Introduction:
It is my hope that this list will be in the end a complete Casualty Register regarding pilots and crewmembers with a Nordic origin in Allied services during World War 2. At the same time it should also be a listing of all the aircraft types that was destroyed (red) or damaged (blue) involving these personnel.

As you can see below nearly 300 Nordic pilots and crewmembers gave their lives in the struggle for the freedom. Sadly most of them are completely forgotten today. Therefore this Register is opened and regularly updated by me with helps from many historians and enthusiasts to honour these brave young pilots and crewmembers.

Some of this fighting “Warriors” died due to just unluck, some as an act of sheer stupidity or cowardice, but most of them just lost their lives on duty fighting for their countries.

The Danes are marked with (dk), the Swedes with (sw), the Icelanders with (ic) and the Norwegians with (ca) behind the names with no marks for the Norwegians. British and other Allied pilots and crewmembers are added in frames when known.

Additionally to the Royal Air Force (RAF), the Royal Norwegian Air Force (RNoAF), the Royal Canadian Air Force (RCAF), the South African Air Force (SAAF), the British Overseas Airways Corporation (BOAC) and the Air Transport Auxiliary (ATA) are also included in the Registers.

In this latest update I have studied war diaries of several Luftwaffe fighter units and nightfighter units to find out who could have been responsible for bringing the Nordic pilots and crewmembers down during air combats. Not surprisingly many were involved in combat and brought down by some of well known leading German fighter aces. However from 1943 onwards the worst enemy was the deadly German groundfire units. It is still difficult to find the correct names involved in accidents with pilot errors. However my aim is to find the names of all involved. This Register is not yet necessary accurate and may be wrong about Dates, Places, Names, Dates, Units, Serials etc.

Foreign thanks (43) for creating this Register:

Nordic thanks (16) for creating this Register:

Contents in this Register:
List A Casualties day by day from Allied Fighter and Fighter-Bomber Units
List B Casualties day by day from Allied Bomber and Coastal Units
List C Casualties day by day from Allied and Norwegian Training Units
List D Casualties day by day from Other Allied Units
List E Casualties day by day from Norwegian 330 Naval SQN
List F Casualties day by day from Norwegian 333 Naval SQN
List G Casualties day by day from Norwegian 331 Fighter SQN
List H Casualties day by day from Norwegian 332 Fighter SQN
List I Known Nordic flying members killed or wounded in none flying activities
List J Known aircraft destroyed or damaged, but not allowed in this Nordic listing
List K Overall summary of Casualties
List L Periode summary of Aircraft lost and Pilot/Crew killed
List M Who brought down the Nordic pilots and crewmembers in air combat ?
List N References - Books
List O References - Articles
List P Some help reading the lists

Contact me:
If you need helps on details about the lists or have any COMMENTS or CORRECTIONS, please contact me: klarsson@online.no

Enjoy reading and greetings from Norway.
28th Sep 1941  RAF 245 SQN  Accident  BRITAIN  ?  Fnr. Elwood Norman Erichsen  (+)

23rd Nov 1941  RAF 229 SQN  GERMAN/ITALIAN AC  NORTH-AFRICA  ?  P/O Ralph Häggberg  (+)

12th Dec 1941  RAF 253 SQN  Engine  RAF 234 SQN  ?  Ltn. Jan Erik Løken  (+)

12th Feb 1942  RAF 602 SQN  GERMAN AC  FRANCE  ?  P/O Axel S. Svendsen  (+)

12th Feb 1942  RAF 274 SQN  GERMAN AC  NORTH-AFRICA  ?  P/O Sven Erik van der Aa Kühle  (??)


24th Apr 1942  RAF 234 SQN  GERMAN AC  ?  P/O Axel S. Svendsen  (db)


17th Jun 1942  RAF 602 SQN  Oxygen  ?  Sjt. Die Kamelius Årnesot  (+)

29th Jun 1942  RAF 122 SQS  Accident  ?  Sjt. Karl-Gustav Båland  safe

23rd Jul 1942  RAF 234 SQN  GERMAN AC  FRANCE  ?  P/O Jørgen Thulitzen  (db)

**Accident**

Calldied during night training due to unknown reason with another unknown British plane. Fnr. Erichsen was born in USA by Norwegian parents, but grew up in Norway from 1922. He was first burned at the Shooters Hill Cemetery near London in Britain. After the war on 23rd February 1947 he was reburied at Grorud Churchyard in Oslo, Norway.

