

# Public Record Office

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PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE

OPERATIONS

RECORD

BOOK

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APPENDICES

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HEADQUARTERS

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Air Historical Branch  
AIR MINISTRY

1/200

Report on Operations 7-6-42 from which 1st Sgt. Pilot Schönberg P. is reported missing.

With reference to this Squadrons Flying Battle Casualty signal A 85 dated 8-6-42, the following report is submitted for information.

At 0701 hours on 7-6-42, Blue Section (2nd. Lt. Hansen A. and Sgt. Schönberg P., Blue 1 and Blue 2 respectively) was ordered by the Sector Controller to patrol Hartlepool at 25,000 feet. At 0713 hours Blue Section was ordered to intercept Raid 61.7 which was about 10-15 miles off the coast at Elyth. Soon after the Section was ordered to 27,000 feet, and at 0719 hours handed over to C.C.I.

When well off the coast, the Section was ordered to fly approximately due West towards land. Blue 1 states that he at this time was a few hundred yards ahead of Blue 2. When about 10 miles off the coast, Blue 1 heard over the R/T that enemy aircraft was about 6 miles ahead, but Blue 2 "Tally Ho'd" - he had sighted E/A astern, going out to sea. Blue 1 immediately looked astern and saw that Blue 2 had broken away and turned nearly due East. Blue 1 turned at once, but in turning lost sight of Blue 2. Blue 1 continued flying in the direction he last saw Blue 2, but never saw him again. Blue 1 asked for vector and was again vectored against the coast and asked to contact Blue 2 by the controller. Blue 2 answered the call saying "I have engine trouble and am baling out", so Blue 1 called again asking for a "fix". Blue 1, then heard the call "Mayday" and shortly afterwards Blue 2 called "My engine has stopped, I am baling out".

Being short of petrol and oxygen, Blue 1 was ordered to land.

Blue 1 states that there was no clouds and visibility was good although a strong wind was blowing. Blue 2 was last fixed by C.C.I in R.V. 5094 and a high speed launch and aircraft were directed to the area, but although a search proceeded throughout the day, no sign of the pilot or aircraft was seen.

Forsy E.

Individual Combat Report

Name of pilot..... Squadron: 332 (N)  
 Operation.....

Date..... Sgt. Eriksen M. A  
 Squadron ..... B 332 (N)  
 Type of Aircraft..... C Spitfire VB  
 Time of combat..... 30-7-42 D  
 Place of combat..... E  
 Weather..... F  
 Casualty to our aircraft..... G  
 Casualty to our personnel..... H Le Touquet and Southwards.  
 Enemy casualty..... I Fine, slight mist. 3/10 thin clouds at  
 Damage to ground targets..... J 2/3000 feet.

NIL

1 F.W.190 destroyed.  
NIL.

GENERAL REPORT (R.)

Flying as Green 2. I was at 18000 feet when engaged by several M.E.109's from above. I made an attack with Green 1 at an M.E.109, but was unable to follow his steep climb. Then I was engaged by 4 other M.E.109 E's, turned steep to port, and called up Green 1 "Helle Green 1, come back something doing" but got no answer. I turned round 3 or 4 times, but one of the M.E.109's fired at me from 70-80 degrees deflection and hit my aircraft in the tail. Then I got in position and gave one of them a burst, but he was too far away and climbing away from me. There were two more on my tail, so I turned on my back and dived down. I went through the clouds at 1000 feet and 1 M.E.109 followed. Then I cut turned him and set course for home. As I crossed the French coast S. of Le Touquet, I saw 2 F.W.190 going South at 3000 feet. I went after the last one and gave him a 3 second burst from 300-350 yards, but had to remain out to sea, owing to the heavy flak from the shore. I looked for the F.W.190 and saw smoke coming from his engine, then I saw him and with wheels up at full speed on the sand bank just N. of Berck, bounce several times and take a header into the sea. I returned home and landed at Tangmere at 1325 and refuelled. I took off again at 1335 going as far as Manston to look for other aircraft of 332 Squadron and landed at North Weald at 1440.

Foan E.

Individual Combat Report

Name of pilot..... Squadron: 332 (N)  
Operation.....

Date.....	Sgt. Eriksen M.	A
Squadron .....		B 332 (N)
Type of Aircraft.....	<del>33-7-A2</del>	C Spitfire VB
Time of combat.....		D
Place of combat.....		E
Weather.....	1225 hours	F
Casualty to our aircraft.....		G
Casualty to our personnel.....	1 Lt Touquet and Southwards.	H
Enemy casualty.....	1 P.W.190 destroyed.	I
Damage to ground targets.....	NIL.	J

GENERAL REPORT (R.)

Flying as Green 2. I was at 18000 feet when engaged by several M.E.109's from above. I made an attack with Green 1 at an M.E.109, but was unable to follow his steep climb. Then I was engaged by 4 other M.E.109's, turned steep to port, and called up Green 1 "Hello Green 1, come back something doing" but got no answer. I turned round 3 Or 4 times, but one of the M.E.109's fired at me from 70-80 degrees deflection and hit my aircraft in the tail. Then I got in position and gave one of them a burst, but he was too far away and climbing away from me. There were two more on my tail, so I turned on my back and dived down. I went through the clouds at 10000 feet and 1 M.E.109 followed. Then I out turned him and set course for home. As I crossed the French coast S. of Le Touquet, I saw 2 P.W.190 going South at 5000 feet. I went after the last one and gave him a 3 second burst from 300-350 yards, but had to remain out to sea, owing to the heavy flak from the shore. I looked for the P.W.190 and saw smoke coming from his engine, then I saw him and with wheels up at full speed on the sand bank just N. of Berak, bounce several times and take a header into the sea. I returned home and landed at Tangmere at 1325 and refuelled. I took off again at 1335 going as far as Manston to look for other aircraft of 332 Squadron and landed at North Weald at 1440.

Form E.Individual Combat Report

Name of pilot..... Squadron: 332 (N)  
 Operation..... **Major Wilhelm Mohr**  
 Date.....A  
 Squadron **31-7-42**.....B 332 (N)  
 Type of Aircraft.....C Spitfire VB  
 Time of combat.....D  
 Place of combat.....E **1455 hours.**  
 Weather.....F **15 miles West of Berach-sur-Mer.**  
 Casualty to our aircraft.....G **Fair.**  
 Casualty to our personnel.....H **Out. "B".**  
 Enemy casualty.....I  
 Damage to ground targets.....J

## GENERAL REPORT (R.)

332(N) sqdn was third squadron stepped up in the North would wing. Just after 222 and 121 Sqdns dived down for attack. I saw 3 e/a going East below me between the coast and airport. I set in a dive for them, port section following wall, but starboard section going in a more southerly direction. That is the last I saw of them. None of them have returned. The 3 e/a went on th their backs and dived down. I did not follow, but turned westerly out over the coast. At this time I could see 5 parachutes in the air. The squadron was now very much split up. About 10 miles off the coast, I sighted a F.W.190 going under me in opposite direction; I turned over and dived for it (some 1000 feet below me at sea level). It opened throttle, and although I used full revs. and +16 boost, and had the height, I was unable to catch him up. The rest of the squadron had not been able to follow me, and I turned West again finding myself alone. Having flown about 12-15 miles I sighted a Spitfire taking violent evasive action followed by 2 F.W.190. I dived into the first one, getting a good burst at about 300 yards on port quarter and allowing about two rings deflection. Some smoke was seen from the e/a and it broke sharp to the right. At the same time another F.W.190 came in from starboard. I pulled up and barrel rolled over coming out well positioned on its tail. The e/a took very heavy evasive action, going making itself a very difficult target. I don't know whether I fired at all on this e/a, although the range was less than 300 yards. He used to barrel roll continually. At this time a third F.W.190 came in from above and head-on. He both fired and he hit me in the port wing with a cannon shell, leaving a great hole around the cannon, and

... of the shell into my cockpit, destroying the hood. I pulled up hard to reach height for bailing out, and set northerly course. The aircraft was very much out of balance and would not do more than 190 mph with nearly full engine. I was not followed. Soon afterwards another Spitfire from my Squadron joined me (This I learned was Sgt. Warner, the same as was chased when I came in and joined the fight).

I flew the plane to North Weald, with the flaps not working, left wheel punctured and very unbalanced plane. I made a bally landing.

*W. Warner.*

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Form F.Individual Combat Report

Name of pilot..... Squadron: 332 (N)  
 Operation..... **Major Wilhelm Mohr**  
 Date..... A  
 Squadron..... B 332 (N)  
 Type of Aircraft..... C Spitfire VD  
 Time of combat..... D  
 Place of combat..... E  
 Weather..... F 1455 hours.  
 Casualty to our aircraft..... G 15 miles west of Darab-sur-Mer.  
 Casualty to our personnel..... H Pair.  
 Enemy casualty..... J Cat. "B".  
 Damage to ground targets..... K

## GENERAL REPORT (R.)

332(N) Squadron was third squadron stepped up in the North West Wing. Just after 222 and 121 Squadrons dived down for attack, I saw 3 e/a going East below me between the coast and airport. I set in a dive for them, port section following wall, but starboard section going in a more southerly direction. That is the last I saw of them. None of them have returned. The 3 e/a went on to their backs and dived down. I did not follow, but turned westerly out over the coast. At this time I could see 5 parachutes in the air. The squadron was now very much split up. About 10 miles off the coast, I sighted a P. 51 going under me in opposite direction; I turned over and dived for it (some 1000 feet below me at sea level). It opened throttle, and although I used full revs. and +6 boost, and had the height, was unable to catch him up. The rest of the squadron had not been able to follow me, and I turned West again finding myself alone. Having flown about 12-15 miles I sighted a Spitfire taking violent evasive action followed by 2 P. 51s. I dived into the first one, getting a good burst at about 300 yards on port quarter and allowing about two rings deflection. Some smoke was seen from the e/a and it broke sharp to the right. At the same time another P. 51 came in from starboard. I pulled up and barrel rolled over coming out well positioned on its tail. The e/a took very heavy evasive action, going making itself a very difficult target. I don't know whether I fired at all on this e/a, although the range was less than 300 yards. He used to barrel roll continually. At this time a third P. 51 came in from above and head-on. We both fired and he hit me in the port wing with a cannon shell, leaving a great hole around the cannon, and

spraying fragments of the shell into my cockpit, destroying the hood. I pulled up hard to reach height for bailing out, and set northerly course. The aircraft was very much out of balance and would not do more than 190 mph with nearly full engine. I was not followed. Soon afterwards another Spitfire from my Squadron joined me (This I learned was Sgt. Macomber, the same as was chased when I came in and joined the fight).

I flew the plane to North Weald, with the flaps not working, left wheel punctured and very unbalanced plane. I made a bally landing.

W. Mohr.

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Form 1.

Individual Combat Report

Name of pilot... Sgt. Libby S. ..... Squadron: 332 (N)  
Operation.....

Date..... 1-7-42 .....  
Squadron..... B 332 (N)  
Type of Aircraft..... Spitfire VB  
Time of combat.....  
Place of combat.....  
Weather..... sunshine .....  
Casualty to our aircraft.....  
Casualty to our personnel.....  
Enemy casualty.....  
Damage to ground targets..... 1 H.E.109F destroyed.

GENERAL REPORT (R.)

332(N) Sqn was flying in battle formation line astern just above Berck-sur-Mer in France going south at about 15000 feet. An air combat was going on below us and we were ordered to go down and join up. I was flying as Blue 4 and saw some Spitfires and a number of e/a milling around a few hundred feet below and to the right. I broke formation and an H.E.109F came up towards me passing at about 50-100 yards on my right. I went into a climbing right turn which brought me on the tail of the German. At about 200 yards, still climbing steeply, I opened fire at about 45 degrees on his port quarter, but did not see any hits until I gave him a second burst which according to the tracer caught him in the engine and cockpit. A big flash occurred and he started burning with lots of black smoke pouring out. Turning half over on his back and still burning, I gave him another burst at about the same range, and I now saw bits flying off. Following him down a bit I also took some cine camera shots at him. Somebody called me up and warned me about something on my tail. It turned out to be 3 planes, the first one an H.E.109F. The other ones I could not distinguish. I did evasive action, aileron turning and barrel rolling, losing height all the time. I could still see the burning H.E.109F and when I levelled out at about 5000 feet I saw it crash into a field and explode. Flying on a northerly course I didn't see any other planes until about mid channel where I joined a section from 334 Sqn. Reaching the coast at Lyme, I left them following the coast to Peniston, and from there set course for North Weald.

*S Libby*

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NIN 2111/30

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Form 1.

Sgt. Liby S. Individual Combat Report

Name of pilot..... Squadron: 332 (W)  
Operation 9/7/42.....

Date.....4  
Squadron.....3 332 (W)  
Type of Aircraft.....0 Spitfire VI  
Time of combat sunrise.....0  
Place of combat.....2-  
Weather.....1  
Casualty to our aircraft.....0  
Casualty to our personnel.....1 M.E.109F destroyed.  
Enemy casualty.....1  
Damage to ground targets.....0

332 (W) Sqn was flying in battle formation line  
astern just above Berch-sur-Mer in France going South  
at about 4000 feet. (An air combat was going on below us and we were ordered  
to go down and join up. I was flying as Blue 4 and saw some Spitfires and a  
number of e/a milling around a few hundred feet below and to the right. I  
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on my right. I went into a climbing right turn which brought me on the tail  
of the German. At about 200 yards, still climbing steeply, I opened fire at  
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could still see the burning M.E.109F and when I levelled out at about 5000 feet  
I saw it crash into a field and explode. Flying on a northerly course I didn't  
see any other planes until about mid channel where I joined a section from  
331 Sqn. Reaching the coast at Lyme, I left them following the coast to  
Wanston, and from there set course for North Weald.

*S Liby.*

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AIR 27/1730

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APPENDIX 4

9

Form 1.

Individual Combat Report

Name of pilot, Sgt. Warner T. Squadron: 332 (W)  
 Operation.....  
 Date..... 31-7-42  
 Squadron..... B 332 (W)  
 Type of Aircraft..... Spitfire VB  
 Time of combat..... approx. 1500 hours  
 Place of combat..... Mid channel.  
 Weather..... Good.  
 Casualty to our aircraft..... None.  
 Casualty to our personnel..... None.  
 Enemy casualty..... 1 F.W. 190 destroyed.  
 Damage to ground targets.....

GENERAL REPORT (If any)

I was flying as Blue 2 over Point East Base. I became separated from Blue 1 when he dived vertically, presumably to attack e/a. I had to pull out of the dive to avoid collision with another aircraft. We were at about 15000 feet when we started to dive. When having pulled out of the dive, I was alone, I could see the rest of the Spitfires far away. I thought the Squadron was too far away and as there were enemy aircraft around, I dived down to about 1000 feet and started for home base. In mid channel between Cayeux and Hastings, I saw 6 aircraft circling around. When closing in I saw they were F.W.190's. I attacked one which was then flying more or less straight and level. I opened up with a short burst at about 350-400 yards. One of the wheels came out right away and a dog fight developed at about 2-300 feet, when I fired a further burst. I was then attacked by the other 5 e/a, and I turned into them, looking left I saw a very big splash in the water about 1000 yards away. I am quite sure this was the F.W.190 I had shot at previously as there were only five left. I kept turning and twisting and got on the tail of another one. I gave him a short burst at close range in a very steep curve. A third F.W.190 came attacking me head on. He hit me in the aileron and severed one of the cables. My aircraft flicked violently over on its back. I dived down to sea level and made for home. The 5 F.W.190's went into line astern or echelon and attacked. I turned into them several times. Suddenly 3 Spitfires appeared and attacked the F.W.190's. I then turned into the e/a again and fired short deflection bursts on one of them with m.g.'s. No cannon ammunition was left. But as my aircraft was very hard to

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AIR 27/1730

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handle due to the damaged aileron, I turned out of the fight and made for the English coast. I was not attacked again. I landed at Igneo, refueled and went home to North Wood.

I met Red 4 about 15 miles from the English coast, he was badly shot up in the left wing. A little while after Red 5 joined us and we escorted Red 4 to the coast. I had to leave Red 4 and Red 5 as petrol was short.

*Thor Waerner*

Name  
Operator  
Date  
Squad  
Type  
Time  
Place  
Weather  
Casual  
Casual  
Enemy  
Damage

GENERAL

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The 5 P.M.  
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with neg's.

Form B.

## Individual Combat Report

Name of pilot: Sgt. Arthur T. [unclear] Squadron: 332 (W)  
 Operation: .....

Date: ..... A  
 Squadron: 31-742 ..... B 332 (W)  
 Type of Aircraft: ..... C Spitfire VB  
 Time of combat: ..... D  
 Place of combat: approx. 1500 hours ..... E  
 Weather: ..... F Mid channel.  
 Casualty to our aircraft: ..... G Good.  
 Casualty to our personnel: ..... H None.  
 Enemy casualty: ..... I None.  
 Damage to ground targets: ..... K 1 F.W. 190 destroyed.

## GENERAL REPORT (R.)

I was flying as Blue 2 over Point East Base. I became separated from Blue 1 when he dived vertically, presumably to attack e/a. I had to pull out of the dive to avoid collision with another aircraft. We were at about 15000 feet when we started to dive. When having pulled out of the dive, I was alone, I could see the rest of the Spitfires far away. I thought the Squadron was too far away and as there were enemy aircraft around, I dived down to about 1000 feet and started for home base. In mid channel between Cayeux and Hastings, I saw 6 aircraft circling around. When closing in I saw they were F.W.190's. I attacked one which was then flying more or less straight and level. I opened up with a short burst at about 350-400 yards. One of the wheels came out right away and a dog fight developed at about 2-300 feet, when I fired a further burst. I was then attacked by the other 5 e/a, and I turned into them, looking left I saw a very big splash in the water about 1000 yards away. I am quite sure this was the F.W.190 I had shot at previously as there were only five left. I kept turning and twisting and got on the tail of another one. I gave him a short burst at close range in a very steep curve. A third F.W.190 came attacking me head on. He hit me in the aileron and severed one of the cables. My aircraft flicked violently over on its back. I dived down to sea level and made for home. The 5 F.W.190's went into line astern or echelon and attacked. I turned into them several times. Suddenly 5 Spitfires appeared and attacked the F.W.190's. I then turned into the e/a again and fired short deflection bursts on one of them with mag's. No cannon ammunition was left. But as my aircraft was very hard to

handle due to the damaged aileron, I turned out of the fight and made for the English coast. I was not attacked again. I landed at Lyness, refueled and went home to North Weald.

I met Red 4 about 15 miles from the English coast, he was badly shot up in the left wing. A little while after Red 3 joined us and we escorted Red 4 to the coast. I had to leave Red 4 and Red 3 as petrol was short.

Thor Warner

- (A)
- (B)
- (C)
- (D)
- (E)
- (F)
- (G)
- (H)
- (I)
- (J)

(R) GENERAL  
by several  
steep climb



File

Form 'P'

11

PERSONAL COMBAT REPORT - Sgt. Johannes (Norwegian), 332 Sqn.

CIRCULAR 200.

- (A) 30.7.42
- (B) 332 (Norwegian) Sqn.
- (C) Spitfire VB
- (D) 1235 hrs.
- (E) 15-20 miles off Le Touquet.
- (F) Clear sky, mist up to 5,000 ft. and poor visibility up to about 10 miles off French Coast. Inland 5/10ths cumulus cloud with very good visibility.
- (G) Nil
- (H) Nil
- (J) 1 P.V.190 damaged. *Ward*
- (K) N/A.

(K) GENERAL REPORT:— Flying as Green 1, I was at 18000 feet when engaged by several H.E.109 from 6-0'clock above, but was unable to attack owing to their steep climb. The wing was ordered out and I set course on 290 degrees from Le Touquet at 20000 feet. At this time I had lost my No.2 I saw an P.V.190 at 11 o'clock 15-20 miles off the French Coast, at 12000 feet proceeding towards France. Turning with one half roll, I held him in my sights at 400 yards and gave him a burst of cannon and m.g. as he was gradually going away. I followed him back over the French coast between Le Touquet and Boulogne. Black smoke was then coming from the a/a. I was at 2000 feet over the coast, but I had to break away as all my ammunition was spent. I set course for Folkestone at zero feet and landed at base 1345 hours.

*Jan Højsgaard*

PERMISSION

Copies of circumstantial Reports.

12

1018 Major Mohr W.

At 0620 hours on 19-8-42, 332(N) Squadron took off from ~~Manston~~ Manston to patrol the Dieppe area. Major Mohr W. was flying as Yellow 1 on this operation. Near Dieppe Yellow 1 went in to attack a F.W.190 at a range of 200 yards. Just as he was about to fire he was hit from behind by a m.g. bullet through his right leg. Yellow 1 had observed this aircraft behind but as the range was extreme he did not expect an attack. He made a steep right turn and broke away. He continued the operation, joining in several dog fights and landed at Manston with the remainder of the Squadron at 0745 hours, and was attended to at the Station Sick Quarters, where it was found that the bullet had broken one bone and fractured another just above the ankle. The aircraft after being carefully inspected was put in Cat."B".

