9-43	MA. 422	Capt. Fosse G.	Ramrod 250	1000	1150	The Wing, acting as Top Cover to 72 Marauders bombing Beauvais - Tille airfield, was in position over Beehive at 1025 hours. The French coast was crossed at Ault and then the formation proceeded Crevecoeur and arrived over target at 24/26,000 feet two minutes ahead of the Beehive. An attempted attack by 12 F.W.190's on the Beehive just after bombing was repulsed by the Wing which dived to 16,000 feet. Later the Wing attempted to engage 6-8 F.W.190's up sun at 31,000 feet but without success. The French coast was recrossed over Dieppe at 24,000 feet at 1112 hours and the Wing returned to base without further incident.			
	BS. 250	Sgt. Jørgensen O.	Part II	"	1145				
	BS. 254	Lieut. Isachsen H.	"	"	"				
	MA. 621	Sgt. Roald J.	"	"	1055				
	MA. 303	Major From R.	"	"	1450				
	BS. 247	Sgt. Helland J.	"	"	"				
	EN. 122	F/Sgt. Gabrielsen O.	"	"	1135				
	EN. 177	Sgt. Høiland R.	"	"	1015				
	MA. 301	Capt. Ringdal N.	"	"	1150				
	LZ. 919	Sgt. Bjørnstad H.	"	"	"				
	BS. 248	Sgt. Aanjesen O.	"	"	"				
	MA. 229	Sgt. Isachsen R.	"	"	"				
	MA. 422	Capt. Fosse G.	Ramrod 251.	1640	1830			The Wing was to act as Second Fighter Sweep and arrived over Ault at 26,000 feet and then swept Gournay, Evreux and Bernay where Beehive was sighted and followed out. The Wing returned to base without any incident for this Squadron. One pilot of 331(N) Squadron did not return.	
	BS. 247	Sgt. Tidemand O.	"	"	"				
	MA. 228	Lieut. Waerner T.	"	"	1820				
MA. 621	Sgt. Roald J.	"	"	"					
BS. 548	Major K. Birksted D.F.C.	"	"	1830					
EN. 122	Sgt. Isachsen R.	"	"	"					
BS. 254	Lieut. Isachsen H.	"	"	"					
BS. 131	Sgt. Røslund J.	"	"	"					
LZ. 919	2/Lt. Rønhof K.	"	"	"					
EN. 177	F/Sgt. Høiland R.	"	"	"					
MA. 301	Sgt. Aanjesen O.	"	"	"					
MA. 229	F/Sgt. Keim R.	"	"	"					
28-9-43	No operational flying today.								

174

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
29-9-43		No operational flying today.					
30-9-43		No operational flying today.					

Ridgway
 R. From,
 Major Commanding,
 332(N) Squadron.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. ONE.

of (Unit or Formation) 332(Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	1-10-43.		10/10 low cloud in the morning and mist. Slight rain during the day. The weather prevented the North Weald wing from taking part in any offensive operations.													
North Weald	2-10-43.		<p>7/10 in the morning clearing to 4/10 in the afternoon. Ramrod 256 took place in the afternoon. The North Weald Wing was to act as 1st Fighter Sweep in connection with Marauders bombing St. Omer/Langueense Airfield. The Wing was airborne at 1635 hours and, climbing from base, crossed the French coast near Calais at 25,000 feet. Major K. Birksted, D.F.C., flying with 331(N) Squadron, was leading the Wing, but returned early. Capt. Gran of 331(N) Squadron took over. The Wing swept the Bethune-St. Omer area. The Beehive was <i>was seen, but</i> no e/a were sighted. Finally the Wing crossed out over Ostende at 1730 hours - still flying at 25,000 feet. Medium heavy and accurate flak was experienced between Calais and St. Omer. The Squadron had landed by 1840 hours and the following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. Fosse G.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Lieut. Raeder B.</td> <td>Sgt. Bjørnstead H.</td> </tr> <tr> <td>2/Lt. Pakke F.</td> <td>F/Sgt. Gabrielsen O.</td> <td>2/Lt. Renhof K.</td> </tr> <tr> <td>F/Sgt. Karflot B.</td> <td>Sgt. Helland T.</td> <td>F/Sgt. Høiland R.</td> </tr> </table> <p>Information was received from H.Q.R.B.A.F. today that 2/Lt. Renhof K. had been promoted to Lieutenant w.e.f. 1st October, 1943, and that F/Sgt. Bøitker C. and Sgt. Aanjesen O. had been promoted to the rank of 2nd Lts. w.e.f. same date.</p>	Lieut. Waerner T.	Capt. Fosse G.	Capt. Ringdal N.	Sgt. Jørgensen N.	Lieut. Raeder B.	Sgt. Bjørnstead H.	2/Lt. Pakke F.	F/Sgt. Gabrielsen O.	2/Lt. Renhof K.	F/Sgt. Karflot B.	Sgt. Helland T.	F/Sgt. Høiland R.	
Lieut. Waerner T.	Capt. Fosse G.	Capt. Ringdal N.														
Sgt. Jørgensen N.	Lieut. Raeder B.	Sgt. Bjørnstead H.														
2/Lt. Pakke F.	F/Sgt. Gabrielsen O.	2/Lt. Renhof K.														
F/Sgt. Karflot B.	Sgt. Helland T.	F/Sgt. Høiland R.														
North Weald	3-10-43.		<p>Medium amount of cloud and strong North Easterly wind. The pilots were briefed early in connection with Ramrod 257. The Wing was to act as Top Cover to Marauders bombing target near Amsterdam. This operation was a diversion in connection with Fortresses bombing N.W. Germany. At 0900 hours the Wing was airborne and proceeded to Halesworth where they landed at 0935 hours. The Wing took off from Halesworth at 1045 hours and made rendezvous with bombers on time. The Beehive was escorted to target without any incident. Between target and the coast on the way back, the Wing flying at 23,000 feet, 8 e/a - mixed Me.109's and F.W.190's - were sighted at 12,000 feet. This Squadron, led by Major K. Birksted, D.F.C., attempted to bounce these e/a, but had to pull up again owing to the great number of Spitfires in the area. Beehive was then escorted to Lowestoft without further incident. Intense heavy flak was aimed at bombers in the target area. The Squadron landed at North Weald by 1235 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Lieut. Raeder B.</td> <td>F/Sgt. Høiland R.</td> <td>Sgt. Helland T.</td> </tr> <tr> <td>2/Lt. Herfjord K.</td> <td>Capt. Fosse G.</td> <td>Lieut. Kavn H.</td> </tr> <tr> <td>Lieut. Isachsen H.</td> <td>Sgt. Helland J.</td> <td>Sgt. Isachsen J.</td> </tr> </table>	Lieut. Waerner T.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Lieut. Raeder B.	F/Sgt. Høiland R.	Sgt. Helland T.	2/Lt. Herfjord K.	Capt. Fosse G.	Lieut. Kavn H.	Lieut. Isachsen H.	Sgt. Helland J.	Sgt. Isachsen J.	
Lieut. Waerner T.	Major K. Birksted, D.F.C.	Capt. Ringdal N.														
Lieut. Raeder B.	F/Sgt. Høiland R.	Sgt. Helland T.														
2/Lt. Herfjord K.	Capt. Fosse G.	Lieut. Kavn H.														
Lieut. Isachsen H.	Sgt. Helland J.	Sgt. Isachsen J.														

175

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

COPYRIGHT - NOT TO BE REPRODUCED WITHOUT PERMISSION

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	3-10-43	(Cont'd)	<p>Ramrod 259 took place in the afternoon. 72 Marauders were going to bomb Beauvais-Tille airfield in part 2 of the operation and the North Weald Wing was to act as top cover for these bombers. The Wing was airborne at 1635 hours, led by Major K. Birksted, D.F.C., flying with 331(N) Squadron. Rendezvous was made with the bombers as planned, and the French coast was crossed East of Dieppe at 24,000 feet. Information was then received from Beachy Head Control of e/a coming from S.E. The Wing immediately climbed and when approximately over Forges, 15 e/a were seen to starboard at 24,000 feet - 4,000 feet below the Wing. 331(N) Squadron gave chase and a number of combats developed - during which 4 e/a were destroyed and 2 damaged without loss to the Squadron. Blue Section of this Squadron followed 331(N) Squadron in the dive, but reformed as other e/a appeared above. Yellow Section also attempted to bounce, but pulled up as the section was attacked from a stern, Yellow Leader, Lieut. Waerner T., having a narrow escape. As this Squadron was making an orbit at about 30,000 feet, Red 3, 2/Lt. Aanjesen O., sighted a formation of 6 P.W.190's below. He dived followed by his No. 2, 2/Lt. Bakke, and chasing two of the e/a breaking away from the main formation, he shot one of them down over Gournay. This Squadron, having lost sight of 331(N) Squadron, proceeded towards Beauvais and met Beehive when over St. Omer. Beehive was then followed back, crossing the French coast near Le Trepout at 24,000 feet. The Squadron landed by 1825 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Lieut. Waerner T.</td> <td>Capt. Fosse G.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Roald J.</td> <td>Sgt. Rinde J.</td> <td>Sgt. Ejernested H.</td> </tr> <tr> <td>Lieut. Raeder E.</td> <td>2/Lt. Aanjesen O.</td> <td>Lieut. Rønhof K.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>2/Lt. Bakke F.</td> <td>F/Sgt. Gabrielsen O.</td> </tr> </table> <p>Lieut. Raeder E. took over command of "A" Flight today. He was promoted to the rank of Captain, w.o.f. 3-10-43.</p>	Lieut. Waerner T.	Capt. Fosse G.	Capt. Ringdal N.	Sgt. Roald J.	Sgt. Rinde J.	Sgt. Ejernested H.	Lieut. Raeder E.	2/Lt. Aanjesen O.	Lieut. Rønhof K.	Sgt. Jørgensen N.	2/Lt. Bakke F.	F/Sgt. Gabrielsen O.	Appendix 26
Lieut. Waerner T.	Capt. Fosse G.	Capt. Ringdal N.														
Sgt. Roald J.	Sgt. Rinde J.	Sgt. Ejernested H.														
Lieut. Raeder E.	2/Lt. Aanjesen O.	Lieut. Rønhof K.														
Sgt. Jørgensen N.	2/Lt. Bakke F.	F/Sgt. Gabrielsen O.														
North Weald	4-10-43.		<p>Low clouds during the day. Ramrod 261 took place during the morning. This was an operation in connection with Fortresses bombing targets in Frankfurt. The North Weald Wing was to provide fighter cover for the Fortresses on their return journey. The Wing was airborne at 1435 hours, led by Major K. Birksted, D.F.C., flying with this Squadron. Climbing from base, the Wing crossed the Belgian coast at 28,000 feet. Rendezvous was made with the bombers according to plan over St. Nicholas. The Forts were then escorted back, crossing the Dutch coast in the Flushing area still flying at 28,000 feet. No e/a were seen. Sections were detailed to escort stragglers to Felixtowe. The Squadron had landed by 1210 hours and the following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Raeder E.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Rinde J.</td> <td>Sgt. Hetland T.</td> </tr> <tr> <td>Lieut. Isachsen E.</td> <td>2/Lt. Herfjord K.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Helland M.</td> <td>Capt. Fosse G.</td> <td>Sgt. Isachsen R.</td> </tr> </table> <p>One flight was released off camp at 1300 hours. The other maintained station defence.</p>	Capt. Raeder E.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	F/Sgt. Aarflot B.	Sgt. Rinde J.	Sgt. Hetland T.	Lieut. Isachsen E.	2/Lt. Herfjord K.	Lieut. Ravn H.	Sgt. Helland M.	Capt. Fosse G.	Sgt. Isachsen R.	
Capt. Raeder E.	Major K. Birksted, D.F.C.	Capt. Ringdal N.														
F/Sgt. Aarflot B.	Sgt. Rinde J.	Sgt. Hetland T.														
Lieut. Isachsen E.	2/Lt. Herfjord K.	Lieut. Ravn H.														
Sgt. Helland M.	Capt. Fosse G.	Sgt. Isachsen R.														
North Weald	5-10-43.		Low clouds, mist and rain. No operational flying was carried out today.													
North Weald	6-10-43.		The weather remained unsuitable for flying and the Squadron was released off camp in the afternoon.													

OPERATIONS RECORD BOOK

of (Unit or Formation) 332 (Norwegian) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	7-10-43		Ground mist and low cloud in the morning - clearing slowly toward midday. A preliminary warning was received last night of the possibility of the North Weald Wing being wanted for an operation during the day. On this account the Wing was to move to a forward base by 1000 hours. The move did not take place - probably owing to weather conditions.		
North Weald	8-10-43		Mist in the morning, clearing towards midday. Ramrod 264 took place in the afternoon. The Wing was to act as top cover to Marauder's bombing airfields outside Lille. The Wing took off at 1510 hours, led by Major Austen flying with 331(N) Squadron. Rendezvous was made with Beehive as planned. On reaching the French coast the bombers returned owing to 10/10 cloud at 6,000 feet over Northern France. The Wing followed Beehive back half way across the Channel. Then a wide orbit was made taking the Wing over Boulogne at 26,000 feet. Nothing was seen and the Wing returned, landing at base by 1640 hours. The following pilots were taking part:- Capt. Raeder B. Capt. Fosse G. Capt. Ringdal N. F/Sgt. Kolling R. Sgt. Rinde J. Sgt. Gjestland N. 2/Lt. Bakke E. Lieut. Ravn H. Sgt. Aanjesen O. Sgt. Helland J. Sgt. Jørgensen N. F/Sgt. Høiland R.		
North Weald	9-10-43		Clear all day apart from mist in the morning. At 1340 hours the pilots were briefed in connection with Ramrod 266. The Wing was to act as top cover to 72 Marauders bombing the Woensdrecht airfield in Holland. Led by Major Austen, flying with this Squadron, the Wing took off at 1425 hours. Rendezvous was made with the bombers at 1452 hours. The Wing crossed the coast of Holland North of Knocke flying at 24,000 feet. The bombers were to the North of the Wing. The bombers were seen going in over target and then escorted back. No e/a were seen. Medium and inaccurate heavy flak was experienced from Flushing and medium accurate heavy flak from target. The Wing landed by 1610 hours. The following pilots took part:- Capt. Raeder B. Major Austen Capt. Ringdal N. 2/Lt. Bakke E. Sgt. Suhde E. Sgt. Rinde J. Capt. Christie W. 2/Lt. Herfjord K. 2/Lt. Bødtker C. B/Sgt. Kolling R. Sgt. Gjestland N. B/Sgt. Abrielsen O.		
			In the evening the Wing was released off camp until 1300 hours next day.		
North Weald	10-10-43		Heavy ground mist all morning. The Wing was to take part in a Ramrod operation in the afternoon and had in this connection been ordered to proceed to Manston. Owing to weather conditions at Manston the Wing did not take off. It was decided to operate from North Weald, but the operation was cancelled 15 minutes before take off time.		
North Weald	11-10-43		Heavy mist during the day with 25 yards visibility in the morning. The Wing was released off camp at 1100 hours - one section of this Squadron remaining on station defence.		
North Weald	12-10-43		Fog all day. The Wing was briefed for Ramrod 268. This operation, however, was cancelled.		
North Weald	13-10-43		Fog in early morning - later low cloud. Ramrod 268 was again laid down, but was cancelled owing to unsuitable weather condition.		