23rd Nov 1941  RAF 229 SQN  I./JG27 153 Gr. CT  ?  Fnr. Hans Ravn  safe

During a Dusk Patrol over the North Sea the pilot got an engine failure after 40 minutes of flying. The Norwegian pilot Fnr. Werner Christe who was flying behind Ltn. Løken, saw that he jumped out of the aircraft with his parachute. Ltn. Løken was later seen in his dinghy. However he was never found by the rescue launches armed and out looking for him. Jan Erik Løken has probably no known grave.

12th Dec 1941  RAF 253 SQN  Drive patrolling  RAF 234 SQN  ?  Ltn. Jan Erik Løken  (+)

Brought down in air combat by German fighter planes during the wellknown German Channel break out, named ”Unternehmen Donnerkeil”. Ralph Häggberg was never found and has no known grave.

Last seen in an air combat with a German BF 109 fighter plane and then diving inverted into the sea. Sven Erk van der Aa Kühle is buried at Tobruk War Cemetery in Tobruk, Libya.

17th Apr 1942  RAF 604 SQN  Accident  ?  Ltn. Johan Råd  with/ Ltn. Leif Lovstedt  safe

24th Apr 1942  RAF 234 SQN  ?  P/O Axel S. Svendsen  (db)

Lost together with 3 more Spitfires from 234 SQN in air combat against the German expert pilots of Jagdgruppe I./JG 26, who had none aircraft lost. The Spitfire was a Danish presentation aircraft and named ”Valdemar Atterdag”. It is unknown to whom this pilot is buried.

This day 12 Tomahawks were scrambled to intercept a formation of enemy aircraft and 10 miles NW of Tobruk they ran into the German formation. During this air combat 4 SAAF SQN claimed 3 German planes as destroyed, but losing two of their own aircraft. However both pilots were seen to be shot out. Ltn. Langaard, on his first combat sortie, was brought down in this violent engagement by German BF 109 planes. The pilot, although wounded, bailed out successfully over the sea. He was able to claim onboard his rudder dinghy and reached the shore, albeit badly burnt. First he was sent to a hospital near Tobruk, but soon after it was decided to move him with a hospital ship to Alexandria, Egypt. Onboard the hospital ship he was killed when it was bombed by Italian planes. See also date 10th May 1942 in list I regarding this pilot.
### FTR

- **30th Jul 1942**
  - RAF 122 Sqn
  - German AC
  - France
  - Cras/mid into the British Channel

- **30th Jul 1942**
  - RAF 56 Sqn
  - British AC
  - Britain
  - Cras near Dungress

### SPITFIRE V

- **20th Aug 1942**
  - RAF 120 Sqn
  - German AC
  - Britain
  - LAN/DGM on airfield Hornchurch?

- **11th Oct 1942**
  - RAF 64 Sqn
  - German AC
  - NE-LX
  - L/JS2

### SPITFIRE IX

- **30th May 1944**
  - RAF 611 Sqn
  - German AC
  - France
  - Crew off coast of France

### SPITFIRE V

- **27th Aug 1942**
  - RAF 122 Sqn
  - German AC
  - France
  - Crew/unknown place

### TYPHOON I

- **1st Jun 1943**
  - RAF 609 Sqn
  - German G/F
  - Britain
  - Crew into the British Channel

- **6th Jul 1943**
  - RAF 118 Sqn
  - Accident
  - Britain
  - Bl/2 mile E of airfield

- **27th Jul 1943**
  - RAF 611 Sqn
  - German AC
  - Britain
  - LAN/Sa on airfield

### SPITFIRE V

- **16th Aug 1943**
  - RAF 118 Sqn
  - German G/F
  - France
  - Crew/area Crecy

---

The Spitfire was brought down by German ground fire, but the pilot was unharmed. Unknown to me if the pilot baled out or he had a successfully force landing. See also date 29th April 1942 and 22nd May 1944 in this list regarding this wellknown skilled pilot and leader.

---

The Spitfire was brought down by German fighter planes over France. This Danish pilot was later able to escape from the German camp Stalag Luft III. He would however later tragically die of exposure while attempting to cross the Baltic Sea in a small boat trying to reach neutral Sweden. See also L. Rolf Thorbjørn Tradin was a former Norwegian Army Air Force pilot before the war and met the Germans in the air on 9th Apr 1940 flying a Gladiator plane up from airfield Porrnu near Oslo.

---

No further details. It is unknown to me where this pilot is buried.

---

Brought down due to a misunderstanding by unknown British Spitfire planes. The pilot bailed out and was rescued the same afternoon off France. See also dates 1st Jun 1943, 9th May 1944 and 22nd May 1944 in this list regarding this wellknown skilled pilot and leader.