---

725 Sgt. Pilot Staubo J.

APPENDIX I

On 19-8-42, 332(N) Squadron took off from Manston at 0620 hours to patrol the Dieppe Area. Sgt. Staubo J. was flying as Yellow 4 on this operation. Just outside Dieppe the Squadron was attacked by 6 F.W.190's coming from the Abbeville area, and later whilst orbiting Dieppe the Squadron was continually attacked by sections of 3 and 4 F.W.190's. Several combats took place in which Yellow section took part. Captain Thorsager F. flying as Yellow 3 states that he saw his No.2 Sgt. Staubo, five minutes before they left the Dieppe area. Sgt. Staubo was then still following Capt. Thorsager F. Sgt. Pilot Eriksen M. flying as Blue 4, observed a single spitfire about 1500 feet below clouds not long before they left the Dieppe area. This spitfire was followed by F.W.190's just about to make their attack. Sgt. Eriksen called out on the R/T, warning the pilot, and the spitfire took evasive action by pulling up and to the side. Sgt. Eriksen M. dived down to attack the F.W.190's chasing this spitfire, but before he was in position, one of the e/a opened fire and the spitfire was set in flames. Sgt. Eriksen M. shot down the F.W.190 which shot the spitfire. Sgt. Eriksen believes that Sgt. Staubo was piloting the spitfire which was shot down.

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PAGE 1.INDIVIDUAL COMBAT REPORT.

Name of Pilot	Wilhelm Mohr	Squadron 332(N)
Operation	Dieppe Area	
Date	19.8.42.	
Squadron	332(N)	A.
Type of Aircraft	Spitfire VB	B.
Time of Combat	0645	C.
Place of Combat	Dieppe	D.
Weather	Fair Cloud at 15000	E.
Casualty to our Aircraft	A.	F.
Casualty to our personell		G.
Enemy casualty	-	H severely wounded in leg
Damage to ground targets		J
		K

GENERAL REPORT(R) I flew as yellow 1. Short while after the Squadron arrived at Dieppe, a dogfight took place. I went in to attack a F.W.190 on port quarter, the range about 200 yards. I withheld the fire, closing to ca. 100 yds. and was just about to open fire on point blank, the a/c. taking no evasive action, as I was hit from behind, one bullet going into my right leg. The a/c. which had hit me fired from unexpected long range. I had seen it coming but did not expect him to start firing that early. I took a sharp left turn and got away. I continued in the area til the Sqdr. went home, taking part in several dogfights. I claim nothing.

Form E.

14

Individual Combat Report.

Name of Pilot.    **Lieut. Christie W.**                    **332(N) Sqr.**  
Operation        **Patrol Dieppe Harbour**

Date:- 19.6.42. ....A  
Squadron.....B **332(N)**  
Type of Aircraft.....C **Spitfire VB**  
Type of Combat.....D **off 1200**  
Place of combat.....E **Dieppe Area**  
Weather.....F  
casualty to our aircraft.....G  
casualty to our personnel.....H  
Enemy casualty.....J **1 Do. 217 damaged (shared with Lieut. Sam of 331(N) Sqr.**  
Damage to ground target.....K

I was flying as yellow two.  
When over Dieppe 6 DO 217 were reported by  
331(N) Sqr. and 332(N) Sqr. went in to attack. I picked out one going in a North  
Westerly direction. This a/c. was by then already attacked by two other Spitfires.  
I followed a/c. for about 5 minutes using all my ammunition on him. I was never able  
to open up at close range as every time I was closing in he disappeared into clouds.  
But although firing at a rather long range I observed some hits with cannons in the  
fuselage. I claim this a/c. 1/2 damaged. The other 1/2 goes to a Pilot of 332(N)  
Squadron. Return fire was experienced from rear gunner in beginning of engagement.  
Later rear gunner was silent. Having fired all ammunition I broke off and made for  
base. Landed Harston by 12.55 hours.

*Walter Christie*

FORM F.  
INDIVIDUAL COMBAT REPORT.

15

Name of Pilot	Captain From R.	332(N) Squadron
Operation	Patrol in Dieppe Area	
Date:-	19.8.42.	A
Squadron :	332(N)	B
Type of aircraft :	Spitfire VB	C
Time of Combat :	0645 hours -0725 hrs.	D
Place of Combat :	Dieppe	E
Weather :	7/10ths. at 1000 feet	F
casualty to our aircraft		G NIL
casualty to our personell		H NIL
Enemy casualty		J 1 F.W. 190 destroyed -1 F.W.190 damaged.
Damage to ground target		K NIL

GENERAL REPORT (R) Flying as blue 1 I observed a formation of 6 F.W.190's coming from Abbeville direction. This formation split up in section of 3 and one of these sections attacked us head on. I fired a 2 seconds burst head on but saw no result. Later we were again attacked, this time by a section of 4 F.W.190's. They came in head on but broke off the attack by turning away upwards. I got in 2 seconds burst on one of them from dead astern opening at 400 yards. I saw hits on E.a/c. and claim it as damaged. All the time F.W.190's were going in and out of clouds. I sighted one coming out of clouds alone ~~KL~~. This E.a/c passed in front of me and I turned after it. Opening up with deflection from 150 yards I gave him a 5 second burst observing hits all over the plane and he went straight down. At this time we were attacked from rear. I claim this E.a/c. as destroyed (both my no.2. and 3. saw this a/c. go into the sea with a splash). I landed at Hunton at 0745 hours.

*Richard From*

Form F.

Individual Combat Reports

APPENDIX 3

16

Name of Pilot... Erikson M. Sgt..... Squadron 332(N).  
Operation... ..  
Date... ..A 19. August 1942.  
Squadron.....B 332(N)  
Type of Aircraft.....C Spitfire VB  
Time of Combat.....D 0655 - 0710 hrs.  
Place of Combat.....E Dieppe Area.  
Weather.....F 8/10 at 9000 ft. Visibility good.  
Casualty to our aircraft.....G Nil  
Casualty to our personnel.....H Nil  
Enemy casualty.....J One FW 190 destroyed. One FW 190 probably destroyed.  
Damage to ground target.....K Nil.

GENERAL REPORT (R).

I was flying as blue 4. NW. of Dieppe just off coast, we were attacked by FW 190's. I managed to get on the tail of one of the E & FW. 190's which were trying to get into position for attack on one of our Spitfires. I gave him a burst with cannons and MG. from 30 - 20 degrees and observed hits. The FW. 190 turned on his back and thought he was going to take evasive action by the usual dive, but the enemy aircraft turned back into level position giving me opportunity to close in on him from rear. I gave him 2-3 bursts observing hits all the time. The E/A again turned on his back and dived down with smoke pouring out of the engine. He did not pull out of this dive and he hit the sea with a huge splash. Some 5 minutes later I was attacked by 3 FW. 190's from astone. I turned to meet them head on firing at one whilst turning and shortly afterward I fired at another. I observed hits with cannons and MG's on this last aircraft. When at a distance of 100 yds. I saw black smoke coming from his engine, and I turned after him I flew parallel with thick line of smoke. Having ~~passed~~ Passed him I never saw him again. I claim this aircraft as probably destroyed. Being alone I joined yellow one - also alone and left Dieppe soon after incident on the way home, and I landed at Manstone at 0745 hours.

*Walter Erikson*

INDIVIDUAL COMBAT REPORT.

APPENDIX 4

Name of Pilot. Sgt. Laifgaard, J. Squadron 332 (N).  
Operation

Date:- 19.8.42	A
Squadron 332(N)	B
Type of aircraft Spitfire VB	C
Time of Combat 0645 -0710	D
Place of Combat Dieppe	E
Weather 7/10 mist	F
Casualty to our aircraft 2	G
Casualty to our personnel 2 missing	H
Enemy casualty 1 F.W. 190 destroyed	J
Damage to ground targets NIL	K

GENERAL REPORT (R) Flying as blue 2 I followed my No. 1. in two attacks when attacked from behind by 2 F.W.190's turned around to meet attack, but they broke away. As I could not find my No. 1. I climbed below the clouds, then I saw 4 F.W.190's flying in battle formation line abreast heading for Abbeville. I followed them back and made one attack but did not see any hits. I then turned to join up with rest of Squadron near Dieppe when attacked by 1 F.W.190 head on. He went over on his back and dived against Abbeville. I followed him in the dive firing Cannons and M.G. at about 350 -450 yards. I followed him right to the ground and saw him crash on ground between Dieppe and Abbeville. I climbed up and joined my Squadron again. Once more I was attacked head on but having no ammunition left I went home. Landed at Manston 0710.

Jan Laifgaard

Form B.

APPENDIX 5

INDIVIDUAL COMBAT REPORT.

18

Name of Pilot.	Captain Thorsager	332(H) Squadron	
Operation	Patrol in Dieppe Area		
Date	19.8.42		
Squadron	332(H)		A
Type of Aircraft	Spitfire VB		B
Time of Combat	0650-0710 hours		C
Place of Combat	East of Dieppe		D
Weather	Fair 7-8/10 at 8000feet		E
casualty to our aircraft			F
casualty to our personnel			G
Enemy casualty	2 F.W.190's damaged		H
damage to ground target			J
			K

GENERAL REPORT (R). I was flying as yellow 3. We were patrolling the Dieppe area just below cloud base. The whole Squadron was orbiting Dieppe, when attacked by F.W. 190's in sections of 3 and 4. We remained in patrol the whole time and had a number of engagements ending in dogfights. I attacked 1 F.W.190 head on and firing cannons and M.G.'s. Strikes were observed and I claim this aircraft as damaged. Later I made an attack with cannons and M.G.'s on another F.W.190 using very much deflection. As I observed hits on E.a/c. I claim it as damaged. Landed at Manston at 0750 hours.

*F. Thorsager.*



Form F.Individual Combat Report.

Name of Pilot... Lieut. Ryg J..... Squadrons: 332(N)  
 Operation..... Patrol Dieppe Harbour.  
 Date.....A. 19-8-42.  
 Squadron.....B. 332(N)  
 Type of Aircraft.....C. Spitfire VB.  
 Time of Combat.....D. 0700-0725.  
 Place of Combat.....E. Dieppe Area.  
 Weather.....F. 7-8/10- 10000 ft.  
 Casualty to our Aircraft.....G. Nil.  
 Casualty to our Personnel.....H. Nil.  
 Enemy Casualty.....J. 1 F.W. 190 damaged.  
 Damage to Ground Targets.....K. Nil.

GENERAL REPORT (R). I was flying as Blue 3. East of Dieppe I saw 8 F.W. 190's inland coming out from the Aberville area. The enemy aircraft split into sections of 3-5. The enemy aircraft attacked by diving from astern. 3 enemy aircraft attacked from behind and I turned to meet them head on. I attacked the one in the middle of the formation giving a 3 seconds burst opening at 200 yards and closing in to point blank. Hits were observed in fuselage and wings. I claim this enemy aircraft as damaged. I then joined up with Blue 1 as we both were alone. I watched him making an attack on a F.W. 190 from astern. I saw this enemy aircraft dive straight down and observed a splash in the sea. At another occasion I saw two splashes in the sea one shortly after the other. I was not able to identify the planes causing these splashes. I landed at Manston at 0745 hrs.

*John Ryg*

Individual Combat Report.

20

Name of pilot.. J/ Ryg ..... Squadron: 332(N).  
 Operation: Cover Dieppe Harbour.

Date: 19. August 1942.....A  
 Squadron.....B 332(N)  
 Type of aircraft.....C Spitfire VB  
 Time of combat: 1200 - 1210 hoursD  
 Place of Combat: Dieppe Area.....E  
 Weather: 7/10 cloud at 3000 ft...F  
 Casualty to our aircraft: Nil...G  
 Casualty to our personnel: Nil...H  
 Enemy casualty:.....J One ~~XXXX~~ Do. 217 destroyed.  
 Damage to ground targets: Nil...K

## GENERAL REPORT (R)

Flying as blue 3 over Dieppe.  
 Do. 217's were reported approaching from inland. The squadron went into attack. I took a "wing over" and dived on one of the Do 217; there were six of them. I emptied my cannon ammunition into him from behind and above. Before ammunition was out he was on fire from cockpit and backwards descending, and later rolling over to the left he disappeared into cloud. (Blue one reports to have seen smoke pouring out of this aircraft). Breaking off I went into cloud and went home alone. Empty cannons then broke off. On the way home in the middle of the channel I saw an aircraft dive into sea and a man dropping into sea in a parachute. A speedboat picked him up.

*John Ryg*

Individual Combat Report.

21

Name of Pilot:.. O/Kristiansen..... Squadron 332(N).  
 Operation: Patrol Dieppe Harbour.

Date: 19. August, 1942.....A  
 Squadron.....B 332(N)  
 Type of Aircraft.....C Spitfire VB.  
 Time of Combat: 1200 hours.....D  
 Place of Combat: Dieppe.....E  
 Weather: 5/10 cloud 4000 ft.....F  
 Casualty to our aircraft... Nil.....G  
 Casualty to our personnel... Nil.....H  
 Enemy casualty.....J One Do. 227 destroyed. Shaking with  
 Damage to ground targets.... Nil.....K. another pilot.

## GENERAL REPORT (R) /

Flying as yellow 3.  
 I followed the squadron until Dorniers were reported. After W/C's instruction ~~Several sections~~ attacked the Dorniers from starboard quarter, and I saw Lt. J/ Ryg already attacking Do. 127 from above. The 6 E/A were appearing from S/W, flying just above the clouds very closely. Closing in under the rear right E/A I saw hits from cannon on the fuselage and the right wing-root, the shots being fired from behind me. After this burst the E/A turned to the right, when I gave ~~XXX~~ a deflection-burst with MG, followed by a burst of cannons and MG's hits were observed in fuselage wing and port engine. At this moment the E/A disappeared in the clouds. Flying through the clouds I saw one big and three smaller splashes in the water just behind me. I claim this aircraft together with another Spitfire pilot. Seeing a parachute descending E of convoy I circled it with other E/A until pilot was picked up, when I turned for home seeing the relieve squadron arriving over the convoy.

Form F.

APPENDIX II

22

Individual Combat Report.

Name of Pilot, Diems . . . . . 332(N) Squadron  
Operation:- Patrol Dieppe Harbour

Date:- 19.8.42.....A  
Squadron.....B 332(N)  
Type of Aircraft.....C SPIT F.B.  
Type of Combat.....D 1200-1215  
Place of Combat....AFFRO...E Dieppe Area  
Weather.....F  
Casualty to our ~~personnel~~.....G Shot up in Wings  
Casualty to our personell...H NIL  
Enemy casualty.....J 1 DO 217 destroyed  
Damage to ground targets....K NIL

GENERAL REPORT (R) I was flying as red 4.

When ordered :- Red section attack, I dived with rest of section and attacked DO 217 to the left of formation of 4, with a 2 sec. burst cannon and M.G. Another Spit attacked same DO217 at same time but broke away above clouds. E. a/c dived left hand through clouds and I followed. E. a/c. pulled out of dive and made for the coast a couple of miles south of Dieppe. Whilst chasing him towards coast I experienced intense, accurate fire from upper R. Gunner. Suddenly another Spit. was sighted going in to attack DO from above and astern. This Spit. made one attack only and I could not observe any results of his attack. I made three beam attacks, 2 from port and one from starboard. In all attacks I opened up at 300 yards and closed in to approximately 150 yards. As a result of these attacks the crew started bailing out. Altogether I saw 3 men jump, and all three parachutes worked. The plane went down in a dive and crashed on beach between rocks and water line, It had started burning furiously and I saw a man, probably the pilot standing beside it in water to about kneeheight I took some pictures of the E.a/c. (crashed) and returned home alone. Landed Manston

*Olaf Dörmel, Sgt.*

Individual Combat Report.

23

Name of Pilot... Kapt. Thorsager F. .... Squadron: 332(N)  
 Operation. Patrol, Dieppe Harbour.

Date.....A 19. August 1942.  
 Squadron.....B 332(N).  
 Type of Aircraft.....C Spitfire VB  
 Time of Combat.....D 1215 hrs.  
 Place of Combat.....E East of Dieppe.  
 Weather.....F Fair  
 Casualty our Aircraft.....G Nil  
 Casualty our personnel.....H One Do. 217 destroyed.  
 Enemy casualty.....J One Do. 217 destroyed.  
 Damage to ground targets.....K Nil.

GENERAL REPORT (R).

Flying as yellow 1. Patrolling area round Dieppe. First time of patrolling uneventfull. The we sighted Do. 217 (6) and the whole squadron attacked. ~~Did~~ not managed to close in ~~in~~ above clouds., but ~~was~~ followed down through clouds. Just below clouds again I sighted a DO. 217 and went into attack. Just before me a another Spifire attacked and I saw fire from port engine. Then I attacked and I saw hits, whereupon the fire increased. I think at least one Spitfire attackced after me. Saw the plane crash into sea. I do not claim part of this E.a/c as it was already set on fire by another pilot. Landed Manston at 1305 hrs.

*F. Thorsager.*

**TABLE**

**INDIVIDUAL COMBAT REPORT**

APPENDIX 13

24

Name of Pilot.	Sgt. Fuglesang	Sqr. 332(H)
Operation	Target support Diappe.	
Date, 12.8.42.		
Squadron	332(H) Sqr.	A.
Type of Aircraft		B.
Time of Combat		C. Spitfire VB
Place of Combat		D. 1210-1215
Weather		E.
Casualty to our Aircraft		F.
Casualty to our personnel		G. NIL
Enemy casualty		H. NIL
Damage to ground target:		J. 1 DO 217 destroyed
		K. NIL

GENERAL REPORT (R) I flew as yellow 4. 6 Do 217 were observed. The section dived down to attack. I aimed on the DO to the extreme right and got it in my sight from dead astern just before the DO disappeared into a cloud. Reckoning it would continue on the same course. I fired a 2 second burst and dived down below the clouds and saw a DO some distance ahead. I ~~had~~ opened all out and opened fire at about 400 yards observing hits on the fuselage. At the same time the E.a/c. was attacked by 2 other Spitfires, one piloted by Sgt. Rognes 331(H) Sqr. The port engine caught fire but E a/c continued to fly along on a straight course. I fired another long bursts from behind. The E.a/c. continued on a shallow dive and finally crashed into the sea. No survivors was seen. I make no claim as E. a/c. was on fire when I attacked. Landed at Nunston at 13.05 hours.

*Chris J. Fuglesang*

Form B.  
Individual Combat Report.

APPENDIX 14

25

Name of Pilot.	Sgt. Erikson N.	552(N)
Operation	Patrol Dieppe Harbour	
Date	19.8.42.	
Squadron		A.
Type of Aircraft		B. 552(N) Squadron
Time of Combat		C. Spitfire VB
Place of combat		D. ap. 12.10 hrs.
Weather		E. DICPPE AREA
casualty to our aircraft.		F.
casualty to our personnel		G. NIL
Enemy casualty		H. NIL
Damage to ground target		J 1 DO 217 destroyed
		K NIL

I was flying as Base 4. The Squadron attacked a formation of DO 217's . I went in to attack one of them from astern and above , but was not able to open fire as some other Spits. were already between the E.a/c. and myself. I then saw one of them (DO 217) being hit and going down through clouds . I followed this a/c. but coming out of clouds I saw two other DO 217 at sea level going in the opposite direction on a S. Westerly course. I turned and following one of them I gave him several bursts from 500 yards with cannons and M.G. I saw my bullets hit E.a/c. The DO 217 when pulled up trying to hide in clouds but I was able to see him through the thin grey clouds and continued to fire. He never got out of my sight and the last I saw was one of the crew bailing out. His parachute did not open. The E. a/c. then went on the back and dived steeply down through clouds with smoke coming out of it. The height at this moment was between 2000-2500 feet. I was following him through clouds to see him crash, but then saw another DO 217 just below clouds. I went into position and pressed the button, but there was no ammunition left and therefore broke of attack and went looking for the one I had previously attacked and went down. All I saw, however was a lot of oil and wrecked pieces in the sea just in the area in which it dived down. I now made for base and after having had an uneventful trip , landed at Nunston at 1500 hours.

*Warrior Erikson*

FORM 1

Individual Combat Report

Name of Pilot: Sgt. LaFarge..... Squadron 332(N)  
 Operation:- Dieppe Harbour  
 Date: 19.8.42  
 Squadron ..... A  
 Type of Aircraft ..... B 332(N)  
 Time of Combat ..... C Spitfire VB  
 Place of Combat ..... D  
 Weather ..... E Dieppe Area  
 Casualty to our aircraft ..... F  
 Casualty to our personnel ..... G SPIT I B in Channel  
 Enemy casualty ..... H Nil  
 Damage to ground target ..... J 1 DO 217 destroyed  
 ..... K Nil

I was flying as blue 2. Our Squadron went in to attack 4 DO 217's. As we went in one E.a/c. broke away and went into clouds followed by 2 Spitfires. I went into position on the next DO 217. This E.a/c. dived through clouds and then released his bombs. However, they fell in the water far behind the target. Pulling out of dive I was able to get in a burst with cannons and M.G. from 200 to 100 yards. As a result of his burst fire broke out of cockpit. Both engines, however, were still working and the plane still under full control. I therefore went in to attack once more. This time from dead astern and fired with M.G.'s only. Black smoke came from E. a/c and for the moment completely covered it. At this time I was in ~~position~~ return hit in oil tank by bullets from dorsal turret. I had to climb. Doing so I regained sight of E.a/c. diving straight into sea. At this moment I caught sight of another E a/c. DO 217 diving into sea with a splash. Almost at the same time the DO 217 I had destroyed went into the sea with a big splash a few hundred yards behind the other. I later had to bale out owing to damage received during engagement. After having spent a couple of minutes in the water I was picked up by a motor Gun boat of the R.N.