176

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	14-10-43.		Heavy ground mist and rain throughout the day. Ramrod 269 which was laid down for the day was cancelled. Just after lunch the pilots took part in an exercise Kingo. It must be regarded as very successful as quite a number of pilots managed to return to camp within reasonable length of time after they had been 'dropped' out in the country.		
North Weald	15-10-43.		Misty all day. No operational flying was carried out by this Squadron.		
North Weald	16-10-43.		The weather improved during the night, and the Wing proceeded to Manston to take part in Ramrod 270. This operation, however, was cancelled just as the Wing was taking off and the Squadron therefore returned to base.		
North Weald	17-10-43.		The weather looked doubtful during the morning, but Ramrod 271 was laid down and the pilots were briefed for this operation. The weather then very suddenly closed down and the operation was cancelled just as the Wing taxied out for take off. During the day it rained heavily.		
North Weald	18-10-43.		Pilots were briefed at 0740 hours for Ramrod 272 in which the North Weald Wing was to act as 1st Fighter Sweep. Taking off at 0825 hours, the Wing swept Gournay-Amiens-Poit and Doullens. E/A were reported in the Doullens area, but they were not seen. One wing of Spitfires was sighted in the same area. Weather Sputh of Dieppe - 10/10 at 8,000 feet. Clear patches over Abbeville, Lille and Ostende. The Wing landed without incident by 1010 hours. The following pilots took part:- Lieut. Waerner T. Major K. Birksted, D.F.C. Major From R. Sgt. Tidemand O. F/Sgt. Aarflot B. Sgt. Bjørnstad H. 2/Lt. Polstad K. 2/Lt. Hauge E. Lieut. Renhof K. Sgt. Jørgensen N. Sgt. Isachsen E. F/Sgt. Keim R.		
North Weald			At 1245 hours a second briefing took place. This time in connection with Ramrod 273. The North Weald Wing was to act as Fighter Cover to the 1st of two Air Task Forces of Fortresses on the way to target in Western Germany. Led by Major K. Birksted, D.F.C., flying with 334(N) Squadron, the Wing took off at 1330 hours. Climbing from base, the Wing arrived according to plan at point of rendezvous. Flying behind the bombers, the Wing followed them to Douvai. The bombers were flying in thick haze - layer (20,000 to 30,000 feet) and visual contact was consequently extremely difficult. No e/a were seen and the Wing returned to base via Berck sur Mer and Dungeness. The Squadron had landed by 1450 hours. The following pilots took part:- Capt. Raeder B. Major From R. Capt. Ringdal N. Sgt. Helland J. Sgt. Sande E. Sgt. Metland T. Lieut. Isachsen E. 2/Lt. Egøtke C. 2/Lt. Hauge E. Sgt. Tidemand O. Sgt. Gjestland N. F/Sgt. Keim R. On landing the two Squadrons were ordered to refuel and come to readiness as soon as possible. Then at 1530 hours pilots were briefed for Ramrod 274. The North Weald Wing was to act as First Fighter Sweep in connection with medium bombers attacking St. Omer - Longueuesse airfield in part II of the operation. The Wing took off at 1614 hours and climbing from base our aircraft arrived at Nieuport at 16000 feet. Weather was not very favourable as the Wing swept along coast to Walchern island - climbing through thick haze from 16,000 up to 28,000 feet. Returning to Nieuport, the Wing crossed the coast and proceeded towards the St. Omer area. Weather cleared up East of St. Omer. No e/a were seen and the Wing returned to base - landing at North Weald by 1800 hours.		

(Continued page 5)

SECRET.

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. FIVE

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	18-10-43	(Cont'd)	<p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>Sgt. Bjørnstad H.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Lieut. Isachsen H.</td> <td>2/Lt. Bolstad K.</td> <td>Lieut. Rønne K.</td> </tr> <tr> <td>F/Sgt. Kolling R.</td> <td>Sgt. Røslund J.</td> <td>2/Lt. Bjøtker O.</td> </tr> </table>	Capt. Raeder B.	Major From R.	Capt. Ringdal N.	Sgt. Helland J.	Sgt. Bjørnstad H.	Sgt. Gjestland N.	Lieut. Isachsen H.	2/Lt. Bolstad K.	Lieut. Rønne K.	F/Sgt. Kolling R.	Sgt. Røslund J.	2/Lt. Bjøtker O.													
Capt. Raeder B.	Major From R.	Capt. Ringdal N.																										
Sgt. Helland J.	Sgt. Bjørnstad H.	Sgt. Gjestland N.																										
Lieut. Isachsen H.	2/Lt. Bolstad K.	Lieut. Rønne K.																										
F/Sgt. Kolling R.	Sgt. Røslund J.	2/Lt. Bjøtker O.																										
North Weald	19-10-43.		Unfavourable conditions prevented any operational flying during the day.																									
North Weald	20-10-43.		<p>At 0835 hours the Wing was briefed for Rodeo 263, and led by Major K. Birksted, D.F.C., flying with this Squadron, the Wing took off at 0920 hours crossing enemy coast at 25,000 feet over Gravelines, the Wing swept Bergues and flew on to Dixmude where the Hornchurch Wing was sighted. The Wing then swept back to Ypres and then to Hazebrouck where the Kenley Wing was sighted. No e/a were seen and the Wing recrossed the French coast over Gravelines - still flying at 25,000 feet. Medium, inaccurate heavy flak was experienced from Dunkirk. The Squadron landed at base by 1045 hours.</p> <p>The following pilots were taking part:-</p> <table border="0"> <tr> <td>Major From R.</td> <td>Major KBirksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>Sgt. Rinde J.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Capt. Raeder B.</td> <td>2/Lt. Herfjord K.</td> <td>2/Lt. Aarjesen O.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Roald J.</td> <td>Sgt. Hetland T.</td> </tr> </table> <p>At 1230 hours another briefing was held in the intelligence office - this time in connection with Ramrod 2/7. The Wing was to act as Fighter cover to one of two U.S.A.A.F. Air Task Forces, Forts bombing targets in Western Germany. Led by Major K. Birksted, D.F.C., flying with this Squadron, the Wing took off at 1300 hours and proceeded to point of Rendezvous - Berck. Having positioned themselves as planned, the Wing proceeded towards Douai with the Fortresses. Just before reaching Douai, 30 e/a were seen coming from up sun at 25-27,000 feet trying to engage the Fortresses. The Wing bounced these e/a and as a result of combats, 334(N) Squadron claims 3 F.W.190's destroyed and another damaged. Some pilots of this Squadron witnessed 1 F.W.190 being hit by own flak and go down vertically with propeller stopped. This e/a was probably destroyed. The Wing reformed and returned to base, landing by 1545 hours.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>F/Sgt. Kolling B.</td> <td>Sgt. Sunde E.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Capt. Ringdal N.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Isachsen R.</td> <td>Sgt. Hetland T.</td> </tr> </table>	Major From R.	Major KBirksted, D.F.C.	Capt. Ringdal N.	F/Sgt. Aarflot B.	Sgt. Rinde J.	Sgt. Gjestland N.	Capt. Raeder B.	2/Lt. Herfjord K.	2/Lt. Aarjesen O.	Sgt. Tidemand O.	Sgt. Roald J.	Sgt. Hetland T.	Capt. Raeder B.	Major K. Birksted, D.F.C.	Major From R.	F/Sgt. Kolling B.	Sgt. Sunde E.	Sgt. Rinde J.	2/Lt. Bolstad K.	Capt. Ringdal N.	2/Lt. Hauge E.	Sgt. Røslund J.	Sgt. Isachsen R.	Sgt. Hetland T.	
Major From R.	Major KBirksted, D.F.C.	Capt. Ringdal N.																										
F/Sgt. Aarflot B.	Sgt. Rinde J.	Sgt. Gjestland N.																										
Capt. Raeder B.	2/Lt. Herfjord K.	2/Lt. Aarjesen O.																										
Sgt. Tidemand O.	Sgt. Roald J.	Sgt. Hetland T.																										
Capt. Raeder B.	Major K. Birksted, D.F.C.	Major From R.																										
F/Sgt. Kolling B.	Sgt. Sunde E.	Sgt. Rinde J.																										
2/Lt. Bolstad K.	Capt. Ringdal N.	2/Lt. Hauge E.																										
Sgt. Røslund J.	Sgt. Isachsen R.	Sgt. Hetland T.																										
North Weald	21-10-43.		<p>Unsuitable weather prevented any operations on the continent. In the morning this Squadron carried out an Air-Sea-Rescue and search over the sea off Bradwell. Nothing was seen.</p> <p>(Continued page 6).</p>	1 2 3																								

Reference:-

PUBLIC RECORD OFFICE

1 2 3 4 5 6

Place	Date	Time	Summary of Events	References to Appendices																								
North Weald	21-10-43	(Cont'd)	<p>The Squadron took off at 0930 hours and landed by 1100 hours. The following pilots were taking part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>F/Sgt. Aarflot B.</td> <td>2/Lt. Bolstad K.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Lieut. Isachsen H.</td> <td>Sgt. Helland J.</td> <td>2/Lt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Bjørnstad H.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Raeder B.	Major From R.	Capt. Ringdal N.	F/Sgt. Aarflot B.	2/Lt. Bolstad K.	Sgt. Gjestland N.	Lieut. Isachsen H.	Sgt. Helland J.	2/Lt. Aanjesen O.	Sgt. Tidemand O.	Sgt. Bjørnstad H.	Sgt. Isachsen R.													
Capt. Raeder B.	Major From R.	Capt. Ringdal N.																										
F/Sgt. Aarflot B.	2/Lt. Bolstad K.	Sgt. Gjestland N.																										
Lieut. Isachsen H.	Sgt. Helland J.	2/Lt. Aanjesen O.																										
Sgt. Tidemand O.	Sgt. Bjørnstad H.	Sgt. Isachsen R.																										
North Weald	22-10-43.		<p>At 0930 hours the Wing, led by Major K. Birksted, D.F.C., took off to act as 4th Fighter Sweep in Ramrod 280. Landfall was made over the Somme Estuary at 27,000 feet. The Wing then swept towards Arras where 30 F.W.190's were sighted at 27,000 feet - flying on a Westerly course. The Wing engaged these e/a and numerous combats followed. The following claims are:-</p> <p><u>334(N) Squadron</u> - 3 destroyed and one damaged.</p> <p><u>332(N) Squadron</u> - 1 F.W.190 destroyed by Sgt. Helland J.</p> <p>Major K. Birksted, D.F.C., also destroyed 1 F.W.190</p> <p>The Wing suffered no losses. After the engagement the Wing returned and crossed the French coast over Dunkirk at 27,000 feet. The Squadron landed at North Weald by 1100 hours.</p> <p>The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major From R.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Bjørnstad H.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Lieut. Isachsen H.</td> <td>2/Lt. Bolstad K.</td> <td>2/Lt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Helland J.</td> <td>Sgt. Isachsen R.</td> </tr> </table> <p>Ramrod 282 was laid down for the afternoon and the Wing took off at 1450 hours to act as Top Cover to 24 Mitchels bombing the power station at Grand Quebilly airfield in Part I. of the operation. Owing to unsuitable weather conditions on the other side, the Wing was recalled after 35 minutes flying. Our aircraft landed at North Weald by 1555 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Major From R.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>2/Lt. Herfjord K.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bøtcker O.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Hetland E.</td> <td>Sgt. Gjestland N.</td> </tr> </table> <p>Information was received from HQRAF today that F/Sgt. Aarflot B. had been promoted to the rank of 2nd Lt. w.e.f. 16-10-43.</p>	Capt. Raeder B.	Major From R.	Capt. Ringdal N.	Sgt. Jørgensen N.	Sgt. Bjørnstad H.	Sgt. Gjestland N.	Lieut. Isachsen H.	2/Lt. Bolstad K.	2/Lt. Aanjesen O.	Sgt. Røslund J.	Sgt. Helland J.	Sgt. Isachsen R.	Capt. Raeder B.	Major K. Birksted, D.F.C.	Major From R.	Sgt. Røslund J.	2/Lt. Herfjord K.	Sgt. Rinde J.	Lieut. Waerner T.	2/Lt. Bøtcker O.	2/Lt. Hauge E.	Sgt. Tidemand O.	Sgt. Hetland E.	Sgt. Gjestland N.	<p><i>Appendix 27.</i></p>
Capt. Raeder B.	Major From R.	Capt. Ringdal N.																										
Sgt. Jørgensen N.	Sgt. Bjørnstad H.	Sgt. Gjestland N.																										
Lieut. Isachsen H.	2/Lt. Bolstad K.	2/Lt. Aanjesen O.																										
Sgt. Røslund J.	Sgt. Helland J.	Sgt. Isachsen R.																										
Capt. Raeder B.	Major K. Birksted, D.F.C.	Major From R.																										
Sgt. Røslund J.	2/Lt. Herfjord K.	Sgt. Rinde J.																										
Lieut. Waerner T.	2/Lt. Bøtcker O.	2/Lt. Hauge E.																										
Sgt. Tidemand O.	Sgt. Hetland E.	Sgt. Gjestland N.																										
North Weald	23-10-43.		<p>No operational flying today.</p>																									