---

No further details. See also dates 30th Jul 1942, 9th May 1944 and 22nd May 1944 in this list regarding this pilot.
### 1943 regarding this pilot. The pilot evaded safe back to Britain in October 1943

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Aircraft Type</th>
<th>Location</th>
<th>Pilot Name</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd Aug 1943</td>
<td>Training</td>
<td>FTR</td>
<td>BE-NE-LX</td>
<td>P/O Jens Hanning Gielstrup</td>
<td>(UK)</td>
</tr>
<tr>
<td>7th Oct 1943</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Lt. Per Adolf Thorup</td>
<td>with/ P/O Benge +</td>
</tr>
<tr>
<td>10th July 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>F/Sgt Erik Flohr Jacobsen</td>
<td>Accident</td>
</tr>
<tr>
<td>20th Jan 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat B</td>
<td>F/Sgt Ingvar Håkansson</td>
<td>Los Evadero</td>
</tr>
<tr>
<td>16th Mar 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Sjt. Sinjo Reidar Ryan</td>
<td>safe</td>
</tr>
<tr>
<td>9th May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Obersthin, Erik Haakbjørn</td>
<td>safe</td>
</tr>
<tr>
<td>21st May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Kapt. Arnt Augusted Hvinde</td>
<td>Hit by German ground fire, but the pilot was able to return back. See also 27th Jan 1944 in List C and 14th Jul 1944 in this list regarding this pilot.</td>
</tr>
<tr>
<td>22nd May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Kapt. Christian Fredrik-Jean Hansen</td>
<td>safe</td>
</tr>
</tbody>
</table>

### 1944 regarding this pilot. The pilot evaded safe back to Britain in October 1943

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Aircraft Type</th>
<th>Location</th>
<th>Pilot Name</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>7th Oct 1943</td>
<td>Training</td>
<td>FTR</td>
<td>BE-NE-LX</td>
<td>P/O Jens Hanning Gielstrup</td>
<td>(UK)</td>
</tr>
<tr>
<td>10th July 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Lt. Per Adolf Thorup</td>
<td>with/ P/O Benge +</td>
</tr>
<tr>
<td>20th Jan 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat B</td>
<td>F/Sgt Ingvar Håkansson</td>
<td>Los Evadero</td>
</tr>
<tr>
<td>16th Mar 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Sjt. Sinjo Reidar Ryan</td>
<td>safe</td>
</tr>
<tr>
<td>9th May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Obersthin, Erik Haakbjørn</td>
<td>safe</td>
</tr>
<tr>
<td>21st May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Kapt. Arnt Augusted Hvinde</td>
<td>Hit by German ground fire, but the pilot was able to return back. See also 27th Jan 1944 in List C and 14th Jul 1944 in this list regarding this pilot.</td>
</tr>
<tr>
<td>22nd May 1944</td>
<td>Accident</td>
<td>FTR</td>
<td>Cat E</td>
<td>Kapt. Christian Fredrik-Jean Hansen</td>
<td>safe</td>
</tr>
</tbody>
</table>
shone. Eventually also Spitfire planes turned up to relieve the Typhoon planes. However in due course a Walrus flying boat pilot landed 2 miles off Daphe, in reputed minefields, and picked him up. See also dates 30th July 1942, 1st Jun 1943 and 9th May 1944 in this list regarding this lucky pilot.

**SPITFIRE XIV**

<table>
<thead>
<tr>
<th>9th Jul 1944</th>
<th>RAF 610 Sqn</th>
<th>Accident</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 34</td>
<td>Westhampton</td>
<td>Engine</td>
<td>Cras off Dunkergan</td>
<td></td>
</tr>
</tbody>
</table>

Had an engine cut while attacking a V-1 rocket and crashed into the sea off Britain. The Swedish pilot then baled out, but was never found. See also date 20th January 1944 in this list regarding this pilot. Ingvar T. Håkansson is commemorated on the Runnymede Memorial as he has no known grave.

**SPITFIRE IX**

<table>
<thead>
<tr>
<th>14th Jul 1944</th>
<th>RAF 132 Sqn</th>
<th>German G/F</th>
<th>France</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 37</td>
<td>B11 Langues</td>
<td>Engine</td>
<td>Cras/ near Birkenbeek</td>
<td></td>
</tr>
</tbody>
</table>

Cras/ near Raesfeld. Cat B?