*Jan LaFarge*



FORM B.

INDIVIDUAL COMBAT REPORT.

Appendix 17

27

Name of Pilot	Lt. Kristiansen G.	Squadron 338 (H)
Operation	Patrol convoy of Blappe	
Date: 19.8.42.		A.
Squadron	338(H)	B.
Type of aircraft	Spitfire VB	C.
Time of combat	ap. 1500	D.
Place of Combat	Convoy	E.
Weather	cloudy 6000 feet 8/10 haze	F.
casualty to our aircraft	NIL	G.
casualty to our personnel	NIL	H.
Enemy casualty	—————	J.
Damage to ground target		K.

GENERAL REPORT (H) Flying as yellow 1 we proceeded out to sea with 331(H) Sqr. in front when 10 minutes from the coast E. aircraft were reported at 11 o'clock. They made what I saw seemed an attack on 331 Sqr. who turned round to meet the a/c. Somebody then called "Rocks-Roll", at that time the leader of formation was making straight for me in a head-on attack. I first tried to evade him but seeing Red 1 turning forwards him to the left. I met him head on, firing a short burst. He past me a few yards distance, I looked behind seeing the a/c. catching fire and a little later the British markings recognising the a/c. as a Typhoon. After a roll it went into the sea. Having found no remnants of it on the surface I caught up with the Squadron over the convoy. After patrolling it for some time, the Squadron was attacked by a number of E.a/c. I saw six H.109 or more plus 3 F.W. 190 in a dog fight that followed. I fired several bursts on ~~several~~ different E.a/c. but never close enough. Coming out of a violent turn I found a DO 217 passing through my sight from N-S at about 300-400 yards distance. I gave it two bursts with cannon plus H.G. from various angles, no visible damage. Ammunition expended. I then turned for home. Landed 1545 at Harston.

FORM FIndividual Combat Report  
Squadron 332(N)

Name of Pilot	R/Lt. Lindseth E.	A.
Operation	Patrol Dieppe Harbour	B.
Date:	19. 8. 42.	C.
Squadron	352(N) Squadron	D.
Type of Aircraft	Spitfire VB	E.
Time of Combat	ap. 1500 hours.	F.
Place of Combat	N. of Dieppe	G.
Weather		H.
Casualty to our aircraft	NIL	J.
Casualty to our personnel	NIL	K.
Enemy casualty	1 F.W. 190 damaged	
Damage to ground targets	NIL	

GENERAL REPORT (R). I flew as yellow 2. at 4-5000 feet when enemy aircraft reported 2 a clock. I saw 1 Spitfire fire at No. 1. of a formation of 3 F.W. 190 at long range. The Spitfire broke away and I turned inside the F.W. in a left diving turn to the North. A short burst was fired from 35° - 30° at about 400 yards. The F.W. continued in a steep dive and another long burst was fired line astern from 300-200 yards. Grey smoke came out of the plane in some quantity believed to be petrol. The F.W. was lost out of sight in a steep dive (45° - 60°) when I pulled out at about 1500 feet with 360-400 m.h. I claim this F.W. as damaged.

*E. Lindseth*

(Note:- Capt. Thorsager has seen a splash in the sea in this area. (sign) Int. Off.)

FIELDINDIVIDUAL COMBAT REPORT

Name of Pilot: Captain Thorngager F.	Squadron 332(II) .
Operation : Escort	
Date : 19.8.42.	A
Squadron : 332(II)	B
Type of Aircraft : Spitfire VB	C
Time of Combat : 15.10	D
Place of Combat : Dieppe Area	E
Weather	F
Casualty to our aircraft	G
Casualty to our Personnel	H
Enemy casualty : 1 F.W. 190 damaged	J
Damage to ground targets.	K

GENERAL REPORT (R) I was flying as Red 1. We were patrolling the area between Dieppe and Convoys. The first part of patrol was uneventful, but later on we were attacked by some F.W. 190's. As they came in to attack, I turned against them in a climbing turn and gave one of them a long burst with cannon. Although at a longer range I mean that this F.W. 190 was damaged. During engagement, the Squadron was split up and I followed another Squadron to base. Landed Harston at 15.55 hours.

*F. Thorngager.*

Copies of circumstantial reports.

APPENDIX 20

30

460 Sgt. Pilot Djønne O.

At 1415 hours on the 19-8-42, 332(N) Squadron took off from Manston to provide the cover for convoy leaving Dieppe. Sgt. Pilot Djønne O. was flying as Black 2 on this operation. Over the patrol area, the Squadron was split up as enemy fighters attacked and a number of combats took place. Black 2 chased a F.W.190 and was just in position to fire when he was shot at from astern by another F.W.190. He took evasive action and got away without being hit himself, but his engine was badly hit and he had to bale out. He turned his aircraft on the back after releasing the hood and undoing his straps, and fell out without difficulties, landing in the water 1 miles or two behind the convoy. He was picked up soon after by a Motor launch and set ashore in the evening. He returned to his Unit in the morning of 21-8-42.

384 Sgt. Pilot Løfsgaard J.

At 1120 hours on 19-8-42, 332(N) Squadron took off from Manston to patrol in the Dieppe area. Sgt. Pilot Jan Løfsgaard was flying as Blue 2 on this operation. Near Dieppe, the Squadron went in to attack 4-6 Do.217's, one of which Blue 2 followed down through the clouds. He saw the bomber release his bombs far behind the target and he went in to attack as the bomber pulled out of its dive. As a result of his attack, the e/a began to burn aft of the cockpit, but both engines were still working, and as the e/a seemed to be under control, he attacked again. Blue 2 went in from dead astern and closed in very much firing with cannons and m.g.s. Black smoke poured out of the bomber. During his second attack, Blue 2 was hit by bullets from the top rear gunner of the bomber and his engine started to smoke. After having seen the Do.217 crash into the sea, Sgt. Løfsgaard J. set course for the convoy and baled out right over it, having made sure that his aircraft would not hit the ships. He was in the water for a few minutes before being picked up by a Gun Boat of the Royal Navy. He was set ashore in the evening and rejoined his Unit the following day.

373 Sgt. Pilot Bergsland P.

At 0620 hours on 19-8-42, 332(N) Squadron was ordered to patrol Dieppe Harbour to provide air protection for our ships and troops in the area. Sgt. Pilot Bergsland P. was flying as Red 2 to W/Cdr. Scott-Malden D.F.C. The Squadron arrived over Dieppe at approx. 0650 hours and were attacked almost at once by a formation of 6 F.W.190's, and some of the Squadron's sections were detailed to meet the attack. Then the Squadron orbited the Dieppe area-continuously being attacked by formations of 3 and 4 F.W.190's. Quite a number of combats took place during which Lieut. Ullestad O. noticed that Red 2 was not in position any longer. He therefore, went up and took his place as No.2 to the Wing Co. Owing to this move, the latter does not know the exact time that Sgt. Bergsland P. broke away or his reason for doing so. The Wing Commander observed a single Spitfire proceeding along coast East of Dieppe. Two F.W.190's were just going in to attack it, so the Wing Co. warned the pilot by R/T of the attack but received no answer. The spitfire continued without changing course, and a moment later the two e/a attacked and the spitfire went down. Wing Commander Scott-Malden believes this to be his former No.2 Sgt. Bergsland.

847 Sgt. Pilot Raeder B.

332(N) Squadron took off from Manston at 0620 hours on 19-8-42 to patrol Dieppe. On way in Squadron was attacked by 6 F.W.190's and later whilst orbiting Dieppe, was continuously attacked by sections of 3 and 4 F.W.190's. Sgt. Raeder was flying as Red 4 on this operation. He was attacked from astern by a F.W.190 whilst orbiting Dieppe with the rest of the Squadron. He pulled up into cloud, and when coming out he found that he was all alone. He then sighted a F.W.190 below and dived to attack, but he was unable to catch up so he climbed again. Whilst climbing he was attacked by a F.W.190 and his aircraft was hit in the air pressure system which prevented him using his guns. A moment later he was hit in the leg by splinters from a cannon shell. He managed to get away from the e/a and made for base. Going down to sea level, he was later chased by 2 F.W.190's until the English coast was in sight. He had to take violent evasive action and this reduced his petrol supply considerably. He had only five gallons left when he crossed the English coast at Beachy Head, and he asked for a homing and was given a vector of 290 degrees. Finding out that he was not able to reach any aerodrome, he called up again saying he had only two gallons left and would have to make a forced landing. He landed in a field not far from Wendover near Lewes with flaps and wheels up. He made a safe landing and was not hurt himself. Sgt. Raeder then went to the nearest police station and a policeman was detailed to guard the aircraft. The clock and crystal were later collected by R.A.F. Officers. Sgt. Raeder phoned his Unit and gave his report and then went to Hospital. He returned to his Unit on 21-8-42 and was taken off flying duties for 7 days.

Reference-

AIR 27/1730

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AIR 27/1730

No. 1

FORM "F".

NORWEGIAN.

INDIVIDUAL COMBAT REPORT.

APPENDIX I

31

Name:- Sgt. Samielsen E.  
 Operation:- Rodeo 101.  
 Date:- 11-10-42.  
 Squadron:- 332 (Norwegian) Squadron.  
 Aircraft:- Spitfire VB.  
 Time of Combat:- 1433 hours.  
 Place " " Over Cassel.  
 Weather:- 8/10ths cloud at 8000 feet.  
 Casualty to our aircraft:- NIL  
 " " " personnel:- NIL  
 Enemy Casualty:- 1 F.W. 190 Damaged.  
 Damage to Ground Targets:- NIL.

GENERAL REPORT.

I was flying as Yellow 4, at 26,000 feet when the Squadron was attacked by 8 F.W.190's diving from 9-0'clock.  
 In the engagement that followed, I had several dog fights with enemy aircraft without getting into shooting position. Seeing two F.W.190's below me, I dived on the last one of the two and worked into position astern. I opened fire with cannons and machine guns from approx. 250 yards, closing in to 150 yards firing for 2-3 seconds. As a result of my attack, black smoke came pouring out of the aircraft and it dived down. I claim this aircraft as damaged.

*E. Samielsen*  
 .....  
 Sgt. Samielsen E.

1  
2

Officer Commanding, 332(Norwegian) Squadron, North Weald.

Air Ministry(P.4.Casualties) Kingsway(2 Copies).  
Headquarters, No.11 Group. Air Officer i/c Records, Gloucester.  
Copy to S.H.Q. North Weald for information.  
12-10-42.

332B/152/1/P.1.

Circumstantial Report on 384 F/Sgt. J. Lofgaard D.F.M. (Norwegian)  
reported missing from operations on 11-10-42.

F/Sgt. Lofgaard J. D.F.M. was flying as Blue 2 when the Squadron took off at 1335 hours on 11-10-42 on a Rodeo Operation with the North Weald Wing.

After randservous had been made with two other Wings at Felixstowe, the Squadron set course for the French coast, which was crossed East of Dunkirk at 1425 hours at 24,000 feet. At 1430 hours, when 15 miles South of Dunkirk, the Squadron was engaged by F.W. 190's diving from 9-0'clock. Some dog fights developed during which Lieut. Ullestad O.(Blue 3) saw Blue 2's aircraft being hit.

Later when the Squadron was reforming on the way out, F/Sgt.Fosse G. (Red 4) saw Blue 2, who at that time looked alright to him. Later Blue 2 called that he was hit and..... Sgt. Warner T. saw a spitfire VB in Blue section, broke off and the pilot bale out. This was between St.Omer and Gravealines at 25,000 feet.

In view of the strong wind, the pilot would probably land somewhere E.N.E. of St. Omer.

*Wilhelm Mohr*

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

Officer Commanding, 332(Norwegian) Squadron, North Weald.

Air Ministry (P.A. Casualties) Kingsway. (2 Copies).  
Headquarters, No 11 Group.  
Copy to S.R.O. North Weald for information.  
2-17-42.

1322/C.152/2/P.1.

Circumstantial Report - 122 2nd. Lieut. Warner T. (Norwegian) missing  
from operations on 1-11-42.

At 1335 hours on 1-11-42, 332(N) Squadron took off from Hinston to act as anti-fleet Squadron in connection with 6 Bombers bombing the aerodrome at St. Omer. The French coast was crossed East of Calais at 1340 hours at sea level and course was set for St. Omer.

2nd. Lieut. Warner T. was flying as Red 2 on this operation. Light flik was experienced in the Calais area and from positions between Calais and St. Omer. Owing to the bad weather the formation turned right before reaching the target. When some two miles North West of St. Omer, white smoke started pouring from 2nd. Lieut. Warner's aircraft and soon after he called on R/T saying that he was hit in the glycol system. He tried to climb so as to be able to bale out, but not succeeding, decided to belly-land. Yellow 2 (P/Sgt. Gillman J.) saw Red 2 as he was going in to land on a cultivated and rather hazy field. Red 2's hood was still closed at this time, but very little smoke was coming from his engine. Judging from the conversation over the R/T, 2nd. Lieut. Warner T. seemed very cheerful. Red 2 was not seen when it hit the ground, but Yellow 2 is quite certain that Red 2's aircraft did not explode or catch fire as no fire or smoke was seen in the area. Red 2 is believed to have been hit on the way from Calais to St. Omer before the formation turned right.

*Wilhelm Mohr*

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

no gun carried.

FORM F.  
Individual Combat Report

Name of pilot: Lieut. Strand T. Squadrons 332(Norwegian) Squadron.  
Operation: Rodeo 150.

Date.....A 17-1-43.  
Squadron.....B 332(N)  
Type of aircraft.....C Spitfire IX.  
Time of combat.....D Approx. 1245 hrs.  
Place of combat.....E East Malchoren Area.  
Weather.....F thin grey layer (3/10th) at 12000 feet. Vis. very good.  
Casualty to our aircraft.....G NIL.  
Casualty to our personnel.....H NIL.  
Enemy Casualty.....J 1F.W. 190 destroyed (shared with Lt. Mollstad).  
Damage to ground targets.....K NIL.

General Report (R).

I was flying as Yellow 2 on the above mentioned operation.

When 2 F.W. 190's were observed at 4000 feet off Malchoren flying E.S.E., I climbed with rest of flight.

When at 12000 feet my No. 1, Lt. Mollstad, broke away and dived to attack A. I followed him.

Yellow 1 attacked leading E/A from astern and enemy pilot took evasive action by shaking his aircraft and finally pulling up.

I pulled up and as my speed was greater than that of Yellow 1, I got into position before him.

I opened fire from 200 yards with M.G.'s and cannons, just as E/A turned over to dive away.

E/A at this moment had very little speed and was an excellent target. As a result of this attack fires broke out in front and aft of cockpit and E/A dived steeply with parts falling off it.

I did not see E/A hitting the ground as I was attacked by No. 2 E/A when breaking away to the right after having fired on the first E/A.

Coming in head on this E/A opened fire from a few hundred yards.

I answered attack with M.G.'s and cannons and E/A finally passed me less than 5 - three - yards below.

No hits were observed during this attack.

Yellow section then joined rest of flight and course was set for base.

Lieut.

Reference: AIR 27/1730  
PUBLIC RECORD OFFICE  
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No cine-gun carried.

FORM F.

Individual Combat Report.

Name of pilot: Lieut. Mallestad P. Squadron: 332(Norwegian) Squadron.  
Operations: Rodeo 150

Date.....A 17-1-43.  
Squadron.....B 332(N)  
Type of aircraft.....C Spitfire IX  
Time of Combat.....D Approx. 1245 hrs.  
Place of combat.....E East Walcheren.  
Weather.....F Thin grey layer (3/10th) at 12000 feet. Vis. very good.  
Casualty to our aircraft.....G NIL.  
Casualty to our crew personnel.....H NIL.  
Enemy casualty.....J 1 E.W. destroyed (shared with Lt. Strand.)  
Damage to ground targets.....K NIL.

GENERAL REPORT (R).

I was flying as Yellow 1 on Rodeo 150.

Flying at 3000 feet off Walcheren 2 E.W. 190's were seen flying E.S.E. at approx. 4000 feet. The Flight made a port turn and climbed to gain height for attacking the E/A.

When at about 12000 feet, I dived to attack followed by my No. 2, Lt. Strand. I came into position astern of leading E/A and gave him several bursts with M.C's and cannons, observing hits on fuselage.

E/A took evasive action by shaking plane violently and pulling up. I followed him up.

E/A then turned over on his side intending to dive away.

At this moment my No.2, having greater speed as he had not fired, got into position and opened fire. As a result of his attack fire broke out around cockpit of E/A and it dived steeply. Pieces were falling off E/A as it dived and it finally hit the ground on HOOED BEVELAND burning furiously.

I later fired a short burst at No. 2 E/A which had attacked Yellow 2. No result was seen and E/A dived away inland when follow section had to join rest of flight.

P. Mallestad Lieut.

Reference -

AIR 27/1730

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INDIVIDUAL COMBAT REPORT.

APPENDIX 3

36

Name of pilot. F/Sgt. Fuglesang N.  
Operation. Scramble.  
Date. 20-1-43.  
Squadron. 332 (Norwegian).  
Type of a/c. Spitfire II.  
Time of combat. 1320 hours.  
Place of combat. Off Cap Gris Nes to 10 miles inland.  
Weather. Thin cloud layers at 6,000 to 10,000 feet.  
Casualties to our aircraft. Nil  
Casualties to our personnel. Nil  
Enemy casualty. 1 F.W.190 probably destroyed.  
Damage to ground targets. Nil.

General report.

I was flying as Yellow 4 when Squadron was scrambled. When 2 F.W.190's in mid channel dived towards cloud layer at 10,000 feet, I followed them flat out through cloud, but was unable to close to less than 600 yards. The e/a continued to dive inland and finally made a climbing turn to port when at about 6,000 feet. At this time another Spitfire engaged these e/a in a head on attack, but I was unable to observe any results from this attack.

I out turned the rearmost e/a in a sharp port turn and fired a one second burst at him observing hits with cannon on the fuselage. The F.W.190 then went into a vertical dive. I followed but was unable to close in. I, therefore, fired the rest of my cannon ammunition at the e/a previously attacked, range about 600 yards and no hits observed. I broke away at 4,000 feet and made for home climbing into the clouds and landed base at 1340 hours.

No cine camera gun used.

F/Sgt. Fuglesang N.

Reference:-

AIR 27/1730

PUBLIC RECORD OFFICE

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INDIVIDUAL COMBAT REPORT.

37

Name of pilot. F/Sgt. Fuglesang N.  
Operation. Scramble.  
Date. 20-1-43.  
Squadron. 332(Norwegian).  
type of a/c. Spitfire IX.  
Time of combat. 1320 hours.  
Place of combat. Off Cap Gris Nez to 10 miles inland.  
Weather. Thin cloud layers at 6,000 to 10,000 feet.  
Casualties to our aircraft. Nil  
Casualties to our personnel. Nil  
Enemy casualty. 1 F.W.190 probably destroyed.  
Damage to ground targets. Nil.

General report.

I was flying as Yellow 4 when Squadron was scrambled. When 2 F.W.190's in mid channel dived towards cloud layer at 10,000 feet, I followed them flat out through cloud, but was unable to close to less than 600 yards. The e/a continued to dive inland and finally made a climbing turn to port when at about 6,000 feet. At this time another Spitfire engaged these e/a in a head on attack, but I was unable to observe any results from this attack.

I out turned the rearmost e/a in a sharp port turn and fired a one second burst at him observing hits with cannon on the fuselage. The F.W.190 then went into a vertical dive. I followed but was unable to close in. I, therefore, fired the rest of my cannon ammunition at the e/a previously attacked, range about 600 yards and no hits observed. I broke away at 4,000 feet and made for home climbing into the clouds and landed base at 1340 hours.

No cine camera gun used.

F/Sgt. Fuglesang N.

Reference:-

AIR 27/1730

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5	2
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No cine-run carried.

FMH P.

Individual Combat Report.

Name of pilot: Sgt. Ingeval R. Squadron: 332(Norwegian) Squadron.  
 Operation: Redco 150.  
 Date: 17-4-43.  
 Squadron: 332(N)  
 Type of aircraft: Spitfire IX.  
 Time of combat: 1245 hrs. approximately.  
 Place of combat: Walcheren area.  
 Weather: Thin grey layer (3/10 th.) at 12000 feet. Vis. very good.  
 Casualty to our aircraft: NIL  
 Casualty to our personnel: NIL  
 Enemy casualty: 1 F.W. 190 damaged.  
 Damage to ground targets: NIL.

GENERAL REPORT (R).

I was flying as Red 2 when off Walcheren 2 F.W. 190's were observed flying N.E. approx. 1000 feet above us.

Flight turned to port alighting in sections of two in line astern to gain height.

During the climb I saw the E/A making a slight dive and I dived after him from a height of approx. 10,000 feet. I managed to get into position astern on last of two E/A then flying line astern at 6000 feet. I gave a short burst with MG's and cannon from 300 yards and as a result a large piece, either part of tail unit or engine cowling, fell off E/A, the piece just missed my starboard wing.

Being alone, I pulled up from 5000 feet and rejoined rest of flight.