R.A.F. Form 540

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

OPERATIONS RECORD BOOK

Page No. SEVEN

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices												
North Weald	24-10-43.		<p>The Wing took off at 1137 hours to act as Top Cover to 72 Marauders attacking the airfield at Montdidier in Rumrod 283. The French coast was crossed over the Somme Estuary at 22000 feet. When over Abbeville, information was received from ground control of e/a to the East of Abbeville and the Wing turned port. 30 e/a were soon after sighted. These e/a split up into two formations of 15 a/c each. One of these formations going N.W. was attacked by this Squadron, but dived away to the South-West. 331(N) Squadron - well behind this Squadron at the time, bounced these e/a and destroyed 4 and damaged 4 others. Lieut. Waerner T. of this Squadron also went down and destroyed 1 F.W. 190. The Wing reformed and proceeded towards Montdidier to look for bombers. The latter were not seen, and crossing out over Bayeux, the Wing landed at Manston at 1500 hours. Major From R. led the Wing on this operation. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder E.</td> <td>Major From R.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>2/Lt. Herfjord K.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bøtcker C.</td> <td>2/Lt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>Sgt. Hetland T.</td> <td>Sgt. Gjestland N.</td> </tr> </table>	Capt. Raeder E.	Major From R.	2/Lt. Hauge E.	Sgt. Røslund J.	2/Lt. Herfjord K.	Sgt. Rinde J.	Lieut. Waerner T.	2/Lt. Bøtcker C.	2/Lt. Aanjesen O.	Sgt. Tidemand O.	Sgt. Hetland T.	Sgt. Gjestland N.	<p>appendix 28</p>
Capt. Raeder E.	Major From R.	2/Lt. Hauge E.														
Sgt. Røslund J.	2/Lt. Herfjord K.	Sgt. Rinde J.														
Lieut. Waerner T.	2/Lt. Bøtcker C.	2/Lt. Aanjesen O.														
Sgt. Tidemand O.	Sgt. Hetland T.	Sgt. Gjestland N.														
			<p>The Wing refuelled and rearmed at Manston, and at 1605 hours the Wing was again airborne - this time to act as Forward Target Cover to 12 Mitchels bombing the airfield at Schiepol. After 28 minutes flying the Wing had to return owing to weather conditions:- 10/10 cloud in layers from 17,000 feet to in Mid-Channel up to 35,000 feet over Holland. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder E.</td> <td>Major From R.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Tidemand O.</td> <td>2/Lt. Herfjord K.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Bøtcker C.</td> <td>2/Lt. Aanjesen O.</td> </tr> <tr> <td>2/Lt. Bolstad K.</td> <td>Sgt. Rinde J.</td> <td>Sgt. Hetland T.</td> </tr> </table>	Capt. Raeder E.	Major From R.	2/Lt. Hauge E.	Sgt. Tidemand O.	2/Lt. Herfjord K.	Sgt. Gjestland N.	Lieut. Waerner T.	2/Lt. Bøtcker C.	2/Lt. Aanjesen O.	2/Lt. Bolstad K.	Sgt. Rinde J.	Sgt. Hetland T.	
Capt. Raeder E.	Major From R.	2/Lt. Hauge E.														
Sgt. Tidemand O.	2/Lt. Herfjord K.	Sgt. Gjestland N.														
Lieut. Waerner T.	2/Lt. Bøtcker C.	2/Lt. Aanjesen O.														
2/Lt. Bolstad K.	Sgt. Rinde J.	Sgt. Hetland T.														
North Weald	25-10-43.		<p>North Weald airfield one of the few airfields suitable for take off during the afternoon, and the Wing was called upon to carry out a Rodeo in the Flushing area. As the Wing lined up on the runway to take off, a very sad accident occurred. One aircraft run into another resulting in both aircraft being wrecked (both Cat. E). Sgt. Christiansen O. was seriously injured. He was admitted to hospital.</p> <p>The rest of the Wing was airborne at 1545 hours. Our aircraft did not cross the Dutch coast as the weather was unsuitable inland. A convoy of 12 medium size was seen going S.E. 5 miles of Knocke. Slight flak was experienced from Knocke. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder E.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Sunde E.</td> <td>(Sgt. Christiansen O) (Did not take off)</td> <td>F/Sgt. Gabrielsen O.</td> </tr> <tr> <td>2/Lt. Fakke F.</td> <td>2/Lt. Aarflot E.</td> <td>2/Lt. Aanjesen O.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>(F/Sgt. Høiland R. did not take off)</td> <td>Sgt. Bjørnstad H.</td> </tr> </table>	Capt. Raeder E.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Sgt. Sunde E.	(Sgt. Christiansen O) (Did not take off)	F/Sgt. Gabrielsen O.	2/Lt. Fakke F.	2/Lt. Aarflot E.	2/Lt. Aanjesen O.	Sgt. Jørgensen N.	(F/Sgt. Høiland R. did not take off)	Sgt. Bjørnstad H.	
Capt. Raeder E.	Major K. Birksted, D.F.C.	Capt. Ringdal N.														
Sgt. Sunde E.	(Sgt. Christiansen O) (Did not take off)	F/Sgt. Gabrielsen O.														
2/Lt. Fakke F.	2/Lt. Aarflot E.	2/Lt. Aanjesen O.														
Sgt. Jørgensen N.	(F/Sgt. Høiland R. did not take off)	Sgt. Bjørnstad H.														

178

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1700

Place	Date	Time	Summary of Events	References to Appendices
North Weald.	26-10-43.		Owing to weather conditions no operational flying was carried out today.	
North Weald	27-10-43.		Thick fog prevented any flying to be carried out today.	
North Weald	28-10-43.		Thick fog all day - no flying.	
North Weald	29-10-43.		No operational flying.	
North Weald.	30-10-43.		No operational flying.	
North Weald	31-10-43.		No operational flying.	

Ridm R.M.
 Major Commanding,
 332(Norwegian) Squadron.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald

SECRET

FORM 541.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald.

SECRET

PAGE No. ONE

FOR THE MONTH OF October 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
1-10-43.						No operational flying was carried out today.		
2-10-34.	<u>Spitfire II.</u>							
	MA. 422	Capt. Fosse G.	Ramrod 256	1630	1810	The North Weald Wing was to act as 1st Fighter Sweep in connection with Marauders bombing St. Omer-Longuenesse airfield. The Wing, climbing from base, crossed the French coast near Calais at 25,000 feet. Major K. Birksted, D.F.C., flying with 331(N) Squadron, was leading the Wing, but returned early. Capt. Gran, 331(N) Squadron, took over. The Wing swept the Bethune-St. Omer area. The Beehive, but no e/a were sighted. Finally the Wing crossed out over Ostende at 1730 hours - still flying at 25,000 feet. Medium heavy and accurate flak was experienced between Calais and St. Omer.		
	MA. 303	Lieut. Raeder B.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	BS. 131	Sgt. Jørgensen N.	"	"	"			
	BS. 247	2/Lt. Bakke F.	"	"	"			
	MA. 621	F/Sgt. Aarflot B.	"	"	"			
	MA. 304	Capt. Ringdal N.	"	"	"			
	EN. 122	Sgt. Bjørnstad H.	"	"	"			
	MA. 709	Lieut. Rønne K.	"	"	"			
	LZ. 919	F/Sgt. Høiland B.	"	"	"			
	BS. 249	F/Sgt. Gabrielsen O.	"	"	"			
	BS. 508	Sgt. Hetland T.	"	"	1815.			
3-10-43.	BS. 548.	Major K. Birksted, D.F.C.	Ramrod 257	1045	1230	The Wing was to act as Top Cover to Marauders bombing target near Amsterdam. This operation was a diversion in connection with Fortresses bombing N.W. Germany. At 0900 hours the Wing was airborne and proceeded to Halesworth from where they took off on the operation and made rendezvous with the bombers on time. The Beehive was escorted to target without any incident. Between target and the coast on the way back, the Wing flying at 23,000 feet, o e/a mixed Me. 109's and F.W. 190's - were sighted at 12,000 feet. This Squadron, led by Major K. Birksted, D.F.C., attempted to bounce these e/a, but had to pull up again owing to the great number of Spitfires in the area. Beehive was then escorted to Lowestoft without further incident. Intense heavy flak was aimed at the bombers in the target area.		
	MA. 422	Capt. Fosse G.	"	"	"			
	MA. 621	Sgt. Helland J.	"	"	"			
	EN. 397	Lieut. Waerner T.	"	"	"			
	BS. 247	Capt. Raeder B.	"	"	"			
	MA. 228	2/Lt. Herrfjord K.	"	"	"			
	BS. 131	Sgt. Isachsen R.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	"			
	EN. 122	Sgt. Hetland T.	"	"	"			
	LZ. 919	Lieut. Ravn H.	"	"	"			
	BS. 508	Lieut. Isachsen R.	"	"	"			
	BS. 249	F/Sgt. Høiland R.	"	"	"			
	MA. 422	Capt. Fosse G.	Ramrod 296	1635	1825		72 Marauders were going to bomb the Beauville airfield and the North Weald Wing was to act as Top Cover for these bombers in the operation. Major K. Birksted, D.F.C., flying with 331(N) Squadron, was leading the Wing. Rendezvous was made with the bombers as planned, and the French coast was crossed East of Dieppe at 24,000 feet. Information was then received from Beachy Head Control of e/a coming from S.E. The Wing immediately climbed and when approximately over Farges, 15 e/a were seen to starboard at 24,000 feet - 4,000 feet below the Wing. 331(N) Squadron gave chase and a number of combats developed - during which 4 e/a were destroyed and two damaged without loss to the squadron. Blue section of this Squadron followed 331(N) Squadron in the dive, but reformed as other e/a appeared above. Yellow section also attempted to bounce, but pulled up as the section was itself attacked from astern, Yellow leader, Lieut. Waerner T., having a narrow escape. As this Squadron was making an orbit at about 30,000 feet, Red 3, 2/Lt. Aanjesen O., sighted a formation of 6 F.W. 190's below.	
	BS. 247	2/Lt. Bakke F.	Part II.	"	"			
	EN. 397	Lieut. Waerner T.	"	"	1820			
	BS. 131	Sgt. Roald J.	"	"	1800			
	MA. 228	Capt. Raeder B.	"	"	1825			
	BS. 254	Sgt. Jørgensen N.	"	"	"			
	MA. 301	Capt. Ringdal N.	"	"	"			
	MA. 229	Sgt. Bjørnstad H.	"	"	"			
	BS. 508	Lieut. Rønne K.	"	"	"			
	EN. 122	F/Sgt. Gabrielsen O.	"	"	"			
	LZ. 919	Sgt. Rinde J.	"	"	"			
	BS. 249	2/Lt. Aanjesen O.	"	"	"			

(Continued page 2.)

179

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
3-10-43	(Cont'd.)					He dived followed by his No. 2, 2/Lt. Bakke F., and chasing two of the e/a breaking away from the main formation, he shot one of them down over Gournai. This Squadron, having lost sight of 331(N) Squadron, proceeded towards Beauvais and met Beehive when over St. Omer. Beehive was then followed back, crossing the French coast near Le Treport at 24,000 feet. The Squadron returned to base without further incident.	Appendix 26
4-10-43	BS. 548 MA. 228 MA. 422 BS. 247 MA. 621 BS. 254 EN. 397 MA. 301 EN. 122 MA. 229 BS. 508 BS. 249	Major K. Birksted, D.F.C. 2/Lt. Herfjord K. Capt. Fosse G. Capt. Raeder B. F/Sgt. Aarflot B. Sgt. Isachsen R. Sgt. Helland J. Capt. Ringdal N. Sgt. Hetland T. Lieut. Ravn H. Lieut. Isachsen H. Sgt. Rinde J.	Ramrod 261 " " " " " " " " " " "	1120 " " " " " " " " " " "	1330 1335 1320 1330 " " " " " 1335 1330	This was an operation in connection with Fortresses bombing targets in Frankfurt. The North Weald Wing was to provide Fighter Cover for the Fortresses on their return journey. Major K. Birksted, D.F.C., flying with this Squadron, was leading the Wing when climbing from base crossed the Belgian coast at 28,000 feet. Rendezvous was made with the bombers according to plan over St. Nicholas. The Forts were then escorted back, crossing the Dutch coast in the Flushing area still flying at 28,000 feet. No e/a were seen. Sections were detailed to escort stragglers to Felixtowe. The Squadron returned to base without further incident.	
5-10-43	No operational	flying today.					
6-10-43	No operational	flying today.					
7-10-43	No operational	flying today.					
8-10-43	MA. 301 BS. 249 MA. 810 BS. 508 MA. 709 MA. 229 MA. 422 BS. 131 BS. 254 MA. 228 BS. 247 MA. 621	Capt. Ringdal N. Sgt. Gjestland N. 2/Lt. Aanjesen O. F/Sgt. Hilland R. Sgt. Rinde J. Lieut. Ravn H. Capt. Fosse G. Sgt. Jørgensen N. Capt. Raeder B. F/Sgt. Kolling R. 2/Lt. Bakke F. Sgt. Helland J.	Ramrod 264 " " " " " " " " " " "	1510 " " " " " " " " " " "	1640 1650 1640 " " " " " " " " "	The Wing was to act as Top Cover to Marauders bombing airfields outside Lille. The Wing was led by Major Austen who was flying with 331(N) Squadron. Rendezvous was made with the bombers at 10/40 as planned. On reaching the French coast the bombers returned owing to 10/40 cloud at 6,000 feet over Northern France. The Wing followed Beehive back half way across the Channel. Then a wide orbit was made taking the Wing over Boulogne at 26,000 feet. Nothing was seen and the Wing returned to base without incident.	