**TYFHOON I**

<table>
<thead>
<tr>
<th>18th Jul 1944</th>
<th>RAF 247 Sqn</th>
<th>Accident</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 37</td>
<td>B6 Coulombes</td>
<td>Engine</td>
<td>Cras/ near airfield B14 Ambie</td>
<td></td>
</tr>
</tbody>
</table>

The Typhoon hit a hump during landing and then caught fire. The pilot was pulled out of the wreck, but sadly died a few minutes. See also dates 16th Mar 1944 and 26th Apr 1944 in this list regarding this pilot. Sinjo Reidar Ryen was the first Norwegian to be killed while flying the Typhoon in the RAF. The pilot earlier obtained a DFC decoration. Unknown where this pilot is buried.

**SPITFIRE IX**

<table>
<thead>
<tr>
<th>1st Aug 1944</th>
<th>RAF 602 Sqn</th>
<th>German G/F</th>
<th>France</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 25</td>
<td>B11 Langues</td>
<td>?</td>
<td>5 miles NE of Comde</td>
<td></td>
</tr>
</tbody>
</table>

Brought down by German ground fire and was at the time a very successful Norwegian fighter leader in 602 Sqn. Unknown to me where he is buried.

**TYFHOON I**

<table>
<thead>
<tr>
<th>24th Sep 1944</th>
<th>RAF 137 Sqn</th>
<th>German AC</th>
<th>France</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 25</td>
<td>B78 Eieloven</td>
<td>11/02/44</td>
<td>5 miles at Ambel</td>
<td></td>
</tr>
</tbody>
</table>

Brought down in air combat by German planes. The Norwegian pilot was at that time the leader of 137 Sqn. Gunner Pittingrud was one of two brothers fighting in the RAF, the other was Arvid Pittingrud. It is still not known where the pilot is from rest, but he probably first buried at the Reichswald war cemetery, Kleve in Germany

**SPITFIRE IX**

<table>
<thead>
<tr>
<th>13th Oct 1944</th>
<th>RAF 222 Sqn</th>
<th>German AC</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 37</td>
<td>B35 Godeinsdal</td>
<td>?</td>
<td>Cras/ near Shondijkke</td>
<td></td>
</tr>
</tbody>
</table>

Led by S/L H.C. Rigby, D.F.C., the squadron carried out a bombing attack on houses of a village at Schoondijke where German soldiers were taking cover, achieving 11 direct hits. Red section also strafed a number of Met entering the village making two attacks and Red 4 was suddenly nowhere to be seen after the second despite the section searched for him. F/O Buchwald was the pilot and he was killed. He is initially buried in Holland, but after the war in 1946 a Danish relief worker in Holland discovers the grave. On 4th November 1946, he is reinterred in a ceremony in the Cathedral in Viborg, Denmark. He is now buried at Bisle Cemetery, Denmark. 222 Sqn ORB records the aircraft as Mk 774 this day, but the aircraft in question is for sure PT 718. He was born on 1st October 1915 in Denmark. He is trained as pilot three times. In Britain before the war as a civilian pilot, in Denmark as a Royal Danish Naval pilot and then in Britain again during the war as a Spitfire pilot. He was discharged from the Naval Air Service in 1940 following an incident of reckless flying in a civilian aircraft. He returns university studies. In August 1942, he manages to escape from occupied Denmark, paddling the Sound between Denmark and Sweden in a kayak. He was credited with 15 operational sorties in RAF 224 Sqn and RAF 222 Sqn.

**SPITFIRE IX**

<table>
<thead>
<tr>
<th>30th Oct 1944</th>
<th>RAF 127 Sqn</th>
<th>German AC</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 25</td>
<td>B60 Grimbergen</td>
<td>?</td>
<td>Cras/ near Sneek - Emt Jolanda</td>
<td></td>
</tr>
</tbody>
</table>

No further details. It is unknown to me where this pilot was buried.

**TEMPEST V**

<table>
<thead>
<tr>
<th>17th Dec 1944</th>
<th>RAF 80 Sqn</th>
<th>German AC</th>
<th>Germany</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 36</td>
<td>BB8 Volkel</td>
<td>?</td>
<td>Cras/ near Raedhold</td>
<td></td>
</tr>
</tbody>
</table>

Lin. Gihuu was the first and only Norwegian to be killed while flying Tempest planes in RAF. See also date 5th Jan 1944 in this list regarding this pilot. Unknown to me where the pilot is buried.