The E/A were last seen still diving inland.

*Robert Fassel*  
 Sgt/pilot.

Officer Commanding, 332(Norwegian)Squadron, North Weald.

Air Ministry(P.A. Casualties)Kingsway.(2 Copies).  
Headquarters, No.11 Group.

Copy to S.H.Q. North Weald for information.

22nd January, 1943.

332S/C.152/1/P.1.

Circumstantial Report on 1089 Lieut.Mollestad P. (Norwegian)  
reported missing from operations on 20th January, 1943.

At 1250 hours on 20th January, 1943, 332(Norwegian)Squadron was scrambled in connection with enemy mass raids in the Kent and London areas. Lieut.Mollestad P. was flying as Yellow 1 on this operation.

The Squadron was directed to the English Coast which was crossed between Dover and Dungeness. When about 5 miles off the coast, two enemy aircraft were observed. These enemy aircraft, F.W.190's, prepared for a diving attack on the Squadron from out of the sun, but the Squadron turned to meet the attack. Soon after two other F.W.190's appeared in the area and some combats took place between pilots of the Squadron and the four enemy aircraft. Yellow section became split up during these combats, some of which took place over Cap Gris Nez and South of Calais.

Yellow 1, Lieut.Mollestad P., was last seen diving inland South of Calais through cloud at 6,000 feet, probably following one of the enemy aircraft.

This casualty was reported by Signal A.156 dated 20th January, 1943.

*W. Mohr.*

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

32/3/43.

APPENDIX I.

40

Norwegian.

Individual Combat Report.

Name of pilot: 2nd.Lt. Eriksen M., D.F.M. Squadron: 332(Norwegian).  
Operation: Circus No 259  
Date: 3-2-43.  
Squadron: 332(Norwegian).  
Type of aircraft: Spitfire II.  
Place of combat: Dieppe - Boueux Area.  
Time of combat: 1620 hrs to 1620 hrs.  
Weather: Cumulus 13000'  
Casualty to our aircraft: NIL.  
Casualty to our personnel: NIL.  
Enemy casualty: 1 F.W. 190 probably destroyed.  
Damage to ground targets: NIL

General Report.

I was flying as Blue 3 without having any Blue 4 behind me. When flying at about 15000 feet on the way out, about 10 miles inland the French coast, I saw a F.W. 190 coming behind and below us, from about 90 degrees port. I then called up Blue 1 and Blue 2, and reported F.W. 190, 6 o'clock below. I then turned sharply to the right and dived after him. He pulled up and just on the top as he was going over on the back to dive away, I got in a burst from about 400 yards, and saw flashes in one of the wings. He dived away and I followed him, and as we dived steeply I fired again, and saw bits falling off, and as I then broke off the attack, I saw AH - D behind me to starboard. I pulled up hard to port, and the last I saw of the F.W. 190, was black smoke coming out of it. I claim it as damaged.

*M. Eriksen*

2nd.Lt. M. Eriksen, D.F.M.

Intelligence Officer's Remark.

I stepped this claim up to - probably destroyed - in prelim. and composite reports as Yellow 3, 2nd.Lt. Gilhaus having seen the above mentioned combat, reports that as a result of Blue 3's attack, e/s went into spin disappearing in clouds out of control and with thick, black smoke pouring from it.

*A. Sunde*

A. Sunde Lt. Intelligence Officer.

No cine camera carried.

Norwegian.

Individual Combat Report.

Name of pilot: F/Sgt. Westly. Squadron: 332(Norwegian).  
 Operation: Rodeo 162.  
 Date: 4-2-43.  
 Squadron: 332(Norwegian)  
 Type of aircraft: Spitfire IX.  
 Time of combat: 1220  
 Place of combat: West of Ypres.  
 Weather: 3/10th at 4-5000 feet.  
 Casualty to our aircraft: Nil  
 Casualty to our personnel: Nil  
 Enemy casualty: 1 F.W. 190 damaged.  
 Damage to ground targets: Nil.

General Report.

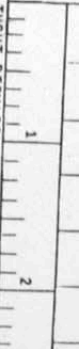
I was flying as Red 3 when two F.W. 190's came at us at 25,000 feet head on. As they went by, the section turned to attack. The next thing I saw was Red 2 on my right crossing over as I closed in on the second F.W. 190. I opened fire at 300 yards and saw many strikes and what looked like his motor cowling flying off. I broke off then because I thought there was another behind. I was then at about 10,000 feet and climbed to join an assorted crowd of 331(N) Squadron's and 332(N) Squadron's aircraft with which I returned to base.

*W. Westly*

Westly, F/Sgt.

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AIR 27/1730



SECRET.

FORM 'F'  
INDIVIDUAL COMBAT REPORT.  
2Lt. Gilhuus.  
CIRCUS 267.

APPENDIX 3. 42

- A. 15.2.43.
- B. 332 (N) Squadron.
- C. Spit. IX.
- D. 1540.
- E. Dunkirk.
- F. Clear.
- G. Nil.
- H. Nil.
- J. 1 FW. 190 Destroyed.
- K. Nil.

GENERAL. I was flying as No. 2 to the W/Cdr. and when at 25,000ft. over Dunkirk went down to attack a FW.190. I attacked one firing a short burst from 400 yards, closed into 200 Yards and fired again but saw no strikes. My Leader then climbed and I followed, following him again in an attack on two FW's 190 which were behind some Spitfire I fired at one of these E/A from very close range; Saw hits with cannon and machine gun on the cockpit and engine cowling. Black smoke poured from the E/A which burst into flames and broke up.

Ammunition:  
Cannon. 288.  
Machine gun. 1200.

.....  
2Lt. Gilhuus.



SECRET.

FORM 'F'  
INDIVIDUAL COMBAT REPORT  
2Lt. Erikson.  
CIRCUS 267.

43

APPENDIX 4.

- A. 15.2.43.
- B. 332 (N) Squadron.
- C. Spit. IX.
- D. 1540-1550.
- E. Dunkirk and Channel.
- F. Clear.
- G. Nil.
- H. Nil.
- J. 2 FW's 190 Destroyed.

GENERAL. I was flying as No 3 to the W/C and followed him down to attack five FW's 190 just west of Dunkirk. I got on the tail of one of them and it dived steeply to Port without taking any evasive action. I closed in to 300 yards and fired two or three short bursts from ten to fifteen degrees deflection. The E/A immediately burst into flames, making very little smoke, and a large piece of the Port wing broke off. It went down in a fast spiral dive but I had to break away to avoid another FW 190.

Later I was escorting a damaged Liberator in Mid-Channel flying about 300 yards behind and about 2,000ft above, I was alone at this time as I had lost the Wing after my previous combat. One FW 190 came in to attack from 6 O'clock, I throttled back and turned sharply to Port and at the finish of the turn I was right on his tail about 450 to 500 yards away. He then turned sharply south east without attacking the bomber and I followed in an attempt to close in, flying about 30ft above the sea. I was unable to close to less than 400 yards so I fired a long burst of about 8 secs. and saw him dive straight into the sea. I passed over the spot but there was nothing to be seen. I escorted the bomber until it crashed into the sea off Manston and then circled above it, while a rescue launch came out and picked up one of the crew who was in the water.

Ammunition:

Cannon 288.  
Machine gun 200.

.....  
2Lt. Erikson.

3328/4/43

Form F.

Norwegian.

INDIVIDUAL COMBAT REPORT.

APPENDIX 1.

Name of pilot.....	Lieut. Strand T.	
Operation.....	Rodeo 179.	
Date.....	10-3-43.	44
Squadron.....	332(Norwegian)	
Type of Aircraft.....	Spitfire IX.	
Time of combat.....	1620 hours.	
Place of combat.....	Knoeke area.	
Weather.....	Fair.	
Casualty to our aircraft.....	NIL	
" " " personnel.....	NIL	
Enemy casualty.....	1 F.W.190 probably destroyed.	
Damage to ground targets.....	NIL.	

GENERAL REPORT.

We were going out between Flushing and Knoeke at 26,000 feet when a number of F.W.190's appeared at 3-0'clock slightly below. Two of them passed about 2,000 feet below me on nearly opposite course. I made half a roll and dived after them. I opened fire at 250 yards with cannons and m.g. from dead astern and saw strikes all over the fuselage. Just afterwards, the cockpit seemed to explode with pieces falling from it and thick black smoke came from behind the engine. At this time, both my cannon and m.g. had stopped and as I broke away steeply to starboard two F.W.190's came in behind me about 8-900 yards away. They broke away when I tightened the turn and climbed up. When at 30,000 feet, I joined up with the C.O. and came home with about nine other spitfires.

*T. Strand*  
 .....  
 Lieut. T. Strand.

3328/8/43.

Form F.

Norwegian.

APPENDIX 2.

INDIVIDUAL COMBAT REPORT.

45

Name of pilot..... 2/Lt. Raeder B.  
 Operation..... Rodeo 179.  
 Date..... 10-3-43.  
 Squadron..... 332(Norwegian)<sup>1</sup>/<sub>2</sub>  
 Type of aircraft..... Spitfire IX.  
 Time of combat..... 1620 hours.  
 Place of combat..... Knocks area.  
 Weather..... Fair.  
 Casualty to our aircraft..... NIL  
 " " " personnel..... NIL  
 Enemy casualty..... 1 F.W.190 probably destroyed.  
 Shared with W/Odr.P.G.Jameson D.S.O.,D.F.C.  
 Damage to ground targets..... NIL.

GENERAL REPORT.

Flying as Red <sup>2</sup>3, I followed Red 1 out of the sun in an attack on two F.W.190's. We dived about 2,000 feet and after my No.1 had attacked, I gave a burst of 1-2 seconds with cannons and m.g. and observed strikes on the fuselage. I could not watch what happened to the Hun as a spitfire shot up in front of me and almost collided with my No.1.

*Bjørn Raeder*  
 .....  
 2/Lt. Raeder B.

This aircraft was seen by Captain Ryg J.(Yellow 1) to go into a spin out of control with black smoke pouring from it.

NOTE

*A. Sunde*  
 .....  
 A.Sunde Int. Off. 332(N)Sqn.

Form F. *in connection with Lt. Anders Jansson - and 7th RWEDER's claim 1 F.W. PR. 2 Dotted.*  
Individual Combat Report. **Additional Report.**

Name of pilot: Capt. Ryg J. Squadron: 332 (Norwegian).  
 Operation..... Rodeo 179.  
 Date..... 10-3-44.  
 Squadron..... 332 (Norwegian).  
 Type of aircraft..... Spitfire IX.  
 Time of combat..... 1620 hours.  
 Place of combat..... Knocke.  
 Weather..... Fair.  
 Casualty to our aircraft..... NIL  
 Casualty to our personnel..... NIL.  
 Enemy casualty..... NIL.  
 Damage to ground targets..... NIL.

General report.

Flying as Yellow one I saw one F.W. 190 climbing and turning slightly to port ahead of the Squadron. I went for it and as I closed in someone below me fired at it. I had to take action to avoid collision and when I saw the F.W. 190 again it was spinning down with stream of white smoke after it. It was spinning as long as I could watch it.

\_\_\_\_\_  
 Capt. J. Ryg.

REPRODUCED WITHOUT PERMISSION

332/6/43

Form F.

Norwegian.

APPENDIX 3

47

Individual Combat Report.

Name of pilot: 2nd Lt. M. Eriksen, D.F.M. Squadron: 332(Norwegian).  
 Operation.....Rodeo 179.  
 Date.....10-3-43.  
 Squadron.....332(Norwegian).  
 Type of aircraft.....Spitfire IX.  
 Time of combat.....1620 hours.  
 Place of combat.....Over Knocks.  
 Weather.....Fair.  
 Casualty to our aircraft.....NIL  
 Casualty to our personnel.....NIL  
 Enemy casualty.....1 F.W. 190 damaged.  
 Damage to ground targets.....NIL

General Report.

I was flying as Roster Yellow 3. The whole section went for 3 F.W. 190's at about 1000 feet below us to starboard. In this steep turn to starboard we lost Yellow 2, and I followed No. 1 down after them; but just as we were at the right range, we had to break away as we had 3 F.W. 190's behind us. I met the last one of these three head on from above. I gave him a 1 second burst and saw his hood fly off. The range was about 150-200 yards. After this I lost him of sight and I joined up with Yellow 1.

*M. Eriksen*  
 .....  
 2nd Lt. M. Eriksen, D.F.M.

3328/7/43.

Form F.

Norwegian.

APPENDIX 4

INDIVIDUAL COMBAT REPORT.

Name of pilot.....2/Lt. Westly E. 48  
 Operation.....Rodeo 179.  
 Date.....10-3-43.  
 Squadron.....332(Norwegian).  
 Type of aircraft.....Spitfire IX.  
 Time of combat.....1620 hours.  
 Place of combat.....Over Knocke.  
 Weather.....Fair.  
 Casualty to our aircraft.....NIL  
 " " " personnel.....NIL  
 Enemy casualty.....1 M.E. 109F damaged.  
 Damage to ground targets.....NIL

GENERAL REPORT.

I was flying as Red 4 when we saw the huns at 3-0'clock just below. Red section went into attack and I picked what I thought to be a F.W.190 at first, but I think it was a M.E.109F. He started to dive, so I followed but could not close in to anymore than approx.500 yards, so I opened fire for 1 second and again for two seconds. On the second burst, I saw two flashes one on the port wing and one on the tail. I then returned to base alone.

*Westly*

.....  
 2/Lt. Westly E.

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3328/5/43.

Form F.

Norwegian.

APPENDIX 5

INDIVIDUAL COMBAT REPORT.

49

Name of pilot..... Major F. Thorsager.  
 Operation..... Rodeo 179.  
 Date..... 10-3-43.  
 Squadron..... 332(Norwegian).  
 Type of aircraft..... Spitfire IX.  
 Time of combat..... 1615 hours.  
 Place of combat..... Near Knocke.  
 Weather..... Fair-with thin clouds at 28,000 feet  
 Casualty to our aircraft..... NIL.  
 " " " personnel..... NIL.  
 Enemy casualty..... ~~1 M.E. 109F damaged~~ 1 M.E. 109F damaged.  
 Damage to ground targets..... NIL.

GENERAL REPORT.

I was flying as Red 3 with the Squadron on the above operation. Having made a wide orbit in the Flushing area, we were coming out near Knocke. Some e/a were observed at 3-0'clock and below so we dived to attack. In the dive, I saw a M.E. 109F climbing and I went after him. The e/a then turned to starboard and I gave a burst with cannons, range being about 300 yards and deflection about 50 degrees. I did not give more deflection as he was flying fairly slow. I observed strikes from cannons, but had to break away and could not see what happened to this aircraft.

*F. Thorsager*  
 .....  
 Major F. Thorsager.

332B/9/43

Form F.

Norwegian.

Appendix 6.

INDIVIDUAL COMBAT REPORT.

50

Name of pilot..... F/Sgt. Rønne K.  
 Operation..... Rodeo 179.  
 Date..... 10-3-43.  
 Squadron..... 332(Norwegian).  
 Type of aircraft..... Spitfire II.  
 Time of combat..... 1620 hours.  
 Place of combat..... Knocks area.  
 Weather..... Fair.  
 Casualty to our aircraft..... NIL.  
 " " " personnel..... NIL.  
 Enemy casualty..... 1 F.W.190 damaged.  
 Damage to ground targets..... NIL.

GENERAL REPORT.

I was flying as Blue 2, when some aircraft were sighted behind the Squadron. At first they were mistaken to be friendly, when suddenly they showed up to be hostile. I picked one out which climbed out of the formation instead of following it under us. I had great speed and was catching up with the F.W.190 very fast, at a height of 22-24,000 feet. The F.W.190, to my astonishment, tried to climb away from me on a straight course which brought my sights on his tail and a short burst showed flashes on the port wing. Still closer at 150 yards, a long burst made the port wing aileron turn out 45 degrees from the wing itself, and the aircraft rolled on its back, into a vertical dive. Two other e/a astern of me forced me to turn away and I was not able to see whether the pilot was able to pull out.

*Kjell Rønne*  
 .....

F/Sgt. K. Rønne.

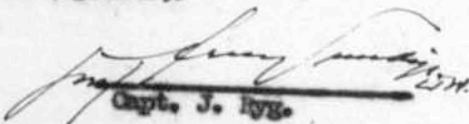


Individual Combat Report.

Name of pilot: Capt. RYG J. Squadron: 332 (Norwegian).  
 Operation:..... Bombed 42.  
 Date:..... 12-7-43.  
 Squadron:..... 332 (Norwegian).  
 Type of aircraft:..... Spitfire II.  
 Time of combat:..... 1255 hours.  
 Place of combat:..... St. Valery - Focamp area.  
 Weather:..... Fair.  
 Casualty to our aircraft:..... NIL.  
 Casualty to our personnel:..... NIL.  
 Enemy casualties:..... 1 Mo. 109 damaged.  
 Damage to ground targets:..... NIL.

General Report.

Flying as yellow 1 in front of the bombers I saw 2 P.W. 190's diving towards the front box, and I immediately dived on them and gave a short burst after one. Both a/a half rolled and dived down. Later a single Mo. 109 tried to get at the front box; to stop the attack I fired short bursts from 800 yards. For each burst a/a broke thus allowing me to close in to 300 yards. P/A started smoking and half rolled. I did the same and fired the rest of my cannon ammunition and pulled up to the bombers again. The camouflage of the Mo. 109 was very like that of the spitfire with the same band around the fuselage and same colour on the hub (spinner).

  
 Capt. J. Ryg.

Intelligence Officer's Note.

Attached please find reports from Sgts. Bakke and Sand wherein they give account of what they saw from Lt. Ryg's Combat.

  
 Lt. A. Sand.

Additional Report in Connection with  
Capt. Ryg's Claim.

52

Form 1

Name of pilot: Sgt. Balke F. Squadron: 332 (Norwegian).  
 Operation:.....Barred 42.  
 Date:.....12-3-43.  
 Squadron:.....332 (Norwegian).  
 Type of aircraft:.....Spitfire IX.  
 Time of combat:.....1255 hours.  
 Place of combat:.....Fecamp - St. Valery area.  
 Weather:.....Fair.  
 Casualty to our aircraft:.....NIL.  
 Casualty to our personnel:.....NIL.  
 Enemy casualty:.....NIL.  
 Damage to ground targets:.....NIL.

General Report.

I was flying as Yellow 2 with the Squadron. When approaching the French coast after bombing, two F.W. 190's came in head on to attack the Ports. Yellow section broke to meet attack and a/a dived away. Soon after yellow section had joined rest of formation, I saw two No. 109 F's at 8 o'clock approx. 1000 feet below. Yellow section again broke to engage a/a. My No. 1 opened fire on the first of the 2 a/a. As No. 2 a/a tried to get into position on Yellow 1, I gave a one second burst on this a/a which half rolled and dived. As I dived after this a/a, I saw the a/a yellow 1 had attacked diving down vertically. Black smoke then started pouring from it and when I last saw this a/a it was about 1000 feet, still in a vertical dive and with heavy black smoke. I now had to pull up as 2 a/a appeared from astern.

*Finn Balke*  
 Sgt. F. Balke

UNOFFICIALLY WITHOUT PERMISSION

Individual Combat Report.

Name of pilot: Lt. Strand T. Squadron: 332 (Norwegian).  
 Operation.....Harrod AS.  
 Date.....12-3-43.  
 Squadron.....332 (Norwegian).  
 Type of aircraft.....Spitfire IX.  
 Time of combat.....1300 hours.  
 Place of combat.....Off the coast at St. Valery.  
 Weather.....Fair.  
 Casualty to our aircraft.....NIL.  
 Casualty to our personnel.....NIL.  
 Heavy casualty.....1 F.W. 190 damaged.  
 Damage to ground targets.....NIL.

General Report.

I was flying as Blue 1 in front of the first box of Fortresses when three F.W. 190's were sighted behind the bombers slightly below. They started to climb into the sun, but turned port and dived down when attacked by Blue section. We were closing in rapidly, but had to break before we got at firing range as a single F.W. 190 was coming in from behind. I succeeded in outturning him and followed him down, closing to 250 yards. Hits were seen on port wing root. The F.W. 190 turned over on the back and dived down invertedly. It pulled out however a few feet over the water and Blue 2. (2nd Lt. Eriksen) went in firing to a very close range. I closed in to about 100 yards, but as my front-glass was covered with ice, the shooting was probably very poor and no results were seen.

*T. Strand*

Lt. Strand T.

Form F.Individual Combat Report.

Name of pilot: 2nd Lt. M. Eriksen, D.F.M. Squadron: 332(Norwegian).  
 Operation.....Roused 42.  
 Date.....12-3-43.  
 Squadron.....332(Norwegian).  
 Type of aircraft.....Spitfire IX.  
 Time of combat.....1245 - 1300 hours.  
 Place of combat.....10 miles West of Rouen - 1/5 mile out over the sea.  
 Weather.....Fair.  
 Casualty to our aircraft.....NIL.  
 Casualty to our personnel.....NIL.  
 Enemy casualty.....1 F.W. 190 destroyed.  
 Damage to ground targets.....NIL.

General Report.

I took off as Blue 3. As we crossed the French coast on the way in, Blue 2 did not get his tank off and he returned to base. I went up and flew as Blue 2. As we turned around Rouen my electric system became U.S. My radio and reflector sight did not work.