OPERATIONS RECORD BOOK

APPENDIX

R.A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

SECRET

OPERATIONS RECORD BOOK

APPENDIX

C.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE NO. THREE

(Note) WL 8350-46 Decree 3742 T.S. 700
 (*) 332(Norwegian) Squadron 105W 1044 T.S. 700

FOR THE MONTH OF October 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
9-10-43	<u>Spitfire IX.</u>						
	MA. 301	Capt. Ringdal N.	Ramrod 266	1420	1615	The Wing was to act as Top Cover to 72 Harandera bombing the Woensdrecht airfield in Holland. Major Austen A., flying with this Squadron, was leading the Wing. Rendezvous was made with the bombers at 1452 hours. The Wing crossed the coast of Holland North of Knokke flying at 24,000 feet. The bombers were to the North of the Wing. The bombers were seen going in over target and then they were escorted back. No e/a were seen. Medium and inaccurate flak was experienced from Flushing and medium accurate flak from target.	
	MH. 828	Major Austen A.	"	"	"		
	BS. 508	Sgt. Rinde J.	"	"	1620		
	MA. 810	2/Lt. Bøtke C.	"	"	"		
	LZ. 919	F/Sgt. Gabrielsen O.	"	"	1615		
	MA. 709	Sgt. Gjestland N.	"	"	"		
	MA. 422	Sgt. Sunde E.	"	"	1500		
	MA. 228	2/Lt. Herfjord K.	"	"	1615		
	MA. 621	Capt. Ræder B.	"	"	"		
	MA. 303	2/Lt. Bakke F.	"	"	"		
	BS. 131	Capt. Christie W.	"	"	"		
	BS. 254	Sgt. Kolling R.	"	"	"		
10-10-43		No operational flying today.					
11-10-43		No operational flying today.					
12-10-43		No operational flying today.					
13-10-43		No operational flying today.					
14-10-43		No operational flying today.					
15-10-43		No operational flying today.					
16-10-43		No operational flying today.					
17-10-43		No operational flying today.					
18-10-43	MH. 830	Major K. Birksted, D.F.C.	Ramrod 272	0820	1010	The North Weald Wing was to act as 1st Fighter Sweep on this operation and swept Courmari-Amiens-Poit and Doullens. E/A were reported in the Doullens area, but they were not seen. One wing of Spitfires was sighted in the same area. Weather South of Dieppe - 10/10 at 8,000 feet. Clear patches over Abbeville, Lille and Ostende.	
	MA. 303	Major From R.	"	"	"		
	MA. 422	F/Sgt. Aarflot B.	"	"	"		
	MH. 839	Lieut. Waerner T.	"	"	1000		
	MA. 228	Sgt. Tidemand O.	"	"	"		
	MA. 621	2/Lt. Bolstad K.	"	"	1010		
	BS. 131	Sgt. Jørgensen N.	"	"	"		
	BN. 122	Sgt. Bjørnstad H.	"	"	0945		
	MA. 709	Lieut. Rønne K.	"	"	1010		
	MH. 839	F/Sgt. Heim R.	"	"	0945		
	LZ. 919	2/Lt. Hauge E.	"	"	1010		
	BS. 508	Sgt. Isachsen R.	"	"	"		

180

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
<u>Spitfire II.</u>							
18-10-43 (Contd)	MA. 303	Major. From E.	Ramrod 273	1330	1500	The North Weald Wing was to act as Fighter Cover to the First of the two Air Task Forces of Fortresses on the way to target in Western Germany. Led by Major K. Birksted, D.F.C., flying with 331(N) Squadron, the Wing climbed from base and arrived at rendezvous according to plan. Flying behind the bombers, the Wing followed them to Douai. The bombers were flying in thick haze-layer (20-30,000 feet) and visual contact was consequently extremely difficult. No e/a were seen and the Wing returned to base via Berck-sur-Mer and Dungeness.	
	BS. 247	Sgt. Sundt E.	"	"	"		
	MH. 942	Capt. Raeder E.	"	"	"		
	MA. 228	Sgt. Helland J.	"	"	"		
	BS. 254	Lieut. Isachsen H.	"	"	"		
	MA. 621	Sgt. Tidemand O.	"	"	"		
	MA. 709	Capt. Ringdal N.	"	"	"		
	MA. 422	Sgt. Hetland E.	"	"	"		
	BN. 122	2/Lt. Hauge E.	"	"	"		
	MA. 840	F/Sgt. Keim E.	"	"	"		
	MH. 935	2/Lt. Bøgtker C.	"	"	"		
	BS. 500	Sgt. Gjestland N.	"	"	"		
	MA. 303	Major. From E.	Ramrod 274	1615	1800		The North Weald Wing was to act as First Fighter Sweep in connection with medium bombers attacking St. Omer - Longueess airfield in part II. of the operation. The Wing climbed from base and our aircraft arrived at Nieuport at 16,000 feet. The weather was not very favourable as the Wing swept along the coast to Walcheren island - climbing through thick haze from 16,000 feet up to 28,000 feet. Returning to Nieuport, the Wing crossed the coast and proceeded towards the St. Omer area. Weather cleared up East of St. Omer. No e/a were seen and the Wing returned to base without any incidents.
MA. 621	2/Lt. Bolstad K.	Part II.	"	"			
MA. 422	Sgt. Bøisland J.	"	"	"			
MH. 839	Capt. Raeder E.	"	"	"			
MA. 228	Sgt. Helland J.	"	"	"			
BS. 254	Lieut. Isachsen H.	"	"	"			
MA. 942	F/Sgt. Kolling R.	"	"	"			
MA. 840	Capt. Ringdal N.	"	"	"			
BS. 500	Sgt. Gjestland N.	"	"	"			
MA. 709	Lieut. Bønhof K.	"	"	1745			
MH. 935	2/Lt. Bøgtker C.	"	"	1800			
MA. 229	Sgt. Bjørnstad H.	"	"	"			
19-10-43	No operational flying today.						
20-10-43	MH. 830	Major K. Birksted, D.F.C.	Rodeo 263	0940	1040	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, crossed the enemy coast at 25,000 feet over Gravelines. The Wing swept Bergues and flew on to Dixmude where the Hornchurch wing was sighted. The Wing then swept back to Ypres and then to Hazebrouck where the Kenley wing was sighted. No e/a were seen and the Wing recrossed the French coast over Gravelines - still flying at 25,000 feet. Medium, inaccurate heavy flak was experienced from Dunkirk.	
	MA. 220	2/Lt. Herfjord K.	"	"	"		
	BS. 254	Sgt. Roald J.	"	"	"		
	MA. 303	Major From E.	"	"	"		
	MA. 422	F/Sgt. Aarflot B.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	1030		
	BS. 250	Sgt. Tidemand J.	"	"	1045		
	MH. 935	Capt. Ringdal N.	"	"	"		
	IZ. 919	Sgt. Gjestland N.	"	"	"		
	MA. 840	2/Lt. Aanjesen O.	"	"	"		
	MA. 229	Sgt. Hetland E.	"	"	"		
	BS. 249	Sgt. Rinde J.	"	"	"		

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald

SECRET

PAGE No FIVE

OPERATIONS RECORD BOOK

APPENDIX

C.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (Norwegian) Squadron, North Weald

SECRET

PAGE No. FIVE

11111 WA 0220-53 60,000 514 T.S. 700
170054-5117 WL 0221-2342 105W 1012 T.S. 700

FOR THE MONTH OF October 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
20-10-43 (Cont'd)	<u>Spitfire IX</u>							
	MH. 935	2/Lt. Hauge E.	Raumrod 277	1340	1500	The Wing was to act as Fighter Cover one of two U.S.A.A.F. Air Task Forces, Forts bombing targets in Western Germany. Led by Major K. Birksted, D.F.C., flying with this Squadron, the Wing proceeded to point of Rendezvous - Berck. Having positioned themselves as planned, the Wing proceeded towards Douai with the Fortresses. Just before reaching Douai, 30 e/a were seen coming from up sun, at 25-27,000 feet trying to engage the Fortresses. The Wing bounced these e/a and as a result of combats, 331(N) Squadron claims 3 F.W.190's destroyed and another damaged. Some pilots of this Squadron witnessed 1 F.W.190 being hit by own flak and go down vertically with propeller stopped. This e/a was probably destroyed. The Wing reformed and returned to base.		
	BS. 249	Sgt. Rinde J.	"	"	"			
	MA. 229	Sgt. Hetland T.	"	"	"			
	MA. 810	Capt. Ringdal N.	"	"	"			
	BS. 508	Sgt. Isachsen R.	"	"	"			
	MA. 303	Major From R.	"	"	"			
	MA. 422	Sgt. Sunde E.	"	"	"			
	MH. 839	Capt. Raeder B.	"	"	"			
	BS. 254	F/Sgt. Kolling R.	"	"	"			
	MA. 228	2/Lt. Bolstad K.	"	"	"			
	BS. 131	Sgt. Røslund J.	"	"	1510			
	21-10-43	MA. 301	Capt. Ringdal N.	Air/Sea/Rescue.	0930		1100	The Squadron carried out an Air/Sea/Rescue and search over these off Bradwell. Nothing was seen.
MA. 709		Sgt. Gjestland N.	"	"	"			
MA. 229		2/Lt. Aanjesen O.	"	"	"			
BS. 508		Lieut. Isachsen H.	"	"	"			
MH. 935		Sgt. Bjørnstad H.	"	"	"			
MA. 303		Major From R.	"	"	"			
MA. 621		2/Lt. Bolstad K.	"	"	"			
MA. 422		Sgt. Helland J.	"	"	"			
MH. 839		Capt. Raeder B.	"	"	"			
BS. 331		F/Sgt. Aarflot E.	"	"	"			
MA. 228		Sgt. Isachsen R.	"	"	"			
MH. 942	Sgt. Tidemand O.	"	"	"				
22-10-43	MA. 301	Capt. Ringdal N.	Raumrod 280	0930	1100	The Wing was to act as 4th Fighter Sweep on this operation. Landfall was made over the Somme Estuary at 27,000 feet. The Wing then swept towards Arras where 30 F.W.190's were sighted at 27,000 feet, flying on a Westerly course. The Wing engaged these e/a and numerous combats followed. 331(N) Squadron destroyed 3 and damaged one of the e/a. Sgt. Helland J. of this Squadron destroyed 1 F.W.190. One e/a was also destroyed by Major K. Birksted, D.F.C., who was leading the Wing. The Wing suffered no losses. After the engagement the Wing returned and crossed the French coast over Dunkirk at 27,000 feet.		
	MA. 709	Sgt. Gjestland N.	"	"	"			
	MA. 229	2/Lt. Aanjesen O.	"	"	"			
	BS. 508	Lieut. Isachsen H.	"	"	"			
	MH. 935	Sgt. Bjørnstad H.	"	"	"			
	MA. 303	Major From R.	"	"	1115			
	MA. 621	2/Lt. Bolstad K.	"	"	1110			
	MA. 422	Sgt. Helland J.	"	"	1100			
	MH. 839	Capt. Raeder B.	"	"	"			
	BS. 131	Sgt. Jørgensen N.	"	"	"			
	MA. 228	Sgt. Isachsen R.	"	"	"			
	MH. 942	Sgt. Røslund J.	"	"	"			

Appendix 27

181

Reference: PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
22-10-43 (Cont'd)	<u>Spitfire IX.</u> MH 830	Major K. Birksted, D.F.C.	Ramrod 282	1445	1555	The Wing, led by Major K. Birksted, D.F.C., flying with this Squadron, was to act as Top Cover to 24 Mitchels bombing the power station at Grand Quebilly airfield in Part I. of this operation. Owing to unsuitable weather conditions on the other side, the Wing was recalled after 35 minutes flying.			
	MA. 303	Major From R.	Part I.	"	"				
	MA. 228	2/Lt. Herfjord K.	"	"	"				
	MH. 839	Capt. Raeder B.	"	"	"				
	MA. 422	Sgt. Ryeland J.	"	"	"				
	MH. 942	Lieut. Waerner T.	"	"	"				
	MA. 621	Sgt. Tidemand O.	"	"	"				
	MA. 301	Sgt. Rinde J.	"	"	"				
	LZ. 919	2/Lt. Hauge E.	"	"	"				
	MA. 709	Sgt. Gjestland N.	"	"	"				
	MH. 935	2/Lt. Bøttker C.	"	"	"				
	MA. 229	Sgt. Hetland T.	"	"	"				
23-10-43	No operational flying today.								
24-10-43.	LZ. 919	2/Lt. Hauge E.	Ramrod 283	1130	1300	The Wing was to act as Top Cover to 72 Marauders attacking the airfield at Montdidier. The French coast was crossed over the Somme Estuary at 22,000 feet. When over Abbeville, information was received from ground control of e/a to the East of Abbeville and the Wing turned port. 30 e/a were soon after sighted. These e/a split up into two formations of 15 A/C each. One of these formations going N.W. was attacked by this Squadron, but dived away to S.W. 331(H) Squadron + well behind this Squadron at the time - bounced these e/a and destroyed 4 F.W. 190's and damaged 4 others. Lieut. Waerner T. of this Squadron also went down and destroyed 1 F.W. 190. The Wing reformed and proceeded towards Montdidier to look for bombers. The latter were not seen and crossing out over Cayeux, the Wing landed at Manston at 1310 hours. Major From R. led the Wing on this operation.			
	MA. 229	Sgt. Rinde J.	"	"	"				
	MA. 810	2/Lt. Aanjesen O.	"	"	"				
	MA. 709	Sgt. Gjestland N.	"	"	"				
	MH. 935	2/Lt. Bøttker C.	"	"	"				
	BS. 708	Sgt. Hetland T.	"	"	"				
	MA. 303	Major From R.	"	"	"				
	MA. 228	2/Lt. Herfjord K.	"	"	"				
	MH. 839	Capt. Raeder B.	"	"	"				
	MA. 422	Sgt. Ryeland J.	"	"	"				
	MH. 942	Lieut. Waerner T.	"	"	"				
	BS. 247	Sgt. Tidemand O.	"	"	"				
	LZ. 919	2/Lt. Hauge E.	Ramrod 284	1600	1740		The Wing took off from Manston - this time to act as Forward Target Cover to 12 Mitchels bombing the airfield at Schiepole. After 28 minutes flying, the Wing had to return owing to weather conditions: - 10/10 cloud in layers from 17,000 feet in Mid-Channel up to 35,000 feet over Holland.		
	MA. 229	Sgt. Rinde J.	"	"	"				
	MA. 810	2/Lt. Aanjesen O.	"	"	"				
	MA. 709	Sgt. Gjestland N.	"	"	"				
	MH. 935	2/Lt. Bøttker C.	"	"	"				
	BS. 508	Sgt. Hetland T.	"	"	"				
	MA. 303	Major From R.	"	"	"				
	MA. 228	2/Lt. Herfjord K.	"	"	"				
	MH. 839	Capt. Raeder B.	"	"	"				
	BS. 247	Sgt. Tidemand O.	"	"	"				
	MH. 942	Lieut. Waerner T.	"	"	"				
	MA. 422	2/Lt. Bolstad K.	"	"	"				

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SECRET

OPERATIONS RECORD BOOK

APPENDIX L.A.F. Form 341.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. SEVEN

(1931) WL 225-45 60,000 1/48 T.S. 700
 (1934-1935) WL 1031-2343 102M 12/41 T.S. 700

FOR THE MONTH OF October 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25-10-43.	LZ. 919	F/Sgt. Gabrielsen O.	Rodeo 267	1550	1730	The North Weald Wing was to carry out a Rodeo operation in the Flushing area, but the Dutch coast was not crossed as the weather was unsuitable inland. A convoy of 12 medium sized ships was seen going S.E. 5 miles off Knocke. Slight flak was experienced from Knocke.	
	MA. 229	Sgt. Ejørnstad H.	"	"	"		
	MH. 935	Capt. Ringdal N.	"	"	"		
MA. 810	MA. 810	2/Lt. Aarjensen O.	"	"	"		
	MA. 709	F/Sgt. Høiland K.	"	Did not take off.	"		
	MH. 942	Sgt. Christiansen O.	"	Did not take off.	"		
	MA. 422	2/Lt. Aarflot B.	"	1550	1730		
	MH. 839	Capt. Raeder E.	"	"	"		
	BS. 250	Sgt. Sunde E.	"	"	"		
	MA. 621	2/Lt. Bakke F.	"	"	"		
	MA. 228	Sgt. Jørgensen N.	"	"	"		
	MH. 830	Major K. Birksted, D.F.C.	"	"	"		
26-10-43		No operational flying today.					
27-10-43.		No operational flying today.					
28-10-43.		No operational flying today.					
29-10-43.		No operational flying today.					
30-10-43.		No operational flying today.					
31-10-43.		No operational flying today.					