**TYFHOON I**

<table>
<thead>
<tr>
<th>21st Dec 1944</th>
<th>RAF 181 Sqn</th>
<th>German AC</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 37</td>
<td>B78 Eieloven</td>
<td>?</td>
<td>Cras/ near Volle</td>
<td></td>
</tr>
</tbody>
</table>

The Spitfire was probably brought down by German ground fire. The pilot broke one of his arm when he baled out of the aircraft. He however tried to escape but later the same day he was caught by a German patrol in a nearby wood and put into prison.

**SPITFIRE IX**

<table>
<thead>
<tr>
<th>2nd Feb 1945</th>
<th>RAF 222 Sqn</th>
<th>German AC</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 37</td>
<td>B79 Wezensbr</td>
<td>?</td>
<td>Cras/ farmouse near</td>
<td></td>
</tr>
</tbody>
</table>

The Spitfire, piloted by Oberstltn. Berg, led 12 more aircraft from 222 Sqn to strafe airfield Eelde although no enemy planes were observed. Led by him they attacked hangars and surrounding buildings and suddenly the whole sky was filled with explosions and coloured traces from German ground fire but the attack never the less continued. Then his Spitfire aircraft was seen hit in the port wing near the fuselage and the wing broke off immediately. The Spitfire turned over several times before crashing into a farm house near the village Eelde. The Spitfire had landed upside down in the farmhouse and the canopy came down nearby, so Oberstltn. Berg may have attempted to bale out but had run out of time. The farmhouse was wrecked and German soldiers then arrived removed the body and wrapped it in the parachute. Rolf Arne Berg was buried three days later at Eelde Cemetery. The pilot was one of the leading Norwegian fighter leaders and his aircraft was marked with his personal code.

**TEMPEST V**

<table>
<thead>
<tr>
<th>2nd Mar 1945</th>
<th>RAF 80 Sqn</th>
<th>German AC</th>
<th>Germany</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 25</td>
<td>BB8 Volkel</td>
<td>?</td>
<td>Cras/ SW of Rheine</td>
<td></td>
</tr>
</tbody>
</table>

Brought down in air combat with German Bf 109 planes over Rheine. However the pilot was able to bale out successfully and then was able to evade capture, returning later.

**SPITFIRE XIV**

<table>
<thead>
<tr>
<th>25th Mar 1945</th>
<th>RAF 41 Sqn</th>
<th>Accident</th>
<th>BE - NE - LX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTR 25</td>
<td>B80 Volkel</td>
<td>?</td>
<td>85/50</td>
<td></td>
</tr>
</tbody>
</table>

P/O Carl Sejersted Pedersen was killed in air combat with Bf 109 planes over Rheine. However the pilot was able to bale out successfully and then was able to evade capture, returning later.
Get engine problems, despite this the pilot was able to land safe back at an airfield. Fnr. Separated Bakker was one of the few Norwegian to fly a Spitfire XIV on combat missions.

**MUSTANG IV**

18th Apr 1945

RAF HUNS WING

Accident: ?

Germany

FTR

Killed

Sgt. Salisbury

POW

The Mustang was hit by German ship fire when attacking naval vessels in area Flensburger Firth, Germany. Major Austeen was the Commanding Officer of 126 Sqn. Arne Austeen was one of the few Norwegian to lead a pure British RAF Squadron during the war. Sadly he was killed just before the end of the war in Europe. It is unknown to me where this pilot was buried.

**MUSTANG III**

4th May 1945

RAF 126 Sqn

Germany S/f

Germany

FTR

25 km N of Terschelling

POW

Sgt. F. Gornall

POW

The Mustang was hit by fire started in the hydraulics below the cockpit floor, around or just in front of the rudder pedals. The pilot was able to bail out successfully and was then taken pow.