We sighted 3 Me. 109 South of us and below, I followed Blue 1. as he dived down to attack, but I was left about 1000 yards behind. In the dive a F.W. 190 came in between us on my No. one tail. Having no radio, I was afraid my No one would get shot down as by this F.W. 190, luckily he broke off the attack on Blue 1, pulled up at about 10,000 feet and turned slightly starboard. He had the yellow painted nose and tail. I first attacked him from about 100 yards above, down below him, pressing the button all the time. Did the same thing from below and up pressing the button again. Range about 70 - 100 yards.

As I passed through his slipstream, I saw a big explosion underneath his fuselage and flames coming out. He went down with some smoke and flames coming out of it. started climbing up again and got in position with my section escorting the bombers.

We saw 3 or 4 more F.W. 190's coming diving towards us the bombers from North and below us, and I followed my No. one when he turned after c/a. But as we got about 800 yards away from them, a Me. 109 attacked us and we had to break off the attack. We went for him, diving steeply and caught up with him on the deck. After my No. one had finished his attacks, I went in till about 100 yards. He did not take any evasive action. without reflector sight I tried to find him with long bursts, but failed, and did not see any strikes at all. Having used all the ammunition, I returned with my No. one, as the Me. 109 crossed the French coast going home on the deck.

*M. Eriksen*

2nd Lt. M. Eriksen, D.F.M.

Secret.

Individual Combat Report.

Form F.

Name of pilot:-	2/Lt.M.Eriksen D.F.M.
Operation:-	Ramrod 51.
Date:-	4-4-43.
Squadron:-	332(Norwegian) Squadron.
Type of aircraft:-	Spitfire IX.
Time of combat:-	1450-1455.
Place of combat:-	10 miles off Dieppe.
Weather:-	Good and clear.
Casualty to our aircraft:-	NIL
" " " personnel:-	NIL
Enemy casualty:-	1 Me.109 Destroyed 1 Me.109 Damaged.
Damage to ground targets:-	NIL.

General report:- I was flying as Blue 3 and as we were about 15 miles outside the French coast on the way back, the whole of Blue section turned round to attack about 8-10 Me.109's behind us about 5-6,000 feet below. We each picked out a single aircraft but were interrupted in the attack by four other Me.109's coming in from 4 o'clock and I gave the order to break to starboard. I met one of these e/a head-on 20 degrees deflection and fired a 3-4 seconds burst. I saw strikes and a hole in front of the tail, but we missed each other. I was now at 18-20,000 feet and I dived down on two more Me.109's about 10,000 feet below me. One appeared to see my attack and broke away but the other went straight on and I gave him a 2-3 seconds burst closing in from 300-100 yards. I saw some strikes but no smoke or flames. He went over on his back and down into the sea without the pilot baling out. The other e/a went home.

Note:- I am not at all certain what type of aircraft I attacked but I don't think it could be either F.W.190 or Me.109. It looked just like the 109, but with a long slim engine, sharply out off in front, as if it were a radial engine. I have heard Sgt.Harfjord's report and I think I saw the aircraft that he attacked. Heavy black smoke was seen coming from it and it went spinning down at about 15,000 feet. I was unable to watch it all the way down as I was evading e/a myself.

Ammunition:- Cannon 60 M/G: 100

.....  
2/Lt.M.Eriksen D.F.M.

Secret.

Individual Combat Report.Form F.

Name of pilot:-	Sgt. Herfjord K.	56
Operation:-	Ramrod 51.	
Date:-	4-4-43.	
Squadron:-	332(Norwegian) Squadron.	
Type of Aircraft:-	Spitfire IX.	
Time of combat:-	1450-1455.	
Place of combat:-	10 miles off Dieppe.	
Weather:-	Good and clear.	
Casualty to our aircraft:-	NIL	
" " " personnel:-	NIL	
Enemy casualty:-	1 Me.109 probably destroyed.	
Damage to ground targets:-	NIL.	

General report:- I was flying as Red 4 and we were covering Fortresses and their escort out from Rouen. Shortly after crossing the French coast, numerous guns were reported approaching from the rear of the bomber formations, so the Squadron turned back to attack. I followed Red 3(2/Lt. Westly E.) when he went into attack @-10 Me.109's and I fired a short burst as the rear c/a broke away climbing to starboard trying to get on our tails. I closed in to 150 yards before opening fire and I saw strikes on the engine cowling but his sharp turn prevented me from keeping him in my sights. He climbed sharply, stalled, flicked over and went spinning down with black smoke pouring out from the engine. I was unable to follow him down as I was attacked by 2 Me.109's and had to take evasive action. I saw Red 3 being attacked by 2 Me.109's but before I could attack, I had to evade again as two more were following me.

Ammunition:	Cannon:	45
	M/G:	400

.....  
Sgt. K. Herfjord.

Name of pilot:- 2/Lt. Westly E.  
 Operation:- Ramrod 51. 57  
 Date:- 4-4-43.  
 Squadron:- 332 (Norwegian) Squadron.  
 Type of Aircraft:- Spitfire IX.  
 Time of combat:- 1450-1455.  
 Place of combat:- 10 miles off Dieppe.  
 Weather:- Good and clear.  
 Casualty to our Aircraft:- NIL  
 " " " Personnel:- NIL  
 Enemy casualty:- 1 F.W.190 and 1 Me.109 damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Red 3 and we were covering Fortresses and their escort coming out from Rouen. Soon after crossing the French coast e/a were reported approaching the rear of the bombers, so the Wing turned back to attack. As we dived down I saw approx. 8-10 e/a below and to port. I broke away and attacked 3 Me.109's from which the rearmost one broke away (this aircraft was attacked by my No.4) so I followed the other two and as I was closing in, a F.W.190 came in from 20 degrees starboard head-on. I turned in to make a head-on attack firing a short burst from which I saw several strikes on the mainplane and one on the fuselage. Owing to the large number of e/a in the vicinity, I was forced to take violent evasive action but I managed to fire a short on a Me.109 from 250 yards above and astern, seeing many strikes in front of the cockpit and starboard wing root. I was again attacked from each side by Me.109's and I took evasive action to avoid the cross fire. Seeing no more friendly aircraft in the area, I dived down with a F.W.190 at about 250 yards astern of me. He fired short bursts right down to the "deck" without hitting me. I set course for base but landed at Hawkinge owing to shortage of petrol. I had my jettison tank throughout the combat as I had been unable to release it, but finally managed to drop it just before crossing the English coast.

Note:- The e/a had a white band round the tail and a white spinner very much like a Spitfire.

ammunition:- Cannon 140. M/G; 600.

.....  
 2/Lt. E. Westly.

Name of pilot:-	2/Lt. Raeder B.
Operation:-	Barrac 52.
Date:-	5-4-43.
Squadron:-	332(Norwegian)Squadron.
Type of aircraft;	Spitfire IX.
Time of combat:-	1600 hours.
Place of combat.	20 miles W.of Flushing.
Weather:-	No clouds and very good visibility.
Casualty to our aircraft:-	NIL
" " " personnel:-	NIL
Enemy casualty:-	1 F.W.190 destroyed.
Damage to ground targets:-	NIL.

General Report:- I was flying as Yellow 3 on port side of the bombers when six F.W.190's approached from 9 o'clock, 2,000 feet below. Letting the first pass, I dived down and fired a 2 seconds burst at 400 yards from line astern at one of the last in the formation. His hood went off and he broke away and dived for the sea. I fired several bursts on the way down closing to 150 yards and saw two explosions on both sides of the cockpit. Overshooting him in the dive, I flew abreast of him to see him go into the sea. He, however, pulled out at sea level and his prop was just ticking over. Giving him a final burst from astern, he splashed into the water. I returned and landed to refuel at Martlesham without further incident.

.....  
2/Lt. Raeder B.



Name of pilot:-	Sgt. Herfjord K.	
Operation:-	Ramrod 52.	
Date:-	5-4-43.	59
Squadron:-	332 (Norwegian) Squadron.	
Type of aircraft:-	Spitfire IX.	
Time of combat:-	1600 hours.	
Place of combat:-	5 miles N.W. of Noorderhoofd.	
Weather:-	No cloud and very good visibility.	
Casualty to our aircraft:-	NIL.	
" " " personnel:-	NIL.	
Enemy casualty:-	1 F.W. 190 destroyed.	
Damage to ground targets:-	NIL.	

General report:- I was flying as Blue 4 when we formed over the second box of bombers as they came out over Zuid Beveland. When 20-30 miles out from Haamstede, we were intercepted by 50 + F.W.190's and M.E.109's which operated in sections of 4 and 8 aircraft. The first section of e/a made a diving attack on the port side of the bombers, so Blue section dived to intercept as Blue 3 positioned for attack a further 3-5 e/a appeared on his tail so I went for a single F.W.190 separated from its section. I positioned myself behind the F.W.190 which was firing on Blue 3's tail and opened fire with a 2 seconds burst at 200 yards and he flicked over to port enabling me to fire another short burst causing him to make a steep dive from 18,000 feet. I thought he would pull out from this dive so I followed him down to about 6,000 feet when I saw him go straight into the sea. The pilot did not bale out. As I pulled out I saw a Spitfire spinning into the sea about 8-10,000 yards on my port side. I was unable to see the markings on this aircraft and although I orbited the spot for 5 minutes, no parachute or trace of the pilot was seen. I set course for base flying on the deck and landed at Bradwell at 1645 hours to refuel.

.....  
Sgt. K. Herfjord.

Name of pilot:-	2/Lt. Westly E.	60
Operation:-	Ramrod 52.	
Date:-	5-4-43.	
Squadron:-	332(Norwegian) Squadron.	
Type of aircraft:-	Spitfire IX.	
Time of combat:-	1600 hours.	
Place of combat:-	10 miles N.W. of Noorderhoofd.	
Weather:-	No cloud and very good visibility.	
Casualty to our aircraft:-	NIL	
" " " personnel:-	NIL	
Enemy casualty:-	1 F.W.190 probably destroyed.	
Damage to ground targets:-	NIL	

General report:- I was flying as Blue 1 when the bombers were being attacked by about 8-10 e/a from 9 o'clock. I started to dive to intercept but saw two break away and climb, so I went for the nearest one which was taking violent evasive action through no reason at all as there were no other aircraft near him. In doing this he came head on at me and then turned 180 degrees still taking evasive action, so I closed in very rapidly and opened fire at 450 yards and saw strikes all over his fuselage. He dived down so I allowed by doing a roll and fired another burst from 250-400 yards while he was still taking evasive action. After this burst he stopped his evasive tactics and continued vertically down towards the sea. At this time a call came over the R/T "Lone Spitfire" 10,000 feet break as F.W.190 on your tail". I broke starboard and seeing nothing on my tail, I continued down in the direction of the F.W.190 and I saw a big splash in the water although I had lost sight of him for 2-3 seconds. I was at 8-10,000 feet when I saw the splash. I then climbed back to the bombers and tried to reform Blue section when my engine stopped. I gave a "Mayday", but my jettison tank had not dropped so I changed over to it and my engine picked up again giving me sufficient time to land at Littleham at 1645 hours. I cancelled my "Mayday" call when I knew that I could reach the coast.

.....  
2/Lt. Westly E.

Secret.

Individual Combat Report.

Form F.

APPENDIX VII

50A

Name of pilot:- Sgt. Bakke F.  
Operation:- Ramrod 52:-  
Date:- 5-4-43.  
Squadron:- 332(Norwegian) Squadron.  
Type of aircraft:- Spitfire IX.  
Time of combat:- 1600 hours.  
Place of combat:- 20 miles W. of Noorderhoofd.  
Weather:- No clouds and very good visibility.  
Casualty to our aircraft:- NIL  
" " " personnel:- NIL  
Enemy casualty:- NO claim.  
Damage to ground Targets:- NIL.

General report:- I was flying as Yellow 4 when 6-8 e/a attacked the bombers. Yellow section dived down to intercept these e/a and I saw Yellow 3 (2/Lt. Raedcr B.) firing from a good position at an F.W.190. I broke to starboard just after this attack because another section of 10 e/a came into attack from 6 o'clock. I climbed from below them and made a stall turn bringing me ~~back~~ in position on the last of these e/a. I fired a short burst from 200 yards allowing two rings deflection but had to break away to port without seeing what happened to the e/a as I was attacked from astern. As I turned to port, I saw a splash in the sea and another aircraft going down in flames. The latter crashed approx. 2-3 seconds after Blue 3 had called over the radio: "Spitfire look out for F.W.190 on your tail". This flamer crashed into the sea some distance nearer the English coast than the first splash. I continued turning and saw an aircraft diving down towards the Belgian coast with black smoke pouring from it. This may have been the one I attacked as it was in the same area. The two splashes which I report as seeing were in the same area where Blue section had their combats.

.....  
Sgt. Bakke F.

INDIVIDUAL COMBAT REPORT.

Name of pilot:- 2/Lt. Djalme O.  
 Operation:- Circus 282.  
 Date:- 13-4-43.  
 Squadron:- 332(Norwegian) Squadron.  
 Type of aircraft:- Spitfire II.  
 Time of combat:- 1640 hours.  
 Place of combat:- Between Caen and 20 miles out from coast.  
 Weather:- Slight cloud at 25,000 feet. Some ground haze. Visibility very good.  
 Casualty to our aircraft:- NIL.  
 " " " personnel:- NIL.  
 Enemy casualty:- 1 F.W. 190 destroyed.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 3 on escort cover to Venturas bombing Caen when the Squadron sighted two F.W. 190's at twelve o'clock which tried to get around behind Yellow section. When they dived on this section I did a steep climbing turn to port - then a barrel roll and I got on the tail of these F.W. 190's. I managed to give one of them two good bursts from astern. I saw my bullets hitting the fuselage, causing some red flashes. The e/a then went into a spin and I saw it crash in a little wood south West of Caen.

Ammunition:- Cannon: 140  
 M/G : 460.

.....  
 O. Djalme, 2/Lt.

## INDIVIDUAL COMBAT REPORT

Form F. APPENDIX IX

Name of Pilot.	Captain Christie W.	
Operation.	Circus 282.	62
Date.	13.4.43.	
Squadron.	332 (Norwegian) Squa dron.	
Type of aircraft.	Spitfire IX.	
Time of combat.	1640 hours.	
Place of combat.	Between Caen and 20 miles out from coast.	
Weather.	Slight cloud at 25,000 feet. Some ground haze.	
Casualty to our aircraft.	NIL	(Visibility very good.
" " " personnel.	NIL	
Enemy casualty.	1 F.W. 190 probably destroyed.	
Damage to the ground targets.	NIL.	

GENERAL REPORT: I was flying as Blue 1 on escort cover to Ventura Bombers. I fired a 3-4 seconds burst from 6-700 yards at two F.W. 190's attacking Yellow section - no claim. I then reformed with my No.2 on the W/Co. and his No.2. When about 20 miles north of Caen we were attacked by 6-8 F.W. 190's and a dog fight developed. I fired 2 bursts of 3-4 seconds each from 400-150 yds. with cannon and M.G.'s at the middle F.W. 190 in a section of trees. They came from E to W head on from above, deflection 24 degrees down to 20 degrees. As they past close to me I saw black smoke from the middle one and it fell away from the formation going down vertically and appearing to be out of control. The other two flew on turning slightly left. Yellow three 2/lt. Reader B. flying some 3-4 miles West of me saw 1 aircraft hit the water. Hight of Combat 12-14,000 feet..

Ammunition	Cannon 180
	M.G. 800

.....  
Capt. Christie W.

FORM "F"  
INDIVIDUAL COMBAT REPORT.  
Major F. Thorsager.

APPENDIX 10

(Norwegian Pilot) 63

Circus 283.

- A. 16.4.43.
- B. 332(N)Sqn.
- C. Spitfire IX.
- D. 1430 hours.
- E. Flushing area.
- F. Mainly clear over whole area. Visibility good.
- G. Nil.
- H. Nil.
- J. 1 F.W. Destroyed.

GENERAL: Flying as Red 1 with one Flight, as top cover for 331 (N) Squadron. After making a gentle starboard turn round Flushing, 331 Squadron saw some e/a beneath over the Flushing area. They went down after them and we stayed above as cover. As 331 Squadron went far down I lost sight of them and we made several port orbits over the Flushing area at 24,000 feet. Some e/a, about 15, came down on us from above, so we broke to meet the attack. Myself and my No.2 (2/Lt. Gilhaus J.) attacked two F.W.190's which started climbing, turning port into the sun. I fired at one of them from 350 yards, and saw strikes all over and in the cockpit. It flicked over quickly, started burning with black smoke pouring out and spun down. My No.2 saw it spinning down burning for 5-6,000 feet. My No.2 fired at ~~the~~ another one and I saw white smoke coming out, but I had to break away owing to other e/a.

Ammanitio: Cannon: 200  
M/G: 600.

.....  
F. Thorsager, Major.

INDIVIDUAL COMBAT REPORT.

Form F.

Appendix xi

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Name of Pilot. 2/Lt. Gilhaus J.  
Operation. Circus 283.  
Date. 16.4.43.  
Squadron. 332 (Norwegian) Squadron.  
Type of Aircraft. Spitfire IX.  
Time of Combat. 1450 hours.  
Place of Combat. Noorderhoek.  
  
Weather. Thin clouds 25,000 feet.  
Casualty to our aircraft. NIL  
" " " personnel. NIL  
Enemy casualty. 1 F.W.190 probably destroyed.  
Damage to ground targets. NIL.

GENERAL REPORT: I was flying as Red 2 when this Squadron made four port orbits over Walcheren. On the last of these orbits, about 15 e/a came down on us from above. I followed my No.1 as he broke to attack and I fired 3 or 4 bursts of approx 2 seconds each on one of the F.W.190 as they climbed away into the sun. I saw flashes in front and on the cockpit with cannons and M.G. causing the e/a to flick over with white and black smoke pouring out from it. My No.1 reports seeing the white smoke from this e/a but both of us were forced to break away and take evasive action without being able to see what happened to the e/a which I attacked. I saw the e/a, which my No.1 attacked, go into spinning down burning for 5-6000 feet before I was forced to break away.

.....  
2/Lt. Gilhaus J.

Ammunition 80 20MM  
240 .303

One gun was used.

23/23743

INDIVIDUAL COMBAT REPORT.

65

Name of pilot. 2/Lt. Eriksen D.F.M.  
 Operation. Scramble.  
 Date. 20-4-43.  
 Squadron. 332(Norwegian).  
 Type of aircraft. Spitfire IX  
 Time of combat. 1150 hours.  
 Place of combat. 10 miles w.of Clacton on sea to 10 miles S.E. of Clacton.

Weather:- Clear.  
 Casualty to our aircraft. NIL  
 Casualty to our personnel. NIL  
 Enemy casualty. One Ju.88 destroyed.  
 Damage to the ground targets. NIL.

GENERAL REPORT:- I took off with Blue 2 on a scramble and we were ordered to Clacton at 30,000 feet. When we reached this position we were told to fly on 90 degrees at 34,000 feet. We did this and followed the smoke trails of an aircraft. We went up into the sun as the aircraft turned to port and went S.E. and then I saw it was a Ju.88. My No.2 was then about 500 yards behind me. I was about 350 yards away when I got on his tail and closed in easily to 250 yards. I gave 1 burst (1 Sec.) and the port engine caught fire. After the second burst, it flew off and I just managed to give a third burst but the e/a went over on its back and exploded. At this time smoke and flames came out and one of the crew baled out. I led my section back and landed at base.

.....  
 2/Lt. M. Eriksen D.F.M.

Munition used.		<u>Port.</u>		<u>Starboard.</u>	
Lt. Eriksen M.	20 MM	.303	.303	20MM	.303
	100	250	250	100	250
Lt. Herfjord K.	70	200	200	70	200
Totals:-		340	20MM	1800	.303



INDIVIDUAL COMBAT REPORT.

Form F.

APPENDIX I

66

Pilot's Name:- 2/Lt. Gilhaus J.  
Squadron:- 332(N) Squadron.  
Date:- 2-5-43.  
Type of aircraft:- Spitfire IX  
Operation:- No. 12 Group Ramrod 15.  
Time of combat:- 1930-1935 hours.  
Place of combat:- Over Walcheren.  
Weather:- 8/10ths cloud at 24,500 feet.  
Casualty to our aircraft:- NIL.  
" " " personnel:- NIL.  
Enemy casualty:- 1 F.W. 190 damaged.  
Damage to ground targets:- NIL.

General report:- I was flying as Red 2. As my No. 1 broke left to meet the first attack, I saw a F.W. 190 attacking a Spitfire approximately 1,000 feet below and to my right, so I dived down to attack. I opened fire at about 400 yards with a 2 seconds burst and I saw one piece fall off the e/a which immediately flicked over and dived away.

I then found myself continuously attacked by various F.W. 190's most of the attacks being head-on. I fired at two of these e/a but saw no results and the e/a did not hit me as they were all shooting too high. I managed to get away from the attackers and joined up with 331 Squadron. As I did so I saw a Spitfire in combat with a F.W. 190 about 2 miles to the North and at about 20,000 feet. From the time and position this must have been 2/Lt. D. James O. I saw one aircraft which was obviously the F.W. 190 dive down with smoke pouring from it and a little while afterwards burst into flames.

Ammunition:- Cannon: 20 M/G 60.