Ridun Hovl.
 Major Commanding,
 332(Norwegian) Squadron.

182

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

AIR 27/1728

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day _____

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	1-11-43.		Heavy mist all day and rain. No operational flying was carried out.		
North Weald	2-11-43.		The weather did not improve and the Squadron did not take part in any operation during the day.		
North Weald	3-11-43.		A fine morning with bright sunshine. As part of the North Weald Wing the Squadron took part in two Ramrod operations during the day. In Ramrod 209 the Wing was to act as 1st Fighter Sweep in part one of the operation and was airborne at 0950 hours. Climbing from base the Wing swept Amiens, Beauvais, Abbeville, Rouen and crossed out over Dieppe. No e/a were seen and the operation was uneventful. The Squadron landed by 1130 hours. The following pilots took part:- Capt. Waerner T. Major From R. Capt. Ringdal N. Sgt. Tidemand O. F/Sgt. Gabrielsen O. F/Sgt. Keim R. Lieut. Isachsen H. 2/Lt. Aarflot B. Lieut. Ravn H. Sgt. Jørgensen N. Sgt. Roald J. F/Sgt. Høyland E.		
			At 1445 hours the Wing was again airborne to act as 1st Fighter Sweep in Ramrod 290. The bomber force in this operation consisted of Marauders attacking the Amsterdam-Schiphol airfield. The Wing carried on as planned, but apart from some fairly accurate heavy flak from Amsterdam, the operation was uneventful. No e/a were seen. The pilots report hits on airfield and fires in the N.E. part. The Squadron landed at North Weald by 1645 hours. The following pilots took part:- Lieut. Waerner T. Major K. Birksted, D.F.C. Capt. Ringdal N. Sgt. Tidemand O. Sgt. Roald J. F/Sgt. Keim R. Lieut. Isachsen H. 2/Lt. Bolstad K. Lieut. Ravn H. 2/Lt. Aarflot B. F/Sgt. Høyland E. F/Sgt. Gabrielsen O.		
			Soon after landing the Wing was ordered to go to Bradwell to take part in an operation from the the following morning. The Wing landed at Bradwell just before dusk.		
North Weald	4-11-43.		There was considerable mist in the morning. The Wing was detailed to take part in Ramrod 291A and 293 and the pilots were briefed for these operations. Owing to adverse weather conditions both operations were cancelled and the Wing returned from Bradwell in the afternoon landing at North Weald by 1640 hours.		
North Weald	5-11-43.		Low cloud and mist in the morning, clearing towards midday. Ramrod 295 was alid down with zero 1300 hours, but the operation was cancelled. As part of the Wing the Squadron took off at 1225 hours to act as 1st Fighter Sweep in Ramrod 291A. The French coast was crossed over Dunkirk and the wing then swept Bethune, Douai, Courtrai, Dixmude, and crossed out over Graveslines. The operation was quite uneventful. The Squadron landed at 1425 hours. The following pilots took part:- Lieut. Waerner T. Major K. Birksted, D.F.C. Capt. Ringdal N. Sgt. Jørgensen N. F/Sgt. Gabrielsen O. Sgt. Gjestland N. 2/Lt. Bolstad K. 2/Lt. Bøtker C. 2/Lt. Hauge E. Sgt. Tidemand O. Sgt. Bjørnstad H. Sgt. Høyland T.		
			On landing the wing was ordered to readiness as all other wings in the Group were detailed to take part in offensive operations.		
North Weald	6-11-43.		Heavy mist and rain during the morning clearing slowly during the day. The Squadron did not carry out any operational flying during the day, and the Wing was released off camp in the afternoon.		

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

103

Place	Date	Time	Summary of Events	SECRET.	References to Appendices																								
North Weald	7-11-43		<p>The weather was fair during the morning. The Wing was airborne at 0845 hours to take part in Ramrod 29/ acting as Top Cover in part II of the operation. Crossing the French coast over Le Treport, the Wing swept to Montdidier where the Beehive was seen to return. Flying behind the Beehive, the French coast was crossed out over St. Valery. No e/a were seen. The Squadron landed by 1040 hours. The following pilots took part:</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Sunde E.) Did not</td> <td>F/Sgt. Keim R.</td> <td>Sgt. Gjestland N.</td> </tr> <tr> <td>2/Lt. Bakke F.) take off.</td> <td>Sgt. Røslund J.</td> <td>Lieut. Ravn H.) Did not</td> </tr> <tr> <td>F/Sgt. Kolling R.)</td> <td>Sgt. Roald J.</td> <td>F/Sgt. Høiland R.) take off.</td> </tr> </table> <p>At 1300 hours the Wing took off and proceeded to Tangmere. The operation in which the Wing was to take part, was later cancelled and the Wing returned to North Weald at 1600 hours.</p>	Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Sgt. Sunde E.) Did not	F/Sgt. Keim R.	Sgt. Gjestland N.	2/Lt. Bakke F.) take off.	Sgt. Røslund J.	Lieut. Ravn H.) Did not	F/Sgt. Kolling R.)	Sgt. Roald J.	F/Sgt. Høiland R.) take off.														
Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.																											
Sgt. Sunde E.) Did not	F/Sgt. Keim R.	Sgt. Gjestland N.																											
2/Lt. Bakke F.) take off.	Sgt. Røslund J.	Lieut. Ravn H.) Did not																											
F/Sgt. Kolling R.)	Sgt. Roald J.	F/Sgt. Høiland R.) take off.																											
North Weald	8-11-43		10/10 low cloud and mist. The operations laid down for the day were cancelled.																										
North Weald	9-11-43		The Wing was detailed to take part in two offensive operations, but both were cancelled and no operational flying was carried out during the day.																										
North Weald	10-11-43		<p>The Wing took off at 1335 hours to act as Top Cover in Ramrod 307. Meeting the bombers near Furnes, the Wing escorted them to the target and back. No e/a were seen and the Wing landed by 1530 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Sunde E.</td> <td>G/Capt. M.W.S. Robinson, C.B.E.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>2/Lt. Bakke F.</td> <td>Lieut. Isachsen H.</td> <td>2/Lt. Hauge E.</td> </tr> <tr> <td>Sgt. Jørgensen N.</td> <td>Sgt. Ebjørnstad H.</td> <td>Sgt. Isachsen R.</td> </tr> </table> <p>On landing the Wing received information about Ramrod 308 in which the Wing was to act as 3rd Fighter Sweep. Although taking off immediately after refuelling at 1550 hours, the Wing was off schedule and returned when off Dunkirk. No e/a were seen and the Wing landed by 1710 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>2/Lt. Herfjord K.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Aanjesen O.</td> <td>2/Lt. Bøttker C.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Hetland T.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Sgt. Sunde E.	G/Capt. M.W.S. Robinson, C.B.E.	Sgt. Rinde J.	2/Lt. Bakke F.	Lieut. Isachsen H.	2/Lt. Hauge E.	Sgt. Jørgensen N.	Sgt. Ebjørnstad H.	Sgt. Isachsen R.	Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Sgt. Helland J.	2/Lt. Herfjord K.	Sgt. Rinde J.	Lieut. Waerner T.	2/Lt. Aanjesen O.	2/Lt. Bøttker C.	Sgt. Røslund J.	Sgt. Hetland T.	Sgt. Isachsen R.		
Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.																											
Sgt. Sunde E.	G/Capt. M.W.S. Robinson, C.B.E.	Sgt. Rinde J.																											
2/Lt. Bakke F.	Lieut. Isachsen H.	2/Lt. Hauge E.																											
Sgt. Jørgensen N.	Sgt. Ebjørnstad H.	Sgt. Isachsen R.																											
Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.																											
Sgt. Helland J.	2/Lt. Herfjord K.	Sgt. Rinde J.																											
Lieut. Waerner T.	2/Lt. Aanjesen O.	2/Lt. Bøttker C.																											
Sgt. Røslund J.	Sgt. Hetland T.	Sgt. Isachsen R.																											
North Weald	11-11-43		<p>The Wing was airborne at 1130 hours to act as 1st Fighter Sweep in Ramrod 311. Climbing from base, the Wing swept St. Valery, Rouen, Bernay and crossed out over Pt. de Percees. No e/a were seen on this uneventful sweep. The Squadron landed by 1340 hours. The following pilots took part:-</p> <table border="0"> <tr> <td>Capt. Raeder B.</td> <td>Major K. Birksted, D.F.C.</td> <td>Capt. Ringdal N.</td> </tr> <tr> <td>Sgt. Helland J.</td> <td>2/Lt. Herfjord K.</td> <td>Sgt. Rinde J.</td> </tr> <tr> <td>Lieut. Waerner T.</td> <td>2/Lt. Aanjesen O.</td> <td>Lieut. Ravn H.</td> </tr> <tr> <td>Sgt. Røslund J.</td> <td>Sgt. Hetland T.</td> <td>Sgt. Isachsen R.</td> </tr> </table>	Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.	Sgt. Helland J.	2/Lt. Herfjord K.	Sgt. Rinde J.	Lieut. Waerner T.	2/Lt. Aanjesen O.	Lieut. Ravn H.	Sgt. Røslund J.	Sgt. Hetland T.	Sgt. Isachsen R.														
Capt. Raeder B.	Major K. Birksted, D.F.C.	Capt. Ringdal N.																											
Sgt. Helland J.	2/Lt. Herfjord K.	Sgt. Rinde J.																											
Lieut. Waerner T.	2/Lt. Aanjesen O.	Lieut. Ravn H.																											
Sgt. Røslund J.	Sgt. Hetland T.	Sgt. Isachsen R.																											

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron, North Weald.

No. of pages used for day

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	11-11-43	(Cont'd)	Ramrod 312 took place later in the afternoon and the North Weald Wing was to act as 5th Fighter Sweep. Climbing from base the Wing made landfall at Nieuport at 1549 hours. The Wing then swept towards Lille, Hesdin, St. Omer and crossed out over Cap Gris Nez at 1617 hours. No e/a were seen and the Squadron landed by 1655 hours. The following pilots took part:- Capt. Ræder E. Major K. Birksted, D.F.C. Capt. Ringdal N. Sgt. Tidemand O. Sgt. Rinde J. F/Sgt. Gabrielsen O. 2/Lt. Bolstad K. 2/Lt. Aarflot B. 2/Lt. Bøitker O. B/Sgt. Kolling R. Sgt. Roald J. F/Sgt. Keir R.		
North Weald	12-11-43		Low clouds and strong North Easterly wind all day. The pilots were briefed for Ramrod 313, but this operation was cancelled.		
North Weald	13-11-43		Heavy rain in the morning. There was no operational flying and the Wing was released off camp in the afternoon.		
North Weald	14-11-43		Weather again prevented the Wing from taking part in any operations.		
North Weald	15-11-43		Mist in the morning and 10/10 cloud. Training flying only was carried out during the afternoon.		
North Weald	16-11-43		Mist, cloud and strong North Easterly wind prevented any operational flying.		
North Weald	17-11-43		Fair at midday - closing in in afternoon. No operational flying.		
North Weald	18-11-43		Weather fair. Ramrod 315 took place between 1530 hours and 1710 hours. This was an uneventful sweep over Furnes/Lille/Calais. 10/10 cloud at 8,000 feet everywhere except over Gris Nez where it was clear. No e/a were seen. All returned safely to base without incident.		
North Weald	19-11-43		Clear and sunny, some ground mist early. This Squadron, led by Lt. Col. K. Birksted, D.F.C., who was also leading the Wing, took off at 1220 hours landing at Tangmere at 1300 hours. After refuelling they took off at 1330 hours for Ramrod 316 to act as Top Cover for 72 Marauders bombing target at St. Andre de L'Eure. When 10 miles E. of St. Claire some 40 e/a were sighted and some fights followed. Capt. Ræder and Sgt. Roald of this Squadron sharing one Me.109 probably destroyed. No other incidents took place and the Wing returned safely at 1525 hours.		Appendix 29&30
North Weald	20-11-43		Thick mist early. Cold. No operational flying was carried out.		
North Weald	21-11-43		} Bad weather, fog and rain, prevented any flying.		
	22-11-43				
	23-11-43				
North Weald	24-11-43		Fair, Cold. Formation practice and cine gun exercises during the day. No other flying.		