**LIST B**

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Date</th>
<th>Unit</th>
<th>Reason</th>
<th>Place Down</th>
<th>Id</th>
<th>Pilot or with/CREWMEMBER</th>
<th>Fate</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLENHEIM IV</td>
<td>T 2355</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>F/O Peter Malter (dk)</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt. Sallerby</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt. Davidson</td>
<td></td>
</tr>
<tr>
<td>BLENHEIM IV</td>
<td>T 2128</td>
<td>OP-J</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>Sgt Knud Flemming von der As Köhle</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt R. Steel</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ A.G. T. Vickers</td>
<td></td>
</tr>
<tr>
<td>SEAPORT</td>
<td>AW 197</td>
<td>IE</td>
<td>Unknown</td>
<td>France</td>
<td>?</td>
<td>(Sgt Perry)</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Carl Thomsen (dk)</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt. F. Gornell</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt. C. Earl</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ unid RAF crew</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ unid RAF crew</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ unid RAF crew</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt F. A. Rawlings</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt A. J. Palmer</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt W. J. McHugh</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt R. Byrhe</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt F. H. Engeledt</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Walker</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Arnesen</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
<tr>
<td>BLENHEIM V</td>
<td>AZ 981</td>
<td>S</td>
<td>?</td>
<td>?</td>
<td>?</td>
<td>N 1770</td>
<td>(F/L F. A. Costello-Brown</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Tycho Castberg Moe</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ unid forces</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Ltn. Bjørn Ingeboad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Lambs</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Nissly</td>
<td>(+)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Strøm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Saunderson (+)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>with/ Sgt Green</td>
<td></td>
</tr>
</tbody>
</table>
An engine cut obliging the crew to force land wheels up. In addition to the two airmen the aircraft had three ground crew onboard. Note that Lt. Moe was not a pilot on this training sortie. See also date 26th Feb 1943 in this list regarding this Norwegian pilot.

The Mosquito aircraft and 19 more of 139 SQN and 105 SQN had as target a naval store depot near Rennes, France. This crew was lost probably on the return trip, however this was not observed from the other crews. Most probably the Mosquito aircraft crashed into the Channel and the crew and aircraft are still not found. A reason for the loss could have been German ground fire around Cherbourg. Attacking German target in broad daylight was a daring type of operation and called for brave crews. In May 1943 these two Mosquito units ceased daylight operations and switched their activities to night bombing. See also the date 26th Jan 1943 in this list regarding this pilot.

Was on a long pathfinder range mission to bomb the Skoda works in Pilsen, Czechoslovakia. However on the return this aircraft was brought down by German groundfire over Brinmont, Hainneage. Harald Roy Andersen was born 16th Oct 1921 in East Challow, near Swindon in Britain by Danish parents. He volunteers for the Royal Air Force and was trained as a pilot. He had only been with the unit for a month when he was shot down. The crew were all buried in the Brinmont Churchyard, Hainneage in France. The pilot was strangely awarded a DFC on 16th Apr 1943 post mortem.

The aircraft is part of a 705 aircraft strong force heading for Krefeld in Germany this night. However BK712 never makes it to the target. The aircraft is successfully attacked by a German nightfighter. The crew are the 13th Lt. course for Lübeck harbour but was taken pow after 5 days by the Germans. The Mosquito aircraft with their Norwegian crew was, in good visibility, training low level flying. They were flying low along the valley of river Ouse towards Harold and must just passed Turvey when, opposite Carlton Church at a height of roughly 45 feet, the Mosquito struck the high electricity tension cables spanning the river. It then crashed to ground in the riverside churchyard. Military honours are accorded the deceased by a party of 3-4 German officers and about 6 soldiers. Three rounds are fired over the graves. No civilians are allowed to participate, but a Union victim of Heinz-Wolfgang Schnaufer of II./NJG1. Ltn Schnaufer is later to be the topscoring German nightfighter ace during the war. The crew is buried the same day in a common grave in Langdorp.

Harald Roy Andersen was born 16th Oct 1921 in East Challow, near Swindon in Britain by Danish parents.. He volunteers for the Royal Air Force and was trained as a pilot. He had only been with the unit for a month when he was shot down. The crew were all buried in the Brinmont Churchyard, Hainneage in France. The pilot was strangely awarded a DFC on 16th Apr 1943 post mortem.

An engine cut obliging the crew to force land wheels up. In addition to the two airmen the aircraft had three ground crew onboard. Note that Lt. Moe was not a pilot on this training sortie. See also date 26th Feb 1943 in this list regarding this Norwegian pilot.

The Mosquito aircraft and 19 more of 139 SQN and 105 SQN had as target a naval store depot near Rennes, France. This crew was lost probably on the return trip, however this was not observed from the other crews. Most probably the Mosquito aircraft crashed into the Channel and the crew and aircraft are still not found. A reason for the loss could have been German ground fire around Cherbourg. Attacking German target in broad daylight was a daring type of operation and called for brave crews. In May 1943 these two Mosquito units ceased daylight operations and switched their activities to night bombing. See also the date 26th Jan 1943 in this list regarding this pilot.

Occurring near or over the target Hamburg city. The crew consisted of 5 British and 2 Norwegians, the last were the pilot, Sjt Bjercke and the telegraphist Sjt. Grønfur Olsen. The pilot after Jack is hung over the grave and a floral tribute is placed as well. The Danish crewmember P/O Helvmark had just been attacked by 218 SQN from 105 MU.