J. Gilhaus 2/Lt.

INDIVIDUAL COMBAT REPORT.

Form F. Appendix II

Name of pilot:-	2/Lt. Djeane O.	
Squadron:-	332(N) Squadron.	67
Date:-	2-5-43.	
Type of aircraft:-	Spitfire IX.	
Operation:-	No. 12 Group Ramrod 15.	
Time of combat:-	1930-1935 hours.	
Place of combat:-	Over Walcheren.	
Weather:-	8/10ths cloud at <del>25,000</del> 24,500 feet.	
Casualty to our aircraft:-	NIL	
" " " personnel:-	NIL	
Enemy casualty:-	2 F.W.190's destroyed.	
Damage to ground targets:-	NIL.	

General report:- I was flying as Blue 3 and on the way out this Squadron was attacked by 1 F.W.190's from astern and below. As Blue section broke to meet the attack, the section split up and I found myself alone and crossed the coast just N. of Noorderhoofd and seeing the Wing make a port orbit off the coast, I tried to join up with it. When about three miles off the coast, I saw 2 F.W.190's coming in from the sea and I turned to attack them. As they dived down, I got into position at about 450 yards range behind one of them and gave him a long burst. White smoke started to pour from it and as it dived down I gave it a further burst, eventually pulling out about 12,000 feet, when the e/a was still going straight down. Shortly afterwards I saw a splash in the sea about three miles off the coast. As 2/Lt. Gilhaus J. saw this a/c burst into flames I claim this as destroyed.

On setting course for home I found a F.W.190 on the tail of a Spitfire which was taking violent evasive action. This was at about 17,000 feet. As the Spitfire pulled up sharply I dived on the e/a. It must have seen me coming as it started to dive. I was able to fire two bursts from 150-200 yards from behind and slightly above, whereupon it caught fire and crashed into the sea. I then returned alone.

Ammunition:- Cannon: 180 M/G: 600

O. Djeane 2/Lt.

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AIR 2/1730

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INDIVIDUAL COMBAT REPORT.Form F.

APPENDIX III

68

Pilots Name. 2/Lt. Westly E.  
 Squadron:- 332(N) Squadron.  
 Date:- 7-5-43.  
 Type of aircraft:- Spitfire IX.  
 Operation:- Rodeo 214.  
 Time of combat:- 1855 hours.  
 Place of combat:- S.E. of St. Omer.  
 Weather:- Mainly clear over Channel and N. France.  
 Visibility good.  
 Casualty to our aircraft:- NIL  
 " " " personnel:- NIL  
 Enemy casualty:- 1 Me.109 damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 3 when South of St. Omer at 27,000 feet Blue section went down to attack 2 Me.109's about 5,000 feet below at 9-o'clock. When I saw Blue 1 attack the rearmost e/a, I went for the other one which began to climb to port, and I closed in to 400 yards, opening fire with a short burst. The e/a turned more sharply to port and went into a shallow dive so I closed in to about 250 yards firing short bursts all the time. I glanced behind to make sure there was nothing on my tail and while doing this the e/a went below the nose of my a/c. I pushed the nose down which caused the engine to stop momentarily and the e/a pulled away to 350 yards. I attacked again from dead astern at this range and saw at least three strikes on the tail unit. As I was now at 10,000 feet I broke away and started climbing up with my No.2 to rejoin the Wing. I called up the Wing Co. and asked him to make one more orbit so as to enable us to catch up; this was done and we rejoined the Wing.

I claim - 1 Me.109 damaged.

Ammunition: Cannon: 280 M/G 1200 Cine film exposed.

E. Westly 2/Lt.

INDIVIDUAL COMBAT REPORT.

APPENDIX IV

Form F.

69

Name of pilot:- 2/Lt. Isachsen H.  
Squadron:- 332(N) Squadron.  
Date:- 7-5-43.  
Type of aircraft:- Spitfire IX.  
Operation:- Rodeo 214.  
Time of combat:- 1855 hours.  
Place of combat:- S.E. of St. Omer.  
Weather:- Mainly clear in Channel and over N.  
Visibility good. (France).  
Casualty to our aircraft:- NIL.  
" " " personnel:- NIL.  
Enemy casualty:- 1 Me.109 damaged.  
Damage to ground targets:- NIL.

General report:- I was flying as Blue 2 and followed my No.1 when he broke to attack the e/a. We went after the rearmost e/a and I saw my No.1 fire at it from 600 yards. As soon as he stopped firing, Blue 1 pulled up and I went into attack the e/a opening fire at about 600 yards and closing to 500 yards. I observed hits on the mid-section of the port wing and saw the E/a still diving at about 16,000 feet. Having lost the rest of the formation during this attack, I decided to return independantly to refuel before returning to base.

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

H. Isachsen 2/Lt.

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INDIVIDUAL COMBAT REPORT.Form F.

APPENDIX 3

Name of pilot:- 2/Lt. Isachsen H. 70  
 Squadron:- 332(N) Squadron.  
 Date:- 13-5-43.  
 Type of aircraft:- Spitfire II.  
 Operation:- Ramrod 71.  
 Time of combat:- 1625 hours.  
 Place of combat:- Between Berak and Albert.  
 Weather:- Clear over whole area - visibility good.  
 Casualty to our aircraft:- NIL  
 " " " personnel:- NIL  
 Enemy casualty:- 1 F.W.190 damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 2 and as the first box of bombers started to unload its bombs, four F.W.190's in line abreast came in from starboard below, then turning East in a shallow dive. My No.1 (2/Lt. Raeder B.) dived after these e/a and attacked the one to port while I took the one next to his. I gave a short burst from 400 yards astern allowing 15 degrees deflection. e/a made slight climbing turn to port. Still firing, I closed to 250 yards observing strikes on wing roots. While I was still firing, I saw Blue 1 break off his attack and turn to port but saw nothing further of him as I had to pull up to port myself seeing four F.W.190's coming in from astern. Pressing everything forward, I climbed rapidly and left the e/a behind. Later I joined Blue 4 (Sgt. Hauge E.) over target which was covered with smoke. We kept to starboard of the last box of bombers until we reached the French coast where we joined up with some other Spitfires just above the last box. Near English coast I joined up with Yellow 1 of this Squadron and came back with the rest of the wing.  
 I claim 1 F.W.190 damaged.

Ammunition: Cannon 200 M/G. - Cine film exposed.

H. Isachsen 2/Lt.

INDIVIDUAL COMBAT REPORT.

Form F.

APPENDIX VI

Name of pilot:- 2/Lt. Westly E.  
 Squadron:- 332(N) Squadron. 71  
 Date:- 13-5-43.  
 Type of aircraft:- Spitfire IX.  
 Operation:- Ramrod 71.  
 Time of combat:- 1630 hours.  
 Place of combat:- Between Berak and Albert.  
 Weather:- Clear over whole area - visibility good.  
 Casualty to our aircraft:- NIL  
 " " personnel:- NIL  
 Enemy casualty:- 1 F.W.190 destroyed.  
 1 Me.109 Damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 3 and soon after the bombers had set course for the French coast after bombing, I saw 6 e/a (mixed F.W.190's and Me.109's) coming in from astern to attack the last box of bombers which I was orbiting above with Blue 4 (Sgt Hauge E.) as no other escort was in position. I turned towards the e/a, a F.W.190, approaching from port beam and went after the leading one which had an orange coloured rudder. He swung away to starboard and I turned towards his No.2 and closing in to about 300 yards dead astern gave him a burst with all guns seeing hits on wing roots and tail plane followed by smoke. Closing in further to 200-250 yards I fired another burst still from dead astern and the e/a exploded near the cockpit, pieces flying off in all directions. It then rolled over, went down in spirals still burning.

Observing cannon shells exploding to my right I broke sharply to port and an Me.109 passed in front. As he passed I gave him a short burst from 150-200 yards seeing two cannon strikes on the fin and a piece fly off.

I continued port turn and then saw a Me.109 coming almost head on at me. He fired but missed and I could not get into position to attack him. Having made sure no further e/a were in my immediate vicinity I made port orbit around last box of bombers and seeing no other Spitfires went towards the second box when I saw four F.W.190's coming into attack chased by four Spitfires, probably from top cover. I saw hits on two of these e/a which dived away to starboard without fulfilling their attack on the bombers. I then joined up with a mixed batch of Spitfires, I think mostly Northolt, around the first box of bombers and kept with them to the English coast. As I was short of petrol I landed at Biggan Hill to refuel before returning to base.

I claim - 1 F.W.190 destroyed and 1 Me.109 damaged.

Ammunition:- Cannon: 220 M/G 1200. Cine film exposed.

Westly E. 2/Lt.

INDIVIDUAL COMBAT REPORT.Form F.

Name of Pilot:-	Capt. Ryg J.
Squadron:-	332(Norwegian) Squadron.
Date:-	15-5-43.
Type of aircraft:-	Spitfire II.
Operation:-	Circus 297.
Time of combat:-	Approx. 1710 hours.
Place of combat:-	Just North of Amiens.
Weather:-	Clear, visibility good.
Casualty to our aircraft:-	NIL
" " " personnel:-	NIL
Enemy casualty:-	1 F.W.190 destroyed.
Damage to ground targets:-	NIL.

General Report:- I was leading Yellow section on the above operation. When flying at 26,000 feet on Amiens area, I saw 10 e/a flying line abreast on a southerly course 5,000 feet below. I dived down with my section to attack these e/a which I recognised as F.W.190's. I closed in to 100 yards from dead astern, and then seeing that e/a had seen us, I opened up with M/G and cannon, as e/a lifted port wing slightly, observing numerous around cockpit and fuselage. e/a turned over very slowly and started to spin. I went after it and closing in to 350 yards gave two more bursts and then pulled up. When I again saw the e/a it was going down burning furiously. Just after this incident had taken place, I saw another Spitfire attacking an F.W.190 resulting in e/a exploding in mid-air. As Wing Leader then gave order to reform up sun, I climbed up and joined 331 Squadron.

I claim - 1 F.W.190 destroyed.

Armament:- Cannon 20 M/G 400. Cine film exposed.

J. Ryg Capt.

INDIVIDUAL COMBAT REPORT.Form F.

APPENDIX VIII

Name of pilot:- Captain Christie W.  
Squadron:- 332(Norwegian)Squadron. 73  
Date:- 18-5-43.  
Type of aircraft:- Spitfire IX.  
Operation:- Circus 300.  
Time of combat:- 1510 hours.  
Place of combat:- Heedin.  
Weather:- Clear - Good visibility. Slight haze over  
Casualty to our aircraft:- NIL France.  
" " " personnel:- NIL  
Enemy casualty:- 1 F.W.190 destroyed.  
Damage to ground targets:- NIL.

General report:- I was flying as Blue 1. The Squadron was travelling north at 28,000 feet when I saw 6-8 F.W.190's 5-7,000 feet below. I bounced them with my section and opened up at one of the F.W.190's from about 4-500 yards using 10 degrees deflection and saw several strikes on the port side of the cockpit. The aircraft started smoking badly. I think this first burst killed or wounded the pilot - he took no further evasive action and fell out of the formation to the right as the other F.W.190's climbed up to the left. I then closed in to 75 yards dead astern and saw several strikes again. The e/a then fell over to the right on fire. I was then at about 16,000 feet and pulled up and reformed with some of my Squadron. The engagement was seen by several pilots of the Squadron.

I claim 1 F.W.190 destroyed.

Ammunition:- Cannon 200 M/G. 800 Cine film exposed.

W.Christie Capt.



INDIVIDUAL COMBAT REPORT,

Form F.

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Name of pilot: 2/Lt. Westly E.  
 Squadron:- 332(Norwegian) Squadron.  
 Date:- 18-5-43.  
 Type of aircraft:- Spitfire IX.  
 Operation:- Circus 300.  
 Time of combat:- 1510 hours.  
 Place of combat:- Headin.  
 Weather:- Clear - Good visibility. Slight haze over France.  
 Casualty to our aircraft:- NIL  
 " " " personnel:- NIL  
 Enemy casualty:- 1 F.W.190 damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 3 when we dived down on some e/a. I was following Blue 1 slightly behind and to starboard. When I saw him hit the one I was after I picked out another. As I got to about 2,000 yards range he turned sharply to port and started back towards me. As he crossed my nose I opened up and let him fly through my cone of fire. He was coming at me from about 45 degrees head-on. As this e/a passed I saw several strikes on his fuselage in front of the cockpit. I then climbed up to 27,000 feet and joined 331 Squadron and followed them home.

I claim 1 F.W.190 damaged.

Ammunition:- Cannon 60. M/G 100 Cine film exposed.

E. Westly 2/Lt.

Reference:-

AIR 27/1730

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INDIVIDUAL COMBAT REPORT.

Form F.

74

Name of pilot: 2/Lt. Westly E.  
 Squadron:- 332 (Norwegian) Squadron.  
 Date:- 18-5-43.  
 Type of aircraft:- Spitfire IX.  
 Operation:- Circus 300.  
 Time of combat:- 1510 hours.  
 Place of combat:- Headin.  
 Weather:- Clear - Good visibility. Slight haze over  
 Casualty to our aircraft:- NIL France.  
 " " " personnel:- NIL  
 Enemy casualty:- 1 F.W.190 damaged.  
 Damage to ground targets:- NIL.

General report:- I was flying as Blue 3 when we dived down on some e/a. I was following Blue 1 slightly behind and to starboard. When I saw him hit the one I was after I picked out another. As I got to about 2,000 yards range he turned sharply to port and started back towards me. As he crossed my nose I opened up and let him fly through my cone of fire. He was coming at me from about 45 degrees head-on. As this e/a passed I saw several strikes on his fuselage in front of the cockpit. I then climbed up to 27,000 feet and joined 334 Squadron and followed them home.

I claim 1 F.W.190 damaged.

Ammunition:- Cannon 60. M/G 100 Cine film exposed.

E. Westly 2/Lt.

Reference:-

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INDIVIDUAL COMBAT REPORT.

Form F.

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Name of pilot.	2/Lt. Djsane O.
Operation.	Rodeo 224.
Date:-	27-5-43.
Squadron.	332(Norwegian) Squadron.
Type of Aircraft:-	Spitfire IX.
Time of combat.	1725 approx.
Place of combat.	Bruges - Ghent area.
Weather:-	clear.
Casualty to our aircraft.	NIL
" " " personnel.	NIL
Enemy casualty.	1 F.W.190 destroyed.
Damage to ground targets.	NIL.

General report:-

I was flying as Blue 3 on the above operation. When over the Belgian coast the Wing turned port as it was reported that some e/a were flying South from the Flushing area. Soon afterwards we sighted these e/a which did not appear to see us at first as we came out of the sun. With my No.2 I went down on two of them which turned port and tried to get up sun of us. At about 500 yards I fired a couple of short bursts at one of these e/a but I did not succeed. I then managed to get up sun from this a/c and as it went away on a straight course I dived out of the sun and gave it some good bursts from astern a little above from 350 to 300 yards range. There was an explosion around the cockpit of the e/a and I had to pull sharply up to avoid flying into large pieces of the a/c which had been flung into mid-air. I saw the u/c come down on the e/a as it went spinning down vertically. I then set course for home and climbed to 22,000 feet returning alone. This combat took place at 17-18,000 feet.

I claim 1 F.W.190 destroyed.

Ammunition:- Cannon: 70 M/G.300      Cine film exposed.

O.Djsane . 2/Lt.

Appendix I

Name of Pilot.  
 Operation.  
 Date.  
 Squadron.  
 Type of Aircraft.  
 Time of combat.  
 Place of combat.  
 Weather.  
 Casualty to our aircraft.  
 " " " personnel.  
 Enemy casualty.  
 Damage to ground targets.

2/Lt. Westly E.  
 Badge No.225  
 1-6-43.  
 332(Norwegian) Squadron.  
 Spitfire IX.  
 1220 hours.  
 East of Boulogne.  
 4/10ths cloud at 6,000 feet. Visibility Good.  
 NIL.  
 NIL.  
 1 Me.109 Destroyed.  
 NIL.

GENERAL REPORT:- I was flying as Blue 3 when I saw two smoke trails coming from 1-o'clock 1-2,000 feet above. I started climbing to investigate and when 500 feet just below these two a/c, I recognised them to be Me.109's. I climbed and turned in behind them when I saw another smoke trail coming directly towards them. These two evidently took this a/c to be hostile as they met over on their backs and dived approx. 4,000 feet and then levelled out and started to climb again towards a lone Spitfire. I followed all the time and as I began to close in, the No.1 must have seen me as he dived away but the No.2 went on climbing towards the lone Spitfire. I closed in to 300 yards and opened fire with short bursts, then closing in to 100 yards, fired again with a long burst (3 seconds) and saw an explosion on the wing and a large piece of the wing dropped off. I saw more strikes around the engine where there was an explosion. He flicked over into a spin and started burning which my No.2 Sgt.Hauge E. confirms. My No.2 gave a short burst as the e/a was spinning down. While this combat took place, another Me.109 came in behind the lone Spitfire above so I climbed and called over R/T for this Spitfire to break. He broke away to port and the e/a followed so I closed in to 300 yards and opened fire for 1-2 seconds when my ammunition ran out. This caused the Me.109 to break to starboard and dive down thus preventing any attack on the Spitfire. On the way back, I climbed to 30,000 feet and when 10 miles off the English coast, South of Dover, I saw 2 Me.109's which had followed me, turn back and dive down towards France.

I claim the first Me.109 as destroyed but make no claim on the second Me.109 attacked.

Ammunition:-

	Cannon		.303		
Pt.	Stbd.	Pt.	Stbd.		
144	144	600	600		Cine film not exposed.

E.Westly. Lieut.

1328/36/43.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

Name of pilot.	Captain W.Christie. <i>Appendix II</i>	
Service operation.	Reserved 86.	
Date.	10-6-43.	
Squadron.	332(Norwegian) Squadron.	77
Type of aircraft.	Spitfire IX.	
Time of combat.	1850 hours.	
Place of combat.	Over Becloo (North of Ghent).	
Weather.	2/10 - 3/10 at 33,000 feet.	
Casualty to our aircraft.	Slight haze up to 10,000 feet.	
" " " personnel.	NIL	
Enemy casualty.	NIL	
Damage to ground targets.	1 F.W.190 damaged.	
	NIL.	

GENERAL REPORT:- I was flying as Blue 1. The Wing was flying north to investigate a/a reported flying from Flushing towards Ghent. I saw some a/c far below peeling off from the vicinity of the bombers. Their behaviour looked as if they were Germans. We were then about 30,000 feet, and I dived almost vertically with my section after one. As I came closer I saw they were F.W.190's. I got on the tail of one and had two bursts at it from about 500 yards closing in to 200. I saw strikes in the port wing and the F.W.190 immediately half rolled and dived away. The shooting was very difficult owing to my very great speed. I broke off the engagement at about 10,000 feet and pulled up with my section and reformed with my Squadron who followed me some way down as top cover.

ammunition.      Cannon: 130      M/G: 800      Cine film exposed.

W.Christie    Captain.

3323/57A3.

INDIVIDUAL COMBAT REPORT.NORWEGIAN.

Name of pilot.	Major F. Thorsager.	<i>Appendix III</i>
Operation.	Circus 311.	
Date.	17-6-43.	78
Squadron.	332 (Norwegian) Squadron.	
Type of aircraft.	Spitfire IX.	
Time of combat.	09.5 hours.	
Place of combat.	Flushing area.	
Weather.	5/10 cumulus with tops at 14,000 feet. Ground haze up to 4,000 feet. Visibility above cloud good.	
Casualty to our aircraft.	NIL.	
" " " personnel.	NIL.	
Enemy casualty.	1 F.W. 190 destroyed (Shared with Sgt. Sandvik). 1 F.W. 190 damaged.	

GENERAL REPORT:- I was flying as Red 3. 20 plus e/a had been reported and we sighted them when flying at 28,000 feet. E/a were at 15,000 feet. I followed the W/Co. down when we dived to attack. Seeing two F.W. 190's climb away up sun, I broke followed by Sgt. Sandvik. I attacked one of these e/a and observed cannon strikes, and thick black smoke poured from it. E/a then flicked over and I had to break away. My No. 2 Sgt. Sandvik then attacked this F.W. 190 which finally exploded in mid-air. I was for sometime separated from my No. 2 and had several engagements with single flying F.W. 190's and during these attacks, I came down to 8,000 feet. As an F.W. 190 turned in front of me, I attacked him head on being slightly to starboard of him. I saw numerous cannon strikes on the fuselage and in the cockpit but was not left a chance to see what happened to this e/a as we passed each other at great speed. I crossed the Belgian coast South of Knokke at 7,000 feet and was joined by Sgt. Sandvik over the sea.

I claim 1 F.W. 190 destroyed, shared with Sgt. Sandvik, and 1 F.W. 190 damaged.

F. THORSAGER MAJOR.

3328/3843.

INDIVIDUAL COMBAT REPORT.NORWEGIAN.

APPENDIX IV

Name of pilot.	Captain R. From.	79
Operation.	Cirrus 311.	
Date.	17-6-43.	
Squadron.	332(N) Squadron.	
Type of aircraft.	Spitfire IX.	
Time of combat.	0945 hours.	
Place of combat.	Flushing area.	
Weather.	5/10 cumulus with tops about 14,000 feet. Ground haze up 4,000 feet. Visibility above cloud good.	
Casualty to our aircraft.	NIL	
" " " personnel.	NIL	
Enemy casualty.	1 F.W.190 Destroyed, shared with Sgt. Axflot. 1 F.W.190 Destroyed.	