184

Reference:-

PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6
1	2				

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald	25-11-43.		<p>Fair. Strong wind. The Wing took off at 0900 hours to act as 1st Fighter Sweep in Ramrod 330. They swept Furnes/Lille/Courtrai and the Somme area at varying heights, 24-31,000 feet, receiving intense flak over Cap Gris-Nez. No e/a were seen and all returned safely to base at 1045 hours.</p> <p>At 1510 hours the Wing took off again to act as 1st Fighter Sweep in Ramrod 333. Landfall was made at 28,000 feet at Blankenberghe. This Squadron bounced 6 e/a flying North at 12,000 feet 15 miles S.E. of Lille, whilst 334(N) Squadron remained as Top Cover. 2/Lt. Aarjesen O. of this Squadron destroyed 1 Me. 109G. 1 F.W.190 and 1 Me. 109G were destroyed by their own (enemy) action. Going conditions prevented some of our pilots from firing. All returned safely to base at 1700 hours.</p>		Appendix 31
North Weald	26-11-43.		<p>The Wing led by Lt. Col. K. Birksted, D.F.C., took off at 1015 hours in Ramrod 335 to act as withdrawal xxxx support to Fortresses coming out over Beauvais. Rendezvous was made on time (1045 hours) at 25,000 feet. 6-8 e/a were seen N.N.W. of Beauvais in a gentle dive towards the bombers. Blue section went after them and Sgt. Stouland of 334(N) Squadron destroyed 1 Me. 109. 3 more e/a were seen between Amiens - Abbeville, but they dived inland and the Wing could not follow owing to shortage of fuel. No further incidents took place. All returned safely to base by 1215 hours.</p> <p>The Wing took off again to act as 2nd Fighter Sweep in Ramrod 336. They swept Graveslines/Lille/Lens/Arras/Doullens leaving France over Somme Estuary. No e/a seen. All returned safely to base at 1435 hours.</p>		
North Weald	27-11-43.		Fog. No flying.		
North Weald	28-11-43.		Low mist and clouds. No operational flying was carried out.		
North Weald	29-11-43.		At 0900 hours the Wing took off for Ramrod 339 to act as Top Cover to 72 Marauders bombing Alth airfield. Bombers were escorted to target and back to the English coast without any incident. Bombing results appeared extremely good. All returned safely at 1055 hours.		
North Weald	30-11-43.		Mostly clear. Strong wind. The Wing took off at 1245 hours to act as withdrawal cover to Fortresses bombing Solingen in Germany. The Wing flew behind Walchern and other adjoining islands coming out behind the bombers. The Wing escorted them half way back to the English coast, then returned to base without any incident.		

Richard Hall
 Major Commanding,
 332(N) Squadron.

*3251 Wk. 3379-3381 110M 342 TS 700

OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

SECRET

OPERATIONS RECORD BOOK

FORM 541

DETAIL OF WORK CARRIED OUT

By 332(N) Squadron, North Weald.

SECRET

PAGE No. ONE

FOR THE MONTH OF November 1943

(9311) WL 9357-58 50,000 348 T.S. 700
 (10974-02117) WL 1031-02117 109W 1204 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1-11-43.			No operational flying today.				
2-11-43.			No operational flying today.				
3-11-43.	<u>Spitfire II.</u> MA. 903 MA. 422 MH. 839 BS. 131 MA. 228 MA. 621 MA. 301 MA. 870 MA. 229 LZ. 949 BS. 508 MJ. 220	Major From B. 2/Lt. Aarflot B. Capt. Baeder B. Sgt. Tidemand O. Lieut. Isachsen H. Sgt. Jørgensen N. Capt. Ringdal N. F/Sgt. Keim R. Lieut. Ravn H. F/Sgt. Høiland R. F/Sgt. Gabrielsen O. Sgt. Roald J.	Ramrod 289	0950	1435	Climbing from base the Wing swept Amiens, Beauvais, Abbeville, Rouen and crossed out over Dieppe. No e/a were seen and the operation was uneventful.	
	MH. 830 MA. 301 BS. 508 MA. 229 LZ. 949 MH. 940 BS. 250 MA. 621 MJ. 220 MH. 839 MA. 228 MA. 422	Major K. Birksted, D.F.C. Capt. Ringdal N. F/Sgt. Keim R. Lieut. Ravn H. F/Sgt. Gabrielsen O. F/Sgt. Høiland R. Sgt. Roald J. 2/Lt. Bolstad K. Lieut. Waerner T. Sgt. Tidemand O. Lieut. Isachsen H. 2/Lt. Aarflot B.	Ramrod 290.	1450	1650	The bomber force in this operation consisted of Marauders attacking the Amsterdam-Selipol airfield. The Wing carried on as planned, but apart from some fairly accurate heavy flak from Amsterdam the operation was uneventful. No e/a were seen. The pilots report hits on airfield and fires in the N.E. part.	
4-11-43.			No operational flying today.				
5-11-43	ME. 830 MA. 301 MA. 870 LZ. 949 EN. 177 BS. 508 MA. 229 MA. 228 MA. 303 BS. 131 MA. 621 LZ. 949	Major K. Birksted, D.F.C. Capt. Ringdal N. Sgt. Gjestland N. 2/Lt. Heuge E. Sgt. Hetland T. 2/Lt. Bøtker C. Sgt. Ejørnstad H. F/Sgt. Gabrielsen O. Lieut. Waerner T. Sgt. Jørgensen N. 2/Lt. Bolstad K. Sgt. Tidemand O.	Ramrod 294A	1225	1425	The Wing was acting as 1st Fighter Sweep. The French coast was crossed over Dunkirk and the Wing swept Bethune, Douai, Courtrai, Dinmude and crossed out over Gravelines. The operation was quite uneventful.	

185

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
6-11-43.		No operational flying.					
7-11-43.	<u>Spitfire II</u> MH. 830 MJ. 220 BS. 254 MH. 895 BS. 131 BS. 247 MA. 301 MA. 870 LZ. 919 MA. 422 MH. 935 MH. 936	Major K. Birksted, D.F.C. Sgt. Røeland J. Sgt. Røald J. Capt. Røeder B. Sgt. Sunde E. 2/Lt. Bakke F. Capt. Ringdal N. Sgt. Gjestland N. F/Sgt. Keim R. Lieut. Ravn H. F/Sgt. Kolling R. F/Sgt. Høiland R.	Ramrod 297 Part II. " " " " " " " " " " "	0840 " " " Did not take off " 0840 " " " Did not take off Did not take off " "	1045 " 1040 1050 " " 1045 " " " " " " "	Crossing the French coast over La Treport, the Wing swept to Montdidier where the Beehive was seen to return. Flying behind the Beehive, the French coast was crossed out over St. Valery. No e/a were seen.	
8-11-43		No operational flying.					
9-11-43		No operational flying.					
10-11-43.	MH. 830 MA. 301 MA. 870 LZ. 919 MA. 229 MH. 870 EN. 177 BS. 254 MA. 621 BS. 247 BS. 247 MJ. 220	Major K. Birksted, D.F.C. Capt. Ringdal N. Sgt. Rinde J. 2/Lt. Hauge E. Sgt. Bjørnstad H. G/Capt. M. W. S. Robinson, C.B.E. Lieut. Isachsen H. Sgt. Isachsen R. Capt. Røeder B. Sgt. Sunde E. 2/Lt. Bakke F. Sgt. Jørgensen N.	Ramrod 307 " " " " " " " " " " " "	1330 " " " " " " " " " " " "	1525 " " " " " " " " " " " "	The Wing was to act as Top Cover on this operation. Meeting the bombers near Furnes, the Wing escorted them to the target and back. No e/a were seen.	
	MH. 830 MH. 895 MA. 228 MJ. 220 BS. 247 BS. 254 MH. 870 MA. 229 MA. 301 MA. 870 LZ. 919 EN. 177	Major K. Birksted, D.F.C. Capt. Røeder B. Sgt. Høiland J. Lieut. Waerner T. Sgt. Røeland J. Sgt. Herfjord K. 2/Lt. Aanjesen O. Sgt. Hetland T. Capt. Ringdal N. Sgt. Rinde J. 2/Lt. Bøtker C. Sgt. Isachsen R.	Ramrod 308 " " " " " " " " " " " "	1555 " " " " " " " " " " " "	1710 " " " " " " " " " " " "	The Wing was to act as 3rd Fighter Sweep. Although taking off immediately after refuelling, the Wing was off schedule and returned when off Dunkirk. No e/a were seen.	

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

SECRET

OPERATIONS RECORD BOOK

APPENDIX

G.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron North Weald.

SECRET

PAGE NO THREE

11-11-43 WL 9210-56 50,000 542 T.S. 700
11-12-43 WL 9311-2141 1054 1242 T.S. 700

FOR THE MONTH OF November 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
11-11-43	MH. 830	Major K. Birksted, D.F.C.	Ramrod 311	1130	1330	The Wing was to act as 1st Fighter Sweep on this operation. Climbing from base, the Wing swept St. Valery, Rouen, Bernay and crossed out over Pt. de Perce. No e/a were seen on this uneventful sweep.	
	MA. 301	Capt. Ringdal N.	"	"	"		
	MH. 870	Sgt. Rinde J.	"	"	1220		
	MA. 229	Lieut. Ravn H.	"	"	1330		
	BN. 177	Sgt. Isachsen E.	"	"	"		
	MA. 870	2/Lt. Aanjesen O.	"	"	1150		
	LZ. 919	Sgt. Hetland T.	"	"	1330		
	MA. 228	2/Lt. Herfjord K.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	"		
	MA. 422	Sgt. Helland J.	"	"	"		
	MJ. 220	Lieut. Waerner T.	"	"	"		
	BS. 347	Sgt. Røslund J.	"	"	"		
	MH. 830	Major K. Birksted, D.F.C.	Ramrod 312	1515	1650	The North Weald Wing was to act as 5th Fighter Sweep in this operation. Climbing from base the Wing made landfall at Nieuport at 1549 hours. The Wing then swept towards Lille, Hesdin, St. Omer and crossed out over Cap Gris Nez at 1617 hours. No e/a were seen.	
	MA. 422	2/Lt. Aarflot B.	"	"	"		
	MA. 228	Sgt. Roald J.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	"		
	BS. 254	Sgt. Tidemand O.	"	"	"		
	MA. 621	2/Lt. Bollstad K.	"	"	"		
	BS. 131	F/Sgt. Kolling R.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	MH. 870	Sgt. Rinde J.	"	"	"		
	MA. 870	2/Lt. Gabrielsen O.	"	"	"		
	MA. 229	2/Lt. Røtaker C.	"	"	"		
	BN. 177	F/Sgt. Keim R.	"	"	"		
12-11-43		No operational flying today.					
13-11-43		No operational flying today.					
14-11-43		No operational flying today.					
15-11-43		No operational flying today.					
16-11-43		No operational flying today.					
17-11-43		No operational flying today.					

186

Reference:- PUBLIC RECORD OFFICE

1	2	3	4	5	6

AIR 27/1728

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18-11-43	MH. 830	Lt. Col. K. Birksted, D.F.C.	Ramrod 315	1525	1710	This was an uneventful sweep over Furnes/Lille/Calais. 10/10 cloud at 8,000 feet everywhere except over Gris Nez where it was clear. No e/a were seen.	
	LZ. 919	Lieut. Ravn H.	"	"	1635		
	MH. 910	Sgt. Rinde J.	"	"	1710		
	MA. 301	2/Lt. Aanjesen O.	"	"	"		
	FN. 177	F/Sgt. Røiland R.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	"		
	BS. 254	Sgt. Røald J.	"	"	"		
	MJ. 220	Lieut. Waerner T.	"	"	"		
	MA. 422	Sgt. Helland J.	"	"	"		
	MA. 303	2/Lt. Bakke F.	"	"	"		
MA. 621	Sgt. Isachsen R.	"	"	"			
MH. 870	2/Lt. Bjøtke C.	"	"	"			
19-11-43	MH. 830	Lt. Col. K. Birksted, D.F.C.	Ramrod 316.	1330	1525	The North Weald Wing was to act as Top Cover for 72 Marauders bombing target at St. Andre de L'Eure. When 10 miles E. of St. Claire some 10 e/a were sighted and some fights followed. Capt. Raeder and Sgt. Røiland of this Squadron sharing one Ma. 109 probably destroyed. No other incident took place and the Wing returned safely to base.	<i>Appendices 29 & 30</i>
	MA. 301	Capt. Ringdal N.	"	"	"		
	BS. 131	Sgt. Rinde J.	"	"	"		
	MA. 229	2/Lt. Bjøtke C.	"	"	"		
	LZ. 919	Sgt. Gjestland N.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	"		
	BS. 254	2/Lt. Bakke F.	"	"	"		
	MA. 303	Lieut. Isachsen H.	"	"	1415		
	MA. 621	Sgt. Røiland J.	"	"	1525		
	MA. 228	Sgt. Smde E.	"	"	"		
MH. 870	2/Lt. Aanjesen O.	"	"	"			
MA. 422	F/Sgt. Kolling R.	"	"	"			
20-11-43	} No operational flying.						
21-11-43							
22-11-43							
23-11-43							
24-11-43							
25-11-43	MA. 303	Major Fran R.	Ramrod 330	0855	1050	The Wing was to act as 1st Fighter Sweep in this operation. They swept Furnes/Lille/Courtrai and the Somme area at varying heights, 24-31,000 feet, receiving intense flak over Cap Gris Nez. No e/a were seen and all returned safely to base.	
	MA. 621	Sgt. Røiland J.	"	"	"		
	MH. 839	Capt. Raeder E.	"	"	"		
	BS. 254	Sgt. Helland J.	"	"	"		
	MJ. 220	2/Lt. Herfjord K.	"	"	"		
	MA. 228	Sgt. Tidemand O.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	MH. 870	Sgt. Bjørnstad H.	"	"	"		
	MA. 229	Lieut. Ravn H.	"	"	"		
	MH. 910	Lieut. Isachsen H.	"	"	"		
	FN. 177	Sgt. Gjestland N.	"	"	"		
MA. 870	2/Lt. Aanjesen O.	"	"	"			

OPERATIONS RECORD BOOK

APPENDIX

A.P. FORM 541

DETAIL OF WORK CARRIED OUT

SECRET

OPERATIONS RECORD BOOK

APPENDIX

I.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. FIVE

FOR THE MONTH OF November 1943.