Hit by German groundfire near or over the target Hamburg city. The crew consisted of 5 British and 2 Norwegians, the last were the pilot, Sjt Bjercke and the telegraphist Sjt. Graner Olsen. The pilot after being hit set course for home but had troubles in keeping up the altitude. However before reaching the coastline, they became an easy prey for a German nightfighter plane who attacked them. The pilot then ordered the crew to cut out and so they did only by one except for Sjt. Graner Olsen who was ordered to take cover in the tail. The pilot tried to return land but this was not a success as it turned out to be a heavy impact and the aircraft started afterwards to burn. Sadly the brave Sjt Bjercke was killed immediately but Sjt. Graner Olsen by a miracle woke up battered and survived. He set course for Lübeck harbour but was taken pow after 5 days by the Germans.
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>18:30</td>
<td>22nd-23rd Sep 1943</td>
<td>Trendelburg, 34 km NW of Kassel</td>
<td>RAF 76 SQA</td>
<td>Cra/ Berguve, 3 km NE of Damme, NW of lake Dümmer, S Cloppenburg</td>
<td>pow</td>
</tr>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
<tr>
<td>16:15</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ 6 km SW of Dol</td>
<td>RAF 76 SQA</td>
<td>Cra/ 6 km SW of Dol</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Lancaster V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Mustang I**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>31st Oct 1943</td>
<td>Cra/ 5 km SW of Dill</td>
<td>RAF 168 SQA</td>
<td>Cra/ 5 km SW of Dill</td>
<td>pow</td>
</tr>
<tr>
<td>16:15</td>
<td>25th-26th Nov 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
<tr>
<td>16:54-00:55</td>
<td>26th-27th Nov 1943</td>
<td>Cra/ on airfield Holme-on-Spalding</td>
<td>RAF 76 SQA</td>
<td>Cra/ on airfield Holme-on-Spalding</td>
<td>safe</td>
</tr>
</tbody>
</table>

**Halifax V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Halifax V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Halifax V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Halifax V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>

**Halifax V**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Aircraft</th>
<th>Crew</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:15</td>
<td>27th-28th Sep 1943</td>
<td>Holme-on-Spalding</td>
<td>FTR</td>
<td>Fnr. Jan Gert von Tangen</td>
<td>safe</td>
</tr>
<tr>
<td>19:21</td>
<td>3rd-4th Oct 1943</td>
<td>Cra/ near Bühne, 48 km W of Germany</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Bühne, 48 km W of</td>
<td>pow</td>
</tr>
<tr>
<td>18:03</td>
<td>22nd-23rd Oct 1943</td>
<td>Cra/ near Frankfurt</td>
<td>RAF 76 SQA</td>
<td>Cra/ near Frankfurt</td>
<td>pow</td>
</tr>
</tbody>
</table>
no reports of serious injuries. DK167 was the highest scoring Mk. V in 76 SQN, having run up a total of 35 operational sorties.

**LANCASTER III**

2nd-3rd Dec 1943  
RAF 460 SQN  
GERMAN G/f  
GERMANY

- FTR  
- Bomb Dgr  
- 16:32 - 20:00  
- Cn/ Neue Hakeburg Schloss, Kleimachnow, Dibberhe, W of Berlin

- with/ F/O R.E. Mitchell  
- Kapt. Johan Nordahl Brun Grieg  
  (with/ Sgt. G.H. Cooper  
  (with/ F/Sgt B.O. Cole  
  (with/ F/Sgt I.R. Plackett  
  (with/ F/Lt J.G. Boal  
  (with/ F/O J.J. Fythe  
  (with/ Sgt K.G. Given  

Probably brought down by German groundfire over Berlin, Germany just past 20:00. Onboard was the well-known Norwegian author and now war correspondent Grieg. He had at last obtained permission from the Norwegian government to participate in a mission in RAF Bomber Command.

**HALIFAX II**

2nd-3rd Dec 1943  
RAF 35 SQN  
GERMAN G/f  
GERMANY

- FTR  
- Gravely  
- 16:53 start  
- Cn/ probably area Berlin

- with/ V/Sjt. Arne Storm  
  (with/ Sgt. G.H. Cooper  
  (with/ F/Sgt R.O. Cole  
  (with/ F/Sgt I.R. Plackett  
  (with/ F/Lt J.G. Boal  
  (with/ Sgt K.G. Given  

No further details.