GENERAL REPORT:- I was leading Yellow section. Flying at 28,000 feet the Wing sighted e/a at 15,000 feet. The whole Squadron dived down on these e/a, and as I saw one F.W.190 beneath to starboard, I followed it. I gave a 5 second burst with cannons and m/g closing into point blank range where I pulled away so as not to collide with the e/a. As I passed this F.W.190 I saw flames coming from it. My No.2 Sgt. Axflot also fired at this e/a and it was seen to explode in mid-air. Just after this attack I got into position on the tail of another F.W.190. I opened up with cannons and m/g and observed numerous cannon hits all over e/a as I was firing. Then intense black smoke started to pour out of the e/a, and I continued firing until e/a completely covered in thick black smoke, went down vertically out of control. I later rejoined the rest of the Squadron and followed them to base.

Claim 2 F.W.190's Destroyed - one of which is shared with  
Sgt. Axflot.

R. From      Captain.

3323/39/43

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

Name of pilot.	Captain Christie W.
Operation.	<del>XXXXXXXXXX</del> Circus 311.
Date.	17-6-43
Squadron.	332(Norwegian) Squadron.
Type of aircraft.	Spitfire II.
Time of combat.	0945 hours.
Place of combat.	Flushing area.
Weather.	5/10 cumulus with top about 14,000 feet. Ground haze up to 4,000 feet. Visibility above cloud good.
Casualty to our aircraft.	NIL.
" " " personnel.	NIL.
Enemy casualty.	1 F.W. 190 damaged.
Damage to ground targets.	NIL.

*Appendix V*  
80

GENERAL REPORT:- I was flying as Blue 1 when the Squadron dived out of sun from 29,000 feet to attack approx. 8 F.W. 190's at 15,000 feet below reported by Blue 3 (2/Lt. Herfjord K.) I opened fire at one of the a/a from 500 yards and when at 400 yards, both my cannons jammed. I closed in using m/g only and saw strikes behind the cockpit. I saw the a/a smoking and turn away. I then reformed my Section and flew back in formation to base.

I claim 1 F.W. 190 damaged.

W. Christie Captain.

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6323/40/43.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

Name of pilot.	Sgt. Gabrielsen O.
Operation.	Circus 311.
Date.	17-6-43.
Squadron.	332(Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	09.5 hours.
Place of combat.	Flushing area.
Weather.	5/10 cumulus with tops about 14,000 feet. Ground haze up to 4,000 feet. Visibility above cloud good.
Casualty to our aircraft.	NIL.
" " " personnel.	NIL.
Enemy casualty.	1 F.W.190 destroyed.
Damage to ground targets.	NIL.

Appendix VI

81

GENERAL REPORT:- I was flying as Blue 2 when the Squadron dived down from 29,000 feet to attack about 8 F.W.190's at approx. 15,000 feet below. I singled out one F.W.190 and attacked from almost dead astern opening fire with a long burst with cannons and m/g from 500 yards closing in to 50 yards. I saw the a/a blow up and the starboard wing fall away. After this attack I joined up with the Squadron and returned to base.

Claim 1 F.W.190 destroyed.

O. Gabrielsen Sgt.

332/41/43

## INDIVIDUAL COMBAT REPORT.

NORWEGIAN

82

Name of pilot. Sgt. B. Aarflot.  
 Operation. Circus 311. *Appendix VII*  
 Date. 17-6-43.  
 Squadron. 332 (Norwegian) Squadron.  
 Type of aircraft. Spitfire II.  
 Time of combat. 09.5 hours.  
 Place of combat. Flushing area.  
 Weather. 5/10 cumulus with tops at 14,000 feet.  
 Ground haze up to 4,000 feet. Visibility  
 good above cloud.  
 Casualty to our a/c. Nil.  
 " " " personnel. Nil.  
 Enemy casualty. 1 F.W. 190 destroyed. (Shared with Capt. Fran).  
 Damage to ground targets. Nil.

GENERAL REPORT:- I was flying as Yellow 2 when 20 a/c were reported below. I followed my leader down from 29,000 feet to 15,000 feet and attacked one F.W. 190 after it had been shot at by Yellow 1. I gave a mixed burst of about 3 seconds with 3/4 ring deflection closing to 150 yards. While I was shooting the a/c burst into flames and exploded. I pulled up into sun and later went home, joining my Squadron over the Channel.

I claim 1 F.W. 190 destroyed - shared with Yellow 1 (Capt. Fran R).

B. Aarflot Sgt.

323/42/43

INDIVIDUAL COMBAT REPORT.NORWEGIAN.

Name of pilot.	Sgt. Sandvik S.	APPENDIX 4111
Operation.	Circus 311.	
Date.	17-6-43	83
Squadron.	332 (Norwegian) Squadron.	
Type of aircraft.	Spitfire IX.	
Time of combat.	0945 hours.	
Place of combat.	Flushing area.	
Weather.	5/10 cumulus with tops about 14,000 feet. Ground haze up to 4,000 feet. Visibility good above cloud.	
Casualty to our aircraft.	NIL	
" " " personnel.	NIL	
Enemy casualty.	1 F.W.190 destroyed (shared with Major Thorsager) and 1 F.W.190 damaged.	

GENERAL REPORT:- I was flying as Blue 4, but was ordered to take up position as Yellow 3. When the Squadron dived down from 29,000 feet to attack about 20 F.W.190's flying about 15,000 feet below, I followed down. I then saw Major Thorsager attack an F.W.190 resulting in heavy black smoke pouring from it. As Major Thorsager broke off his attack, I attacked the same e/a from astern. Opening up at 300 yards, I gave it a 1/2 seconds burst with cannon and m/g observing hits all over the e/a. Flashes came out of it and the next moment it exploded completely. As I broke off, I was attacked several times by single F.W.190's. I managed to get on the tail of one of these attackers and gave him several bursts from approx. 300 yards observing hits with cannon on fuselage and smoke came out of e/a from under the cowling. I later joined Major Thorsager and followed him to base.

I claim 1 F.W.190 destroyed (shared with Major Thorsager) and 1 F.W.190 damaged.

Sandvik S.      Sgt.

388/43/43.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

*Appendix IX*

84

Name of pilot.  
Operation.  
Date.  
Squadron.  
Type of aircraft.  
Time of combat.  
Place of combat.  
Weather.

Sgt. Odman H.  
Circus 311.  
17-6-43.  
332 (Norwegian) Squadron.  
Spitfire II.  
09.5 hours.  
Flushing area.  
5/10 cumulus with tops about 14,000 feet  
Ground haze up to 4,000 feet. Visibility  
good above cloud.  
NIL  
NIL  
1 F.W.190 Probably Destroyed. 1 F.W.190  
Damaged.

Casualty to our aircraft.  
" " " personnel.  
Enemy casualty.

GENERAL REPORT:- I was flying as Red 2. The Sqdr. jumped a large formation of F.W.190's. I saw the W/Cdr. attack an F.W.190 which went down in flames. I gave a short burst at long range on another F.W.190 but observed no results. Later I attacked another F.W.190 from 50-300 yards and observed strikes on starboard wing. This F.W. then flicked over and dived down. I was on the point of following E/A down when I saw 2 F.W.190's to port diving inland I followed 1 down and opening at 300 yards astern I gave 2 bursts with H.G.s and cannons - closing to 150-200 yds. I saw several cannons strikes on starboard wing, followed by an explosion in the wing root. Some small pieces fell of the F.W.190 which went into a vertical spin. When E/A had spun down about 3,000 ft. another piece - presumed to be the hood flew off the fuselage. E/A was last seen at 5,000 ft. spinning obviously out of control.

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

Odman H. Sgt.

5328/44/43

INDIVIDUAL COMBAT REPORT.Norwegian.

85

Name of pilot.	Captain From R. <i>Appendix X</i>
Operation.	Ramrod 99.
Date.	22nd June, 1943.
Squadron.	332 (Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	Approx. 0835 hours.
Place of combat.	S.W. of Rotterdam and W. of Schouwen
Weather.	Fine, visibility good.
Casualty to our aircraft.	NIL
" " " personnel.	NIL
Enemy casualty.	1 F.W.190 probably destroyed. 1 F.W.190 damaged.
Damage to ground targets.	NIL.

GENERAL REPORT:- I was leading Yellow section on the above operation. On the way out from target flying at 22,000 feet, e/a were sighted at 12,000 feet at 2-0'clock. The Squadron dived down on the e/a and during the engagements developing, I saw a F.W.190 turning to starboard. Attacking from starboard quarter closing into astern I gave a 3 secs. burst from 400-500 yards. No results observed. I again opened up from dead astern and gave e/a a 5 secs. burst, opening at 300 yards closing in to 150 yards. During the last attack the e/a rolled over very slowly and I observed ~~it~~ hits all over the fuselage, wings and cockpit. Finally e/a went down slowly in a spiral dive from 10,000 feet. I had to pull up as other e/a were around. When on the way home, off the coast a F.W.190 was seen coming in to make a surprise attack on the Wing. I turned after this e/a and closing in only very slowly, I opened fire from 500 yards. E/a took evasive action by turning to right. This enabled me to close in and I fired until my ammunition was exhausted. I saw some cannon strikes on fuselage of e/a during second attack and the F.W.190 turned over on his back and went straight down from about 10,000 feet.

R. From Captain.

3328/45/43

INDIVIDUAL COMBAT REPORT.

Norwegian.

Name of pilot. Sgt. Aanjesen O. *Appendix XI* 86  
Operation. Ramrod 99.  
Date. 22nd June, 1943.  
Squadron. 332(Norwegian) Squadron.  
Type of aircraft. Spitfire IX.  
Time of combat. Approx. 0835 hours.  
Place of combat. S.W. of Rotterdam and W. of Schouwen.  
Weather:- Fine, visibility good.  
Casualty to our aircraft. NIL  
" " " personnel. NIL  
Enemy casualty. 1 F.W.190 probably destroyed.  
Damage to ground targets. NIL.

GENERAL REPORT:- I was flying as Yellow 2. The Wing was climbing towards England after being engaged South of Rotterdam, when an a/c in front and above us was identified as a F.W.190. The e/a dived through the Squadron and was followed by two a/c from Blue section. I turned inside those two a/c and got on the tail of the e/a, gave it a 2-3 seconds burst from about 400 yards and saw cannon strikes on port wing root. It flicked around and I followed. Some white smoke was coming from it. I gave it another 3 seconds burst lead astern from 6-700 yards observing strikes on fuselage and pulled up. e/a was then going down nearly vertically from 8,000 feet.  
Sgt. Bram(331(N) Squadron) who was beside me when I was firing saw flames coming from the e/a after my first burst.

O. Aanjesen. Sgt.

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33234643.

## INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

87

Name of pilot. Lieut. Westly E.  
 Operation. Base 103.  
 Date. 2-6-43.  
 Squadron. 332(Norwegian) Squadron.  
 Type of aircraft. Spitfire II.  
 Time of combat. 1205-1210 hours.  
 Place of combat. St. Omer area.  
 Weather. 8/10ths cloud at 8,000 feet. Visibility very good.

Appendix XII

Casualty to our aircraft. NIL  
 Casualty to our personnel. NIL.  
 Enemy casualty. 1 F.W. 190 destroyed.  
 2 F.W. 190's damaged.  
 Damage to ground targets. NIL.

GENERAL REPORT:- I was flying as Blue 1 at 27,000 feet when we saw about 30 e/a below at 15-16,000 feet. We dived down but on seeing our attack, they broke towards us and I attacked one F.W. 190 head on with a one second burst but saw no results. (combat a) I made one complete orbit amongst them trying to position for an attack on any one. At this time I saw one F.W. 190 attacking a Spitfire from ahead and below so I attacked this e/a from 10 degrees head-on. I gave him a one seconds burst and saw a big explosion on the leading edge of the port wing root. He flicked over on his back and dived away. (combat b) I made another half orbit and saw 2 F.W. 190's with a Spitfire astern. Turning inside them, I attacked one from 200 yards down to 100 yards firing two seconds bursts and saw an explosion on the port wing and then another big explosion on the starboard wing root. I broke to starboard and chased the second F.W. 190 and gave a 2-3 seconds burst from astern at 200 yards closing to 70 yards, seeing strikes on both wing roots. I had to break to avoid collision and climbed back up to a formation of Spitfires. (Combats c & d).

On landing my No. 2 Sgt. Heuge E. and No. 3 P/Sgt. Rahnof K. confirm that the third F.W. 190 attacked by me (combat c) exploded again after I broke away and was seen to go down in flames and spinning.

I claim the third F.W. 190 attacked (combat c) as destroyed and two other F.W. 190's (combats b & d) as damaged.

Blue 2 & 3 confirm that F.W. 190, claimed as destroyed by Lieut. Westly E., was destroyed.

Note:- The first F.W. 190 attacked had a Yellow cowling and belly. The 2nd had a black nose and belly. The remainder had yellow markings on the tails fins like letters or numbers.

3323/47/43

INDIVIDUAL COMBAT REPORT, NORWEGIAN.

88

Name of pilot	Major Thorsagar F.
Operation.	Ranrod <del>900</del>
Date.	24th June, 1943.
Squadron.	332 (Norwegian) Squadron.
Type of aircraft.	Spitfire II.
Time of combat.	1205 - 1210.
Place of combat.	St. Omer Area.
Weather.	3/10 cloud layer at 5,000 ft. Clear above. Visibility good.
Casualty to our aircraft.	NIL
" " " personnel.	NIL
Enemy Casualty.	2 F.W. 190's Damaged.

GENERAL REPORT:- I was leading the Wing on the above mentioned operation. When S/E of St. Omer, flying on a vector 190 I sighted a formation of F/W 190's at 5 o'clock about 12,000ft. below. Wing dived down to attack, but just before range of attack the e/a must have seen us as they all turned sharply to port. I ordered bottom Squadron to climb again, and about 2,000 ft. above e/a I ordered again to attack. We then dived down in a port diving turn resulting astern attack. My Section attacked some e/a but my No. 2 observed 4 e/a on our tails and had to break away. I then had a 4 seconds burst on a F/W 190 from 40 astern from which I saw strikes with cannons. I then had to break away. For some time I then had to break and out turn some F/W. 190's I then saw 1 F.W. 190 turning in front of me. I went into attack giving him a 4 seconds burst head on from 20 - 25 degrees closing into 150 yards. I saw strikes from cannons. E/A flicked over to port and went down in a 50 degree dive when I had to break again. After some more turnings I ordered the Wing to reform, which we did climbing towards Gris Nes.

F. Thorsagar, Major.



332(Norwegian) Squadron, North Weald.

Air Ministry (P.A. Casualties) Kingsway. (2 Copies).  
Headquarters, No. 11 Group.  
Records Office, Gloucester.

Copy to S.H.Q. North Weald for information.

22nd July, 1943.

332/U.152/1/P.1.

Circumstantial Report of 1577 P/Bgt. Othman H. (Norwegian)  
reported missing from Redco 245 Operation on 19th July, 1943.

1577 P/Bgt. Othman H. was flying as Yellow 2 on operation Redco 245. The Wing crossed the French coast between Boulogne and Harfleur at 25,000 feet. Accurate and heavy flak was experienced from the Boulogne area at 25-26,000 feet. Just after crossing the coast the Wing turned South until North West of Abbeville where a sharp port orbit was made. Yellow 2 had kept perfect formation until this orbit was made and then he started to drop out of formation. Yellow 3, 2/Lt. Norfjord K., called to Yellow 2 over the R/T telling him not to straggle but no answer was received. Yellow 3 passed Yellow 2 in this orbit and did not see him again. Yellow 4, P/Bgt. Aartlet B. developed engine trouble just as this orbit was started and he dropped out of formation to return direct to base. He saw Yellow 2 start to straggle but did not see him again. The other members of the Squadron have no idea what has happened to this pilot.

*P. H. M.*  
Major Commanding.  
332(N) Squadron.

332S/48/43.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

90

APPENDIX 15

Name of pilot. 2/Lt. Bolstad K.  
Operation. Ramrod 144.  
Date. 16-7-43.  
Squadron. 332(Norwegian)Squadron.  
Type of aircraft. Spitfire IX.  
Time of combat. 2010 hours.  
Place of combat. Abbeville area.  
Weather. Good visibility.  
Casualty to our a/c. NIL.  
" " " personnel. NIL.  
Enemy casualty. 1 F.W.190 destroyed.  
Damage to ground targets. NIL.

GENERAL. I was flying as Yellow 3 when making a starboard orbit in the Abbeville area. Numerous e/a were reported all around and above. Those from above dived down out of the sun and as we broke formation I saw a F.W.190 attacking Yellow 2(Sgt.Aanjesen O.) As Yellow 2 took evasive I followed the e/a and fired two one second bursts with cannon and m/g from 30 degrees astern at 500 yards and saw no hits. After this attack the e/a turned sharply starboard diving gently, making vapour trails from his wing tips and this move enabled me to close in and fire two long bursts from 4-300 yards. The attack started from 10 degrees astern and slightly above but as he started to dive I closed to dead astern and saw strikes on the starboard wing and wing root. White smoke started to come from the engine and a piece of the a/c flew off followed by black smoke and then flames. He turned over very slowly and went into an inverted dive with black smoke and flames pouring from it. I was forced to break violently and did not see this e/a again. This combat took place at 24,000 feet slightly N.W. of Abbeville. Lt. Waerner T. (Yellow 1) confirms the piece flying off and the black smoke. Sgt.Aanjesen (Yellow 2) confirms the e/a going down in flames in an inverted dive.

K. Bolstad 2/Lt.  
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Name of pilot. Capt. Christie W.  
 Operation. No. 12 Group Ramrod.  
 Date. 27-7-43.  
 Squadron. 332(Norwegian) Squadron.  
 Type of aircraft. Spitfire IX.  
 Time of combat. 2025 hours.  
 Place of combat. 3 miles South of Haarlem  
 Weather:- Slight mist.  
 Casualty to our aircraft. NIL  
 Casualty to our personnel. NIL  
 Enemy casualty. 1 Me.109F. Destroyed.  
 Damage to ground targets. NIL.

APPENDIX 16

General. I was flying as Blue 1. The Wing at 24,000 feet were following the Bombers out when I saw a dog fight going on at about 15,000 feet down at 7'o clock. I reported it and the Wing went down. Diving down, I saw a Me.109 diving N.E. I followed him and opened up at 5-600 yards astern, closing in to 250 yards using cannons and m/g. I hit him on the port side behind the cockpit as he turned slightly port. We were then at 2-3,000 feet and the Me.109 suddenly went into a vertical dive and I saw him dive in 5 miles South of Haarlem. Just afterwards I saw another Me.109 behind me firing at close range. He broke off as I pulled sharply to port.

Blue 4, 2/Lt.Sandvik saw an aircraft hit the ground at the same place and the same time as I saw mine go in.

W.Christie Capt.  
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2S/50/43

INDIVIDUAL COMBAT REPORT.NORWEGIAN.

92

Name of pilot.	Capt. Christie W.	<i>APPENDIX 17</i>
Operation.	Ramrod 180.	
Date.	31-7-43.	
Squadron.	332 (Norwegian) Squadron.	
Type of aircraft.	Spitfire IX.	
Time of combat.	1225 approx.	
Place of combat.	Just East of Gravelines.	
Weather.	Hazy to 7,000 feet. Otherwise clear	
Casualty to our aircraft.	NIL	
Casualty to our personnel.	NIL	
Enemy Casualty.	1 F.W. 190 Destroyed.	
Damage to ground targets.	NIL.	

GENERAL. I was flying as Blue 1, with 332(N) Squadron at about 22,000 feet behind the bombers. When the Beehive was about 10 miles from the coast 2 e/a were observed following the bombers and slightly below them. Believing that these e/a had not been seen by the close escort aircraft, I took my section down and overtook the 2 e/a which were F.W. 190's just on the coast N.E. of Gravelines. They were flying in echelon port, and I attacked the rearmost e/a firing a burst of 4 seconds from 250 to 150 yds, and astern. I saw strikes all over the port wing, and my No. 4 saw bursts and flames in the starboard wing root. The e/a started turning inland and I followed firing several short bursts. The nose of the e/a, now at between 1,000 and 2,000 feet, went down nearly vertically and about 1/2 of his port wing broke off. The height and speed of the aircraft would make it certain that he was bound to crash. Meanwhile the leading aircraft had turned and was about to attack me from the starboard beam. He broke towards the attack and fired at him with very much deflection, but my ammunition ran out after a few rounds. I continued with a dummy attack and the e/a broke downwards and flew away inland. Capt. Heglund of 332(N) Squadron saw what he thought was an aircraft burning East of Gravelines just where I estimated the e/a should have crashed. The Wing Leaders and others also saw this fire.

W. Christie Capt.  
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INDIVIDUAL COMBAT REPORT.

APPENDIX 18

Norwegian.

93

Name of pilot.	Capt. Christie W.
Operation.	Ramrod 202.
Date.	15-8-43.
Squadron.	332(Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	1935 hours.
Place of combat.	Between Arras and Douai.
Weather.	Clear - visibility excellent.
Casualty to our aircraft.	NIL.
Casualty to our personnel.	NIL.
Enemy casualty.	1 F.W.190 Destroyed.
Damage to ground targets.	NIL.

General. I was flying as Blue 1. We saw about 8 F.W.190's at about 17,000 feet following the Fortresses on way out over Douai and Lens so I went down with my section and attacked them. I fired at one of them on the left at about 400 yards and observed good hits on port wing root and engine. I was then put off by a Spitfire who pulled up in front of me, and I broke off the attack. After this Blue 3 and 4 saw two F.W.190's in flames spinning to earth. As no other pilots fired besides Sgt. Boge, I claim one of the F.W.190's as destroyed.

W. Christie.      Capt.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

Witness of combat of Sgt. Bøge - missing from this operation.

Names of pilots.	Lieut. Westly E. and 2/Lt. Rønhoft K.
Operation.	Ramrod 202.
Date.	15-8-43.
Squadron.	332 (Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	1935 hours.
Place of combat.	Between Arras and Douai.
Weather.	Clear - visibility excellent.
Casualty to our aircraft.	Sgt. Bøges aircraft is missing.
Casualty to our personnel.	Sgt. Bøge has not returned from this operation.
Enemy casualty.	1 F.W. 190 destroyed.
Damage to ground targets.	NIL.

General. I was flying as Blue 3 when we attacked about 8 F.W. 190's. I cut inside Blue 1 to attack one on the left but as I was about to fire, Blue 1 began firing and I saw several hits on port wing root and port side of engine. I broke in front and over Blue 1. Upon looking back I saw the F.W. going down in flames and I then went after the F.W. on the right but again as I was about to shoot, Blue 2 (Sgt. Bøge) cut me off. He was firing at it and I saw hits all over the F.W. which started to burn and a few seconds later blow up.

Lieut. E. Westly.

General. I was flying as Blue 4 and going to attack the F.W. 190 on the right flank when Blue 2 (Sgt. Bøge) came in front of me and making it impossible for me to fire. He shot at the F.W. from 150-200 yards and I saw hits on both wings, the F.W. catching fire and later exploding and large pieces falling off. I then saw Blue 2's Spitfire being hit all over and he turned South towards a forest when I lost sight of him.

2/Lt. K. Rønhoft.

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APPENDIX 20

From:- 332(Norwegian) Squadron, North Weald.

95

To:- Air Ministry (P.4. Casualties) Kingsway. (2 Copies).  
Headquarters No. 11 Group.  
Copy to S.H.Q., North Weald for information.

Date:- 17-8-43.

Ref:- 332S/C152/1/P1.

Circumstantial Report of 1605 Sgt. A. Bøge (Danish) (Member of Royal Norwegian Air Forces) reported missing from Ramrod operation on 15-8-43.

While 332(N) Squadron was escorting Fortresses in the Lens/Douai area about 8 F.W. 190's were observed at about 17,000 feet following Fortresses. Blue section of this Squadron, led by Capt. W. Christie, Sgt. A. Bøge flying as his No. 2, went down to attack these e/a. Lieut. E. Westly was flying as Blue 3 and 2/Lt. K. Rønne as Blue 4. In the combat which followed Sgt. A. Bøge was seen to fire at one of two F.W. 190's - the one on the right flank. Hits were observed on both wings and the F.W. 190 caught fire and later exploded, large pieces falling off. 2/Lt. K. Rønne states that he saw another F.W. 190 firing on Sgt. A. Bøge's aircraft, hits being made all over the Spitfire IX. Sgt. A. Bøge then called up on his R/T stating that his aircraft was on fire. He was told to turn South and go in as far as possible and bale out. To this he answered: "O.K., Cherio". Lieut. E. Westly states that when seeing Sgt. A. Bøge's aircraft ~~explode~~ last it was heading South towards a forest and it was followed by several (about 5) F.W. 190's.

Signed W. Christie, Capt.,  
for Major Commanding,  
332(N) Squadron.

INDIVIDUAL COMBAT REPORT.NORWEGIAN.

96

Name of pilot.	2/Lt. Bakke F.
Operation.	Ramrod 206.
Date.	17-8-43.
Squadron.	332(Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	1700 hours.
Place of combat.	Near Ecclo.
Weather.	Good.
Casualty to our aircraft.	NIL.
Casualty to our personnel.	NIL.
Enemy casualty.	1 Me.110 destroyed.
Damage to ground targets.	NIL.

General. I was flying as Red 2 to the Wing Commander. When 3 miles East of Bruges flying at 26,000 feet, I sighted a twin-engined enemy aircraft at 11 o'clock at 20,000 feet. I reported this e/a to the W/Cdr, but as he did not see it at once, I dived down and opened fire with cannon and m.g. from 300 yards astern and above and 25 degrees to starboard. Closing in to 75 yards, I saw numerous cannon strikes in cockpit and the port engine caught fire. During the last part of the attack I was unable to allow enough deflection owing to my speed. I pulled up and then saw that half of the e/a's tail was missing. Still burning it spun down slowly at 10,000 feet. No return fired was experienced and no one was seen to bale out. Major Birksted confirms this e/a as destroyed as he saw strikes on cockpit, port engine catching fire, and the half tail plane being shot away.

F. Bakke 2/Lt.  
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INDIVIDUAL COMBAT REPORT.Norwegian.

97

Name of pilot.	Sgt. Aanjesen O.
Operation.	Circus S.1
Date.	8-9-43.
Squadron.	332(Norwegian) Squadron.
Type of Aircraft:	Spitfire IX.
Time of combat.	1424/1431 hours.
Place of combat.	Bethune area.
Weather.	6/10 cumulus cloud at 8,000 feet. Visibility very good.
Casualty to our aircraft.	NIL.
" " " personnel.	NIL.
Enemy Casualty.	1 Me.109G damaged.
Damage to ground targets.	NIL.

General. I picked a F.W.190 turning sharp right coming in from astern and above. I gave a one second burst with m/g and cannons opening at 300 yards. E/a then straightened up and I gave another burst of  $1\frac{1}{2}$  seconds from 250 yards with m/g and cannon just as e/a flicked over. I saw stikes of explosive on port side of fuselage and wing root. This F.W.190 is claimed as damaged.

O.Aanjesen Sgt.

Name of pilot.	Major From R.
Operation.	Ramrod 216.
Date.	11-9-43.
Squadron.	332(Norwegian) Squadron.
Type of aircraft.	Spitfire IX.
Time of combat.	1700/1703 hours.
Place of combat.	Rouen.
Weather.	5/10ths cloud at 20,000 feet with another cloud layer at approx. 30,000 feet.
Casualty to our aircraft.	NIL.
" " " personnel.	NIL.
Enemy casualty.	1 F.W.190 destroyed.
Damage to ground targets.	NIL.

General. Six F.W.190's appeared at 9-o'clock and went to 3-o'clock. These e/a passed right across Yellow section and we went after them in a 180 degrees turn. I closed in on two F.W.190's in line astern and opened fire at the last one from 300 yards closing to 250 yards. The first F.W.190 broke off to the left and a second started a half roll to the right. I closed to 100 yards almost line astern and gave another 3 seconds burst. The e/a started to go down steeply and I saw white smoke, then a few seconds later the whole e/a exploded in a white flash just as it was about to enter a haze layer. I claim this e/a as destroyed.

R. From. Major.

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ROYAL NORWEGIAN AIR FORCES  
(R.N.A.F.)

APPENDIX 24

99

From:- 332(Norwegian) Squadron, North Weald.

To:- Air Ministry(P.4.Casualties)Kingsway.(2 Copies).  
Headquarters, No.11 Group.

Date:- Copy to S.H.Q.North Weald for information.  
12 September, 1943.

Ref: 332S/O.152/1/P.1.

Circumstantial Report of 5151 2/Lt. Sandvik S.(Norwegian)  
reported missing from Ramrod operation on 11th September, 1943.

5151 2/Lt. Sandvik S. was flying as Blue 3 on Ramrod operation 216 (Marauders bombing a Power Station near Rouen) in which the North Weald Wing was acting as high cover. When over Bourg(S.W. of Target) at 24,000 feet, enemy aircraft were reported at 9 o'clock at the same height. The Wing turned towards these e/a to engage when more e/a were reported coming in from above so the Wing split up - operating in loose fours.

Blue section led by 2/Lt. Rühof L. went to attack six mixed e/a, but during this attack they had to break up to port owing to more e/a attacking from above and astern. During this pull up to port, Blue 3 2/Lt. Sandvik S., suddenly half rolled and dived down - presumably to complete his first attack. Blue 4 Sgt. Keim R. followed his number 3 but was unable to catch up owing to Blue 3's speed. Blue 4 had to break during his dive owing to an attack from astern by a P.W. 190 and when last seen his No. 3 was still diving down.

Later 2/Lt. Sandvik S. reported over the R/T that his aircraft had been hit and the engine was on fire so the Wing Leader ordered him to bale out. Yellow 3, Lieut. Warner T. reports seeing a Spitfire going down in flames and a parachute descending. He believes this to have been 2/Lt. Sandvik S.

Weather:- Thick base layers with pops at 22,000 and 26,000 feet over the target area. This made visibility difficult as some patches were very clear and others very poor.

Sign. Major From,  
Major Commanding,  
332(N) Squadron.

INDIVIDUAL COMBAT REPORT.

*Appendix 25*  
Norwegian.

100

Name of pilot. Capt. Fosse G.  
Operation. Ramrod 218.  
Date. 14-9-43.  
Squadron. 332(Norwegian) Squadron.  
Type of aircraft. Spitfire IX.  
Time of combat. 1745 hours.  
Place of combat. Dixmude area.  
Weather. Layers of cumulus cloud totalling 7/10ths  
with tops at 31,000 feet. Vis. above and  
between clouds - good.  
Casualty to our aircraft. NIL  
" " " personnel. NIL  
Enemy casualty. 1 Me.109G damaged.  
Damage to ground targets. NIL.

General. I was flying as Yellow 1 on this operation when the Wing Commander went down to attack the Me.109's coming in from sea, 2,000 feet below the Wing. I tried to position myself for attack on the e/a on the extreme left. Failing to do so owing to my great speed, I turned towards 2 e/a to the right, slightly ahead of main formation. These two Me.109's broke left, diving down towards cloud as Yellow section approached them. Coming in from above I opened with machine guns and cannons when at 500 yards range, closing in to ~~400~~ 400 yards from 30-40 degrees port quarter. I saw white smoke pouring out from port wing root and from point where cannon is positioned on left wing. This combat was witnessed by my No. 2, Sgt. Roald, who confirms white smoke pouring from e/a which is claimed as damaged. When I dived to attack I saw Major K. Birksted, D.F.C., opening fire on another Me.109 which broke up.

G. Fosse. Capt.

INDIVIDUAL COMBAT REPORT.Appendix 26.  
Norwegian.

101

Name of pilot	2/Lt. Aanjesen O.
Operation	Ramrod 259
Date	3-10-43.
Squadron	332(Norwegian) Squadron.
Type of aircraft	Spitfire IX.
Time of combat	1720 -1725 hours.
Place of combat	Gournay area.
Weather	Clear. No cloud. Slight ground haze.
Casualty to our aircraft	NIL
" " " personnel	NIL
Enemy casualty	1 F.W.190 destroyed.
Damage to ground targets	NIL

General:- When the bottom squadron dived down on a formation of e/a just after having crossed the French coast, 332(N) Squadron stayed above and when I had made a turn of 270 degrees I sighted 6 F.W.190's 600 yards slightly below to port, diving down on some aircraft. I immediately went down after these e/a and chopping one out of two to the starboard of the main formation, I chased him and finally engaged in the Gournay area at 24,000 feet. Opening from approximately 500 yards above and to starboard (quarter) I gave a series of short bursts at 250 yards range dead astern. I saw numerous hits on engine and e/a started to smoke (black) very heavily and I pulled up as my Nop2, 2/Lt. Bakke F., warned me of e/a behind over R/T. My No. 2 witnessed this combat and reports that the e/a attacked by me went down burning well. I claim this e/a as destroyed.

Signed:- O. Aanjesen, 2/Lt.

Individual Combat Report.

Norwegian.

Name of pilot	Sgt. Holland J.
Operation	Ramrod 280
Date	22-10-43.
Squadron	332(Norwegian) Squadron.
Type of aircraft	Spitfire IX.
Time of combat	1000 hours.
Place of combat	Albert area.
Weather	Clear over target. West of line Dieppe/Cambrai to N.E. South and East 10/10 cloud 28,000 feet and 7/10 8-10,000 feet.
Casualty to our aircraft	NIL
" " " personnel	NIL
Enemy casualty	1 F.W.190 destroyed.
Damage to ground targets	NIL.

General. When flying East at 30,000 feet my No. 1, 2/Lt. Bolstad K., suddenly broke right and dived down. I followed and then sighted 7 e/a flying line abreast on a Southerly course, at 27,000 feet. I positioned myself dead ~~astern~~ on one of the e/a flying to the right and when at 450 yards I opened up with machine gun and cannon firing a short burst only. E/A turned slightly starboard and allowing  $\frac{1}{2}$  a ring deflection, I opened up from 300 yards closing to 250 yards. I saw numerous cannon strikes on the left side of the e/a under the wing root. A large piece fell off e/a, and it started to burn, then went down to port. I then turned sharp to starboard and as I saw another F.W.190 behind and passed just over his cockpit in the turn. I claim this e/a as destroyed.

Signed:- J. Holland, Sgt.

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INDIVIDUAL COMBAT REPORT.

*Appendix B.*

Norwegian.

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Name of pilot	Lieut. Waerner T.
Operation	Ramrod 283
Date	24-10-43.
Squadron	332(Norwegian) Squadron.
Type of Aircraft	Spitfire IX.
Time of combat	1210 hours
Place of combat	10 miles E. of Abbeville.
Weather	Layer of thick haze 24,000 ft. Mid-Charnel to French coast. Cloud layers at 10/10 24-35,000 ft. inland over France.
Quality to our aircraft	NIL
" " personnel	NIL
Enemy casualty	1 F.W.190 destroyed.
Damage to ground targets	NIL

General. I sighted 4 F.W.190's 3,000 feet below at 10 o'clock, flying in very open formation. I went on my back and dived down trying to get into position on two F.W.190's to the extreme left. Another Spitfire, presumed to be Major Austeen, opened fire on this e/a and I broke off my attack. I then saw 4 F.W.190's attacking Major Austeen as he broke off his attack, and I dived down on two F.W.190's firing on Major Austeen. The e/a came and rolling over, dived down to port. Owing to my great speed I was able to close in to 400 yards and gave a short burst. No results were observed as I was not able to allow enough deflection. I then came in from the starboard above and from 400 yards. I opened fire with machine gun and cannon. As a result numerous pieces flew off e/a's engine cowling. Another burst white smoke poured out from starboard side of engine. I broke off to starboard, watching the e/a go down. When at 4,000 feet the e/a baled out, and the e/a crashed in a forest and exploded.

Signed:- T. Waerner Lieut.

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AIR 27/1730

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Individual combat report.

*Appendix 29.*

Norwegian.

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Name of pilot	Capt. Raeder B.
Operation	Ramrod 314
Date	19-11-43.
Squadron	332(Norwegian) Squadron.
Type of aircraft	Spitfire IX.
Time of combat	1420 hours.
Place of combat	St. Claire/Idsieux area.
Weather	Clear.
Casualty to our aircraft	NIL
" " " Personnel	NIL
Enemy casualty	1 Me. 109G probably destroyed (shared with Sgt. Røslund J.)
Damage to ground targets.	NIL

General:- I was leading Yellow section on the above operation. When east of St. Claire 10 e/a were sighted slightly to starboard heading straight on to us at same height, (27,000 feet). The Wing turned sharp starboard and I turned inside of Red section followed by Yellow section. One of the e/a turned 180 degrees starboard and started to dive immediately but the remaining 4 hesitated before so doing and I was able to give 1 second burst almost head on on a Me. 109G - the rearmost of these e/a. The range was approximately 400 yards, and deflection 30-40 degrees. The e/a then dived down and I followed it down to 23,000 feet, when I had no break as another wing came in from 3 o'clock. I was unable to see what happened to the e/a I had fired on.

Signed:- B. Raeder, Capt.



Name of pilot	Sgt. Røslund J.
Operation	Ramrod 314
Date	19-11-43.
Squadron	332(Norwegian) Squadron.
Type of aircraft	Spitfire IX.
Place of combat	St. Claire/Idsioux area.
Time of combat	1420 hours.
Weather	Clear.
Casualty to our aircraft.	NIL
" " " personnel.	NIL
Enemy casualty	1 Me. 109G probably destroyed (shared with Capt. Raeder B.)
Damage to ground targets	NIL

General: - I was flying as Yellow 2 when 10 e/a were sighted coming almost head on to the wing at same level. Yellow section turned starboard inside and behind of Red and Blue sections. My No. 1 - apt. Raeder B. - opened fire on the rearmost of the e/a. I was slightly below my No. 1 and was hit by his empty shells when he stopped firing. I was able to give a 1/2 second burst from 400 yards before the Me. 109 dived down.

On the same evidence as Capt. Raeder I claim 1 Me. 109G probably destroyed shared with apt. Raeder.

Signed:- J. Røslund, Sgt.

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AIR 2/1/30

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Name of pilot	2/Lt. Aanjesen O.
Squadron	332(Norwegian) Squadron.
Date	25-11-43.
Time of combat	1555 hours.
Place of Combat	10-15 miles S.E. of Lille.
Weather	6/10 cloud at 8,000 feet.
Type of aircraft	Spitfire IX.
Casualty to our aircraft	NIL
" " " personnel	NIL
Enemy casualty	1 Me.109G destroyed.
Damage to ground targets	NIL.

General:- When the Squadron went down to attack 6 e/a at 12,000 feet, the 3 rearmost e/a - 1 F.W.190 and 2 Me.109G's turned sharply to port without losing height, and I turned after them. When 350 yards range, I gave a short burst allowing 30 degrees deflection on one of the Me.109G's. No result was observed. I then closed to 250 yards and gave a long burst from 10-15 degrees port quarter and above. Closing in to 100 yards, I observed strikes on tail unit, then all over fuselage and cockpit. As a result one wing fell off and the fuselage broke into two parts which later, in turn, broke into numerous small pieces. I think the pilot must have been killed and nothing was seen of him amongst the other pieces.

Signed: O. Aanjesen, 2/Lt.

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INDIVIDUAL COMBAT REPORT.

*Appendix 1*  
NORWEGIAN.

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Name of pilot	Major Christie W.
Operation	Ramrod 472.
Date	23-1-44
Squadron	332(Norwegian)
Type of aircraft	Spitfire IX.
Time of combat	1545 hours.
Place of combat	Breteuil.
Weather	2/10 10,000 feet. Visibility good.
Casualty to our aircraft.	NIL
" " " personnel	NIL
Enemy casualty	1/2 F.W.190 Destroyed( Shared with Sgt. Riung.)
Damage to ground target	NIL

General.

I turned around and led my section down to attack. I closed in rapidly on a F.W.190 and gave a 3 seconds burst from 200-150 yards from lead astern. I overtook him with great speed and pulled up quickly, seeing no results. Lt. Ravn and Sgt. Hetland, Blue 3 and 4, saw cannon strikes on this e/a on the wing roots and state that an explosion with flames occurred around the cockpit and that the e/a went down in a tail spin. I do not wish to claim anything from this attack until I see the cine film.

As I broke away from this first attack I saw my number 2 brahe round to starboard. I saw a F.W.190 followed by two Spitfires and as I was in a very convenient position I shortcutted the Spitfires. I had a short burst out of range, but then caught up and opened fire at a range of 300-200 yards and so did my number 2 who was in line abreast with me. I saw several good cannon strikes on both wing roots, the e/a was smoking heavily and appeared to be out of control when I broke off the attack at 15,000 feet. This same e/a was seen just afterwards by Sgt. Riung and Sgt. Isachsen diving down in flames. I claim this F.W.190 destroyed (shared with my No. 2, Sgt. Riung.

Signed:- W. Christie, Major.

INDIVIDUAL COMBAT REPORT.

NORWEGIAN.

Name of pilot	Sgt. Riung N.
Operation	Ramrod 472
Date	23-1-44
Squadron	332(Norwegian)
Type of aircraft	Spitfire IX.
Time of combat	1545 hours.
Place of combat	Breteuil.
Weather	2/10 10,000 feet. Visibility good.
Casualty to our aircraft	NIL
" " " personnel	NIL
Enemy casualty	1/2 F.W.190 destroyed (Shared with Major W. Christie).
Damage to ground targets	NIL.

General.

I was flying as Blue 2. Four huns appeared from 12 o'clock 2-3,000 below. Major W. Christie went down for them, I followed him at 100 yards in line astern. Blue 1 fired at one F.W.190 from port with good overtaking speed at 200-150 yards. Blue 1 then broke to starboard after another hun. I came up in echelon quite close to Blue 1. The F.W.190 dived inland 45 degrees dive. We folloed and fired at range 300-200 yards. I fired for 10 seconds. I could see hits and flames in wing roots. Wgen at 15,000 feet I pulled up, all the time seeing Blue 1 who followed the hun for about another 500 feet. I saw the hun with smoke and flames diving towards the ground.

Signed N. Riung Sgt.