Form 541 (Rev. 12-1-42) WE 3531-2345 1054 2142 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
25-11-43 (Cont'd)	<u>Spitfire IX.</u> MA. 303	Major From R.	Ramrod 333	1510	1705	The Wing was to act as 1st Fighter Sweep in this operation. Landfall was made at 28,000 feet at Blankenberghe. This Squadron bounced 6 e/a flying North at 12,000 feet 15 miles S.E. of Lille, whilst 331(N) Squadron remained as Top Cover. 2/Lt. Aanjesen O. of this Squadron destroyed 1 Me. 109G. 1 F.W. 190 and 1 Me. 109G were destroyed by their own action. Icing conditions prevented some of our pilots from firing. All our pilots returned safely to base.	<i>Appendix 31</i>
	BS. 247	Sgt. Rinde J.	"	"	"		
	MA. 624	2/Lt. Bakke F.	"	"	"		
	MH. 839	Capt. Raeder B.	"	"	"		
	BS. 131	Sgt. Tidemand O.	"	"	"		
	MJ. 220	Lieut. Waerner T.	"	"	"		
	BS. 254	Sgt. Helland J.	"	"	"		
	EN. 177	F/Sgt. Høiland R.	"	"	"		
	MA. 870	2/Lt. Aanjesen O.	"	"	"		
	MH. 870	2/Ot. Gabrielsen O.	"	"	"		
MH. 910	F/Sgt. Keim R.	"	"	"			
26-11-43.	MA. 303	Major From R.	Ramrod 335	1010	1055	The Wing was to act as withdrawal support to Fortresses coming out over Beauvais. Rendezvous was made on time (1046) hours) at 25,000 feet. 6-8 e/a were seen N.W. of Beauvais in a gentle dive towards the bombers. Blue section went after them and Sgt. Stouland of 334(N) Squadron destroyed 1 Me. 109. 3 more e/a were seen between Amiens-Abbeville, but they dived inland and the Wing could not follow owing to shortage of fuel. No further incident took place. All returned safely to base.	
	MA. 624	2/Lt. Polstad K.	"	"	1130		
	MA. 228	Sgt. Helland J.	"	"	1025		
	MH. 839	Capt. Raeder B.	"	"	1020		
	BS. 131	Sgt. Rinde J.	"	"	1200		
	MJ. 220	Lieut. Waerner T.	"	"	1225		
	MA. 422	Sgt. Tidemand O.	"	"	1200		
	MA. 301	Capt. Ringdal N.	"	"	1220		
	MH. 870	F/Sgt. Keim R.	"	"	1130		
	MA. 870	Lieut. Ravn H.	"	"	1120		
EN. 177	F/Sgt. Høiland R.	"	"	1200			
MH. 940	Sgt. Bjørnstad H.	"	"	"			
SECRET	MA. 303	Major From R.	Ramrod 336	1310	1440	The Wing, acting as 2nd Fighter sweep, swept C. Gravelines/Lille/Lens/Doullens, leaving France over the Somme Estuary. No e/a seen. All returned safely to base.	
	BS. 131	Sgt. Tidemand O.	"	"	"		
	MH. 839	2/Lt. Polstad K.	"	"	"		
	MA. 422	Sgt. Helland J.	"	"	"		
	MA. 228	2/Lt. Bakke F.	"	"	"		
	MA. 624	Capt. Raeder B.	"	"	"		
	MA. 301	Capt. Ringdal N.	"	"	"		
	MH. 870	2/Lt. Gabrielsen O.	"	"	"		
	MA. 870	2/Lt. Aanjesen O.	"	"	"		
	BS. 250	F/Sgt. Keim R.	"	"	"		
27-11-43. } 28-11-43. }		No operational flying.					

107

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

	1	2	3	4	5	6
	1	2				

OPERATIONS RECORD BOOK

APPENDIX A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

By 332(Norwegian) Squadron, North Weald.

SECRET

PAGE No. 571

FOR THE MONTH OF November 19 43.

*9555: WL 9355-50 60,000 5/12 T.S. 700
*10974-2511: WL 3651-2545 105W 12/47 T.S. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES	
				UP	DOWN			
29-11-43.	<u>Spitfire IX.</u>							
	MA. 303	Major From R.	Ramrod 339	0855	1050	The Wing was acting as Top Cover for 72 Marauders bombing Alth airfield. The Bombers were escorted to the target and back to the English coast without any incident. Bombing results appeared extremely good.		
	MA. 621	2/Lt. Bakke F.	"	"	0955			
	MH. 839	Capt. Raeder B.	"	"	"		1050	
	BS. 131	Sgt. Helland J.	"	"	"		"	
	MA. 226	Lieut. Waerner T.	"	"	"		"	
	MA. 422	Sgt. Tidemand O.	"	"	"		"	
	BN. 177	Lieut. Ravn H.	"	"	"		"	
	MH. 910	Sgt. Gjestland N.	"	"	"		"	
	BS. 249	2/Lt. Hauge E.	"	"	"		"	
MH. 870	Sgt. Bjørnstad H.	"	"	"	"			
MA. 870	2/Lt. Aanjesen O.	"	"	"	"			
30-11-43.	MA. 303	Major From R.	Ramrod 341	1250	1315	The Wing was acting as withdrawal cover to Fortresses bombing Solingen in Germany. The Wing flew behind Walchern and other adjoining islands coming out behind the bombers. The Wing escorted them half way back to the English coast then returned to base without any incident.		
	MA. 422	2/Lt. Aarflot B.	"	"	1425			
	MJ. 220	Lieut. Waerner T.	"	"	"			
	MA. 621	Sgt. Jørgensen N.	"	"	"			
	MH. 839	Capt. Raeder B.	"	"	"			
	MA. 228	2/Lt. Bakke F.	"	"	"			
	MH. 910	Sgt. Keim R.	"	"	"			
	LZ. 919	2/Lt. Hauge E.	"	"	"			
	MH. 870	F/Sgt. Høiland R.	"	"	"			
	BS. 249	Capt. Ringdal N.	"	"	"			
MA. 870	Sgt. Isachsen R.	"	"	"				

Richard
Major Commanding,
332(N) Squadron.

188

Reference:-

PUBLIC RECORD OFFICE

1	2	3	4	5	6
---	---	---	---	---	---

OPERATIONS RECORD BOOK

Page No. ONEof (Unit or Formation) 332 (Norwegian) Squadron

No. of pages used for day _____

Place	Date	Time	Summary of Events	<u>SECRET.</u>	References to Appendices
North Weald	1-12-43		There were low clouds part of the day. The Wing, led by Lt. Col. Birksted, took off at 1205 hours to act as withdrawal to Fortresses bombing Solingen in Ramrod 344. The Bombers were late coming out, but stragglers were picked up between Bruges and Newport and escorted to the English coast. All returned safely to base where they landed at 1350 hours.		
" "	2-12-43		No operations.		
" "	3-12-43		No operations.		
" "	4-12-43		At 1430 hours the Wing, led by Lt. Col Birksted, took off for Ramrod 349, acting as 1st Fighter Sweep. The Wing swept uneventfully Gravelines, Coutrai and Ghent at 22,000 ft. There was intense, heavy flak from Dunkirk/Gravelines. All returned safely to base at 1600 hours. Weather:- 10/40 cloud over whole area of operations except North of Furnes-Ghent.		
" "	5-12-43		At 0925 the Wing proceeded to Exeter to take part in No. 10 Group Ramrod 112, acting as Fighter Cover to Fortresses bombing St. Nazaire. Rendez-vous was made at a point about 25 miles S.S.E. of Morlaix. The operation was uneventful for the Wing and all landed safely at base at 1420 hours.		
" "	6-12-43		No operations.		
" "	7-12-43		No operations.		
" "	8-12-43		No operations.		
" "	9-12-43		No operations.		
" "	10-12-43		No operations.		
" "	11-12-43		No operations.		
" "	12-12-43		No operations.		
" "	13-12-43		Ramrod 363 with Wing as 1st Fighter Sweep took place to-day. Landfall was made at Noordwal and a sweep was carried out over Holland, but nothing of interest developed. Major From led the wing, but had to return from mid-sea. Capt. Raeder took over command.		
" "	14-12-43		No operations.		
" "	15-12-43		No operations.		
" "	16-12-43		No operations.		
" "	17-12-43		No operations.		
" "	18-12-43		No operations.		
" "	19-12-43		No operations.		
" "	20-12-43		The Wing, led by Lt. Col. Birksted, went on a Fighter Sweep to Cayeux, continuing to Lens,		

109

PUBLIC RECORD OFFICE

Reference:-

AID 27/1728

1	2	3	4	5	6
---	---	---	---	---	---

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Weald	20-12-43		St. Omer and out at Le Touquet. The trip was uneventful.		
"	"	21-12-43	The wing went on a Fighter Sweep to Rouen. No enemy aircraft were seen and nothing eventful happened.		
"	"	22-12-43	The Wing took off on a Fighter Sweep, again to Rouen, and saw no enemy aircraft. After an uneventful trip they returned to base.		
"	"	22-12-43	With 332 Squadron on the bottom the wing left the base and crossed the Channel at zero altitude. They went 20 miles past Newport, where they rose to 20000 ft., continuing from there to Lille. Typhoons bombed in the vicinity of St. Omer, the results not being observed. From Lille they went to Bethune where another Spitfire wing was seen. From there the course was set for St. Omer-Hardelet and back again. No enemy aircraft were seen.		
"	"	23-12-43	No operations.		
"	"	24-12-43	The Wing was briefed for a Fighter Sweep, but it was changed before the take-off to Escort-Cover to 72 Marauders. They made rendez-vous at Hastings but almost across the Channel the Marauders returned. The Wing continued an ordinary Fighter Sweep. No incidents to report.		
"	"	25-12-43	No operations.		
"	"	26-12-43	No operations.		
"	"	27-12-43	No operations.		
"	"	28-12-43	No operations.		
"	"	29-12-43	No operations.		
"	"	30-12-43	The Wing went on a Ramrod, escorting Fortresses over Fedamp, with 332 Squadron on the bottom. They went to Montifair with the bombers and returned from there. Trip uneventful.		
"	"	30-12-43	The Wing went on a Ramrod as Close Escort to 72 Marauders. Rendez-vous was made over Hastings. The Marauders split into boxes and each bombed its target near Somme. No enemy aircraft seen.		
"	"	31-12-43	The Wing, with 332 Squadron on the bottom, again went on a Ramrod Fighter umbrella to Abbeville and Montreuil-Hesdin area as different bombings took place. No enemy aircraft were seen and the trip was uneventful.		
"	"	31-12-43	On a Ramrod the Wing, with 332 Squadron on the bottom, acted as Escort to 72 Marauders. Rendez-vous was obtained near Dungenes. From there they went to Cayeux, and from there to 2 other targets North of Abbeville and at Berck sur Mer. Some airplanes were reported, but it is doubtful that they were enemy aircraft. No flak experienced.		

W. Christie

Officer Commanding,
332 (N) Squadron.

(*0885-0305) Wt. 3453-232 150W 13/62 I.S. 700

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (N) Squadron.

SECRET

FORM 541.

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By 332 (N) Squadron.

SECRET

PAGE No. ONE

(7472) Wg. 24229/1650. 180m. R/40. P.I. 51-7751.

FOR THE MONTH OF December, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1.12.43.	MA 303	Major. From E.	Ramrod	1200	1400	Low clouds part of the day. The Wing, led by Lt. Col. Birksted, took off at 1205 hours to act as Withdrawal to Fortresses bombing Solingen in Ramrod 344. The bombers were late coming out, but stragglers were picked up between Bruges and Newport and escorted to the English coast. All returned safely to base and landed at 1350 hours.	
	MJ 220	2/Lt. Herfjord K.	"	"	"		
	BS 259	2/Lt. Aarflot B.	"	"	"		
	MH 839	Capt. Raeder B.	"	"	"		
	MA 228	F/Sgt. Jørgensen N.	"	"	"		
	MA 422	2/Lt. Bakke F.	"	"	"		
	MA 621	F/Sgt. Kolling R.	"	"	"		
	BS 229	Capt. Ringdal N.	"	"	"		
	LZ 919	Sgt. Bjørnstad H.	"	"	"		
	MA 810	2/Lt. Aanjesen O.	"	"	"		
	MH 910	2/Lt. Gabrielsen O.	"	"	"		
EN 177	F/Sgt. Gjestland N.	"	"	"			
4.12.43.	BS 247	Sgt. Sunde E.	Ramrod	1420	1600	At 1430 hours the Wing, led by Lt. Col. Birksted, took off for Ramrod 349, acting as 1st Fighter Sweep. The Wing swept uneventfully Gravelines, Coutraid and Ghent at 22,000 ft. There was intense, heavy flak from Dunkirk-Gravelines. All returned safely to base at 1600 hours.	
	MH 839	Lieut. Waerner T.	"	"	"		
	MA 621	F/Sgt. Kolling R.	"	"	"		
	BS 254	Lieut. Isachsen H.	"	"	"		
	MA 422	Sgt. Roald J.	"	"	"		
	MA 301	Capt. Ringdal N.	"	"	"		
	MA 229	Sgt. Riung N.	"	"	"		
	LZ 919	2/Lt. Hauge E.	"	"	"		
MH 870	Sgt. Isachsen R.	"	"	"			
5.12.43.	MH 839	2/Lt. Bakke F.	Ramrod	1220	1420	At 0925 hours the Wing proceeded to Exceper to take part in No. 10 Group Ramrod 112, acting as Fighter-Cover to Fortresses bombing St. Nazaire. Rendez-vous was made at a point about 25 miles S.S.E. of Morlaix. The operation was uneventful and all landed safely at base at 1420 hours.	
	MA 303	Capt. Ringdal N.	"	"	"		
	MA 228	Sgt. Bøslund J.	"	"	"		
	MA 422	2/Lt. Aarflot B.	"	"	"		
	MJ 220	Sgt. Helland J.	"	"	"		
	LZ 919	2/Lt. Hauge E.	"	"	"		
	MA 810	Sgt. Bjørnstad O.	"	"	"		
	MH 870	2/Lt. Gabrielsen O.	"	"	"		
	BS 445	F/Sgt. Kedm R.	"	"	"		
	EN 177	F/Sgt. Høiland R.	"	"	"		
MA 229	2/Lt. Bøtker C.	"	"	"			
13.12.43.	MA 303	Major. From R.	Ramrod	1335	1535	Ramrod 363 with the Wing as 1st Fighter Sweep took place to-day. Landfal was made at Noordwal and a sweep was carried out over Holland, but nothing of interest developed. Major From, who led the Wing, had to return from mid-sea. Capt. Raeder took over command.	
	MA 621	Sgt. Jørgensen N.	"	"	"		
	MH 839	Capt. Raeder B.	"	"	"		
	MA 422	Sgt. Roald J.	"	"	"		
	MJ 220	Lieut. Waerner T.	"	"	"		
	BS 254	Sgt. Tidemand G.	"	"	"		
	LZ 919	Sgt. Riung N.	"	"	"		
	BS 445	Lieut. Isachsen H.	"	"	"		
	MH 229	Lieut. Ravn H.	"	"	"		
	MH 910	Sgt. Rinde J.	"	"	"		
	MH 910	2/Lt. Gabrielsen O.	"	"	"		
EN 177	Sgt. Gjestland N.	"	"	"			

190

PUBLIC RECORD OFFICE

Reference:-

AIR 27/1728

1	2	3	4	5	6

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

FORM 541.