**HALIFAX III**

10-11th Dec 1943  
RAF 138 SQN  
GERMAN AC  
DENMARK

- FTR  
- Tempelord  
- 21:50 start  
- Cn/ near Kensing-Borunderum, 15km S of Holbæk, Vestjolland

- (F/Lt Bertler evad)  
  with/ F/O Fleming Mous (dk)  
  (with/ W/O Tornqvist pow)  
  (with/ Sgt Anderson pow)  
  (with/ F/O Fry evad)  
  (with/ F/Sgt Alkon pow)  
  (with/ F/O Dowlow evad)  
  (with/ Sgt Smith pow)  
  (with/ Sgt Rags pow)

Engaged by a German Me 110 nightfighter plane, which was shot down by return fire and its crew killed, and obliged to crash land south of Holbæk. Those RAF members who escaped capture reached neutral Sweden after receiving help from the Danish Resistance.

**LANCASTER III**

1st-2nd Jan 1944  
RAF 630 SQN  
GERMAN G/f  
GERMANY

- FTR  
- East Kirkby  
- 23:55 start  
- Cn/ Grossbeuthen, 4km NNW of Trelleborg

- (F/Lt MacIntyre)  
  with/ F/O Nielsen E. Westergaard (dk)  
  (with/ Sgt Vare)  
  (with/ Sgt Smale)  
  (with/ F/Sgt Tumble)  
  (with/ Sgt Tyne)  
  (with/ F/Sgt Jenkins)  
  (with/ Sgt Rose)

Brought down by German ground fire. F/O Westergaard, a navigator aged 21, had earlier been awarded the DFC. Niels E. Westergaard is buried at Berlin 1939-1945 War Cemetery, Berlin in Germany. He was probably not a Swede, but more probably a Dane.

**HALIFAX V**

21st-22nd Jan 1944  
RAF 76 SQN  
GERMAN G/f  
GERMANY

- FTR  
- Holme-on-Spalding  
- 19:45 start  
- Cn/ near Magdeburg

- (F/Lt covered)  
  with/ F/O Nielsen E. Westergaard (dk)  
  (with/ Sgt Garne)  
  (with/ Sgt Jessamy)  
  (with/ F/O James)  
  (with/ Sgt Driver)  
  (with/ Sgt Wyapp)  
  (with/ Sgt Rose)

No further details.

**HALIFAX V**

15th-16th Mar 1944  
RAF 77 SQN  
GERMAN G/f  
FRANCE

- FTR  
- Elvington  
- 18:57 start  
- Cn/ in a marsh, 300 metres N of the railway station at Longueau, 5 km SE of Amiens

- (F/Lt C.E. Edwards)  
  with/ F/O John Norgard (dk)  
  (with/ F/Sgt A.J. Service)  
  (with/ F/O K.A. Gustafsson)  
  (with/ F/O D.G. Dunstan)  
  (with/ Sgt J.H. Smith)  
  (with/ Sgt E.H. Orchard)

Probably brought down by German ground fire. The pilot is buried at Langbeau British Cemetery and F/O Norgard and rest of the crew are buried in St.-Pierre Cemetery, Amiens in France.

**LANCASTER III**

30th-31st Mar 1944  
RAF 156 SQN  
GERMAN AC  
GERMANY

- FTR  
- Upwood  
- 22:25 start 0:05:15 ge  
- Cn/ near Holzweiler

- N 5255  
  with/ F/O Siegfried Karasek  
  (with/ F/O Eban)  
  (with/ F/Sgt E. Norgard)  
  (with/ F/O Leatherdale)  
  (with/ Sgt Gardener)  
  (with/ Sgt Donnelly)

Brought down in combat with a German nightfighter plane. It was reported that the two Norwegians could not be identified among the crews.

**STIRLING III**

9th-10th Apr 1944  
RAF 149 SQN  
GERMAN AC  
FRANCE

- FTR  
- Lakenheath  
- 01:54  
- Cn/ Erquy-Marigny

- N 1492  
  with/ F/Lt. K.V. Sanders  
  (with/ F/Lt. Stan Lindhard)  

Brought down in combat with a German nightfighter plane. It was reported that the two Norwegians could not be identified among the crews.
30. SOE 22.43 start 16km ENE Roye (with/ Sgt T. Warden +) (with/ F/O J.W. Patrick +) (with/ F/O McGregor +) (with/ Sgt Kemp +) (with/ Sgt Hardman +)

 Took of for France on a SOE sortie. Near Emerly-Halson, Somme, the aircraft fell victim of a German night fighter pilot from Nachtjagdgruppe III./NJG 4. The crew, except Sgt Kemp, is buried at the New British Cemetery near Roye, Somme in