By 332 (N) Squadron.

SECRET

PAGE No. ONE

(7472) Wt. 24229/1650. 180m. 8/40. P.L. 51-7551.

FOR THE MONTH OF December, 1944.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1.12.43.	MA 303	Major From E.	Ramrod	1200	1400	Low clouds part of the day. The Wing, led by Lt. Col. Birksted, took off at 1205 hours to act as Withdrawal to Fortresses bombing Solingen in Ramrod 344. The bombers were late coming out, but stragglers were picked up between Bruges and Newport and escorted to the English coast. All returned safely to base and landed at 1350 hours.	
	MJ 220	2/Lt. Herfjord K.	"	"	"		
	BS 259	2/Lt. Aarflot B.	"	"	"		
	MH 839	Capt. Raeder B.	"	"	"		
	MA 228	F/Sgt. Jørgensen N.	"	"	"		
	MA 422	2/Lt. Bakke F.	"	"	"		
	MA 621	F/Sgt. Kolling R.	"	"	"		
	BS 229	Capt. Ringdal N.	"	"	"		
	LZ 919	Sgt. Bjørnstad H.	"	"	"		
	MA 810	2/Lt. Aanjesen O.	"	"	"		
	MH 910	2/Lt. Gabrielsen O.	"	"	"		
EN 177	F/Sgt. Gjestland N.	"	"	"			
4.12.43.	BS 247	Sgt. Sunde E.	Ramrod	1420	1600	At 1430 hours the Wing, led by Lt. Col. Birksted, took off for Ramrod 349, acting as 1st Fighter Sweep. The Wing swept uneventfully Gravelines, Coutrai and Ghent at 22,000 ft. There was intense, heavy flak from Dunkirk-Gravelines. All returned safely to base at 1600 hours.	
	MH 839	Lieut. Waerner T.	"	"	"		
	MA 621	F/Sgt. Kolling R.	"	"	"		
	BS 254	Lieut. Isachsen H.	"	"	"		
	MA 422	Sgt. Roald J.	"	"	"		
	MA 301	Capt. Ringdal N.	"	"	"		
	MA 229	Sgt. Riung N.	"	"	"		
	LZ 919	2/Lt. Hauge E.	"	"	"		
MH 870	Sgt. Isachsen R.	"	"	"			
5.12.43.	MH 839	2/Lt. Bakke F.	Ramrod	1220	1420	At 0925 hours the Wing proceeded to Exeter to take part in No. 10 Group Ramrod 112, acting as Fighter-Cover to Fortresses bombing St. Nazaire. Rendez-vous was made at a point about 25 miles S.S.E. of Morlaix. The operation was uneventful and all landed safely at base at 1420 hours.	
	MA 303	Capt. Ringdal N.	"	"	"		
	MA 228	Sgt. Røeland J.	"	"	"		
	MA 422	2/Lt. Aarflot B.	"	"	"		
	MJ 220	Sgt. Helland J.	"	"	"		
	LZ 919	2/Lt. Hauge E.	"	"	"		
	MA 810	Sgt. Bjørnstad O.	"	"	"		
	MH 870	2/Lt. Gabrielsen O.	"	"	"		
	BS 445	F/Sgt. Keim R.	"	"	"		
	EN 177	F/Sgt. Høiland R.	"	"	"		
	MA 229	2/Lt. Bøtker C.	"	"	"		
13.12.43.	MA 303	Major From R.	Ramrod	1335	1535	Ramrod 363 with the Wing as 1st Fighter Sweep took place to-day. Landfall was made at Noordwal and a sweep was carried out over Holland, but nothing of interest developed. Major From, who led the Wing, had to return from mid-sea. Capt. Raeder took over command.	
	MA 621	Sgt. Jørgensen N.	"	"	"		
	MH 839	Capt. Raeder B.	"	"	"		
	MA 422	Sgt. Roald J.	"	"	"		
	MJ 220	Lieut. Waerner T.	"	"	"		
	BS 254	Sgt. Tidemand O.	"	"	"		
	LZ 919	Sgt. Riung N.	"	"	"		
	BS 445	Lieut. Isachsen H.	"	"	"		
	MH 229	Lieut. Ravn H.	"	"	"		
	MH 910	Sgt. Rinde J.	"	"	"		
	MH 810	2/Lt. Gabrielsen O.	"	"	"		
	EN 177	Sgt. Gjestland N.	"	"	"		

190

Reference:- PUBLIC RECORD OFFICE

AIR 27/1728

1	2	3	4	5	6

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20.12.43.	<u>Spitfire IX L.F.</u>						
	MA 422	2/Lt. Aarflot E.	Ramrod	1025	1200	The Wing, led by Lt. Col. Birksted, went on a Fighter Sweep to Cayeux, continuing to Lens, St.Omer and out at Le Touquet. The trip was uneventful.	
	MH 839	Sgt. Tidemand O.	"	"	"		
	MA 621	2/Lt. Bolstad K.	"	"	"		
	BS 259	Sgt. Sundt E.	"	"	"		
	MJ 220	2/Lt. Bakke F.	"	"	"		
	BS 148	Sgt. Helland J.	"	"	"		
	MH 910	2/Lt. Hauge E.	"	"	"		
	MH 870	Sgt. Bjørnstad H.	"	"	"		
	MA 810	2/Lt. Aanjesen O.	"	"	"		
	BN 177	Sgt. Hetland T.	"	"	"		
MA 301	Capt. Ryg J.	"	"	"			
MH 910	2/Lt. Hauge E.	"	"	"			
21.12.43.	MJ 220	2/Lt. Bakke F.	Ramrod	0905	1050	The Wing went on a Fighter Sweep to Rouen. No enemy aircraft were seen. After an uneventful trip they returned to base.	
	MH 839	Capt. Baeder B.	"	"	"		
	BS 148	Sgt. Helland J.	"	"	"		
	MA 621	2/Lt. Bolstad K.	"	"	"		
	MA 228	Sgt. Jørgensen N.	"	"	"		
	MA 301	Capt. Ryg J.	"	"	"		
	BS 445	Lieut. Isachsen H.	"	"	"		
	LZ 919	2/Lt. Aanjesen O.	"	"	"		
	MH 910	Sgt. Gjestland N.	"	"	"		
	MH 870	Lieut. Ravn H.	"	"	"		
	MH 839 935	Sgt. Hetland T.	"	"	"		
22.12.43.	MJ 220	Lieut. Isachsen H.	Ramrod	1110	1245	With 332 Squadron on the bottom, the Wing left the base and crossed the Channel at zero altitude. They went 20 miles past Neufport, where they rose to 20,000 ft., continuing from there to Lille. Typhoons bombed in the vicinity of St.Omer, the results not being observed. From Lille they went to Bethune where another Spitfire wing was seen. From there the course was set for St.Omer-Hardelet and back again. No enemy aircraft were seen.	
	MH 839	Capt. Baeder B.	"	"	"		
	MA 422	Sgt. Helland J.	"	"	"		
	MA 621	2/Lt. Bolstad K.	"	"	"		
	BS 148	Sgt. Jørgensen N.	"	"	"		
	MA 303	Major. From E.	"	"	"		
	MH 870	Lieut. Ravn H.	"	"	"		
	BS 445	Sgt. Rinde J.	"	"	"		
	MA 810	2/Lt. Hauge E.	"	"	"		
	MH 910	Sgt. Bjørnstad H.	"	"	"		
	MH 935	Sgt. Riung N.	"	"	"		
22.12.43.	BS 424	Sgt. Jørgensen N.	Ramrod	1440	1640	The Wing took off on a Fighter Sweep to Rouen, and no enemy aircraft were seen. After an uneventful trip they returned to base.	
	MH 839	Capt. Baeder B.	"	"	"		
	MA 621	Sgt. Tidemand O.	"	"	"		
	MJ 220	Lieut. Isachsen H.	"	"	"		
	MA 422	Sgt. Helland J.	"	"	"		
	MH 870	Lieut. Ravn H.	"	"	"		
	BS 445	Sgt. Riung N.	"	"	"		
MA 810	2/Lt. Aanjesen O.	"	"	"			

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 332 (N) Squadron.....

SECRET

PAGE No. TWO.....

OPERATIONS RECORD BOOK

APPENDIX

L.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 332 (N) Squadron

SECRET

PAGE No. TWO

*1201-9521 WL 2229-1724 704 8/43 T.S. 700

FOR THE MONTH OF December 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
22-12-43	<u>Spitfire IX L.F.</u> MA 301 MH 910	2/Lt. Hauge E.	Ramrod	1440	1640		
		Sgt. Helland J.	"	"	"		
24-12-43	MH 839 MA 621 BS 242 MA 422 MH 935 BS 254 MA 301 MH 910 MA 810 BS 445 MH 303 MH 870 MH 935	Capt. Raeder E.	Ramrod	1200	1330	The Wing was briefed for a Fighter Sweep, but it was changed before the take-off to Escort-Cover to 72 Marauders. They made rendez-vous at Hastings but almost across the Channel the Marauders returned. The Wing continued an ordinary Fighter Sweep. No incidents to report.	
		Sgt. Tidemand O.	"	"	"		
		2/Lt. Bakke F.	"	"	"		
		Sgt. Helland J.	"	"	"		
		Major From E.	"	"	"		
		Sgt. Jørgensen N.	"	"	"		
		Capt. Ryg J.	"	"	"		
		Sgt. Rinde J.	"	"	"		
		2/Lt. Aanjesen O.	"	"	"		
		Sgt. Ejørnestad H.	"	"	"		
		Lieut. Ravn H.	"	"	"		
		Sgt. Hetland T.	"	"	"		
Major From E.	"	"	"				
30-12-43	MJ 220 BS 254 MH 839 MA 621 MA 422 BS 148 MA 301 BS 445 MH 870 MH 910 MA 810 BS 393 XXXXXX	2/Lt. Aarflot B.	Ramrod	1030	1230	The Wing went on a Ramrod, escorting Fortresses over Fe-camp, with 332 Squadron on the bottom. They went to Montidier with the bombers and returned from there. Trip uneventful.	
		Sgt. Jørgensen N.	"	"	"		
		Capt. Raeder E.	"	"	"		
		Sgt. Sunde E.	"	"	"		
		2/Lt. Herfjord K.	"	"	"		
		Sgt. Helland B.	"	"	"		
		Capt. Ryg J.	"	"	"		
		Lieut. Isachsen H.	"	"	"		
		Lieut. Ravn H.	"	"	"		
		Sgt. Kaim R.	"	"	"		
		Major From O.	"	"	"		
		Sgt. Helland T.	"	"	"		
30-12-43	MA 303 BS 254 MH 839 MH 876 MA 621 BS 148 MA 301 BS 445 MH 935 MH 870 MA 810 MH 910	Major Christie W.	Ramrod	1335	1530	The Wing went on a Ramrod as Close Escort to 72 Marauders. Rendez-vous was made over Hastings. The Marauders split into boxes and each bombed its target near Somme. No enemy aircraft were seen.	
		Sgt. Jørgensen N.	"	"	"		
		Capt. Raeder E.	"	"	"		
		Sgt. Tidemand O.	"	"	"		
		2/Lt. Herfjord K.	"	"	"		
		Sgt. Helland B.	"	"	"		
		Capt. Ryg J.	"	"	"		
		Sgt. Riung N.	"	"	"		
		2/Lt. Hauge E.	"	"	"		
		Sgt. Gjestland N.	"	"	"		
		Major From E.	"	"	"		
		Sgt. Kaim O.	"	"	"		
31-12-43	MA 303	Major Christie W.	Ramrod	0945	1125	The Wing, with 332 Squadron on the bottom, acted as Escort	

191

PUBLIC RECORD OFFICE	1	2	3	4	5	6
Reference:-	AIR 27/1728					
	1	2				

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES.
				UP	DOWN		
31-12-43	Spitfire IX L.P.						
	MH 839	Capt. Raeder B.	Ramrod	0945	1125	In 72 Marauders. Rendez-vous was obtained near Dungenes. From there they went to Cayeux again went on a Ramrod Fighter umbrella to Abbeville and Montreuil-Hesdin area as different bombings took place. No enemy aircraft were seen and the trip was uneventful.	
	MA 422	2/Lt. Aarflot B.	"	"	"		
	MA 621	2/Lt. Bolstad K.	"	"	"		
	BS 254	Sgt. Tidemand O.	"	"	"		
	BS 148	Sgt. Helland J.	"	"	"		
	MH 935	Major From E.	"	"	"		
	MA 301	Capt. Ryg J.	"	"	"		
	MH 910	Sgt. Gjestland N.	"	"	"		
	MH 870	2/Lt. Gabrielsen O.	"	"	"		
MA 810	Sgt. Helland T. Group Captain	"	"	"			
31-12-43	MA 303	Major Christie W.	Ramrod	1300	1450	On a Ramrod the Wing, with 332 Squadron on the bottom, acted as Escort to 72 Marauders. Rendez-vous was obtained near Dungenes. From there they went to Cayeux, and from there to 2 other targets North of Abbeville and at Berck sur Mer. Some airplanes were reported, but it is doubtful that they were enemy aircraft. No flak was experienced.	
	MA 422	2/Lt. Aarflot B.	"	"	"		
	BS 148	Sgt. Helland J.	"	"	"		
	MH 839	Capt. Raeder B.	"	"	"		
	MA 621	Sgt. Jørgensen N.	"	"	"		
	MH 876	2/Lt. Herfjord K.	"	"	"		
	BS 254	Sgt. Tidemand O.	"	"	"		
	MH 910	Sgt. Ejørnstad O.	"	"	"		
	BS 445	Sgt. Keim R.	"	"	"		
	MH 870	Sgt. Hetland T.	"	"	"		
MH 935	Major From E.	"	"	"			
MA 301	Sgt. Isachsen R.	"	"	"			

W. Christie

Officer Commanding,
332 (N) Squadron.

Public Record Office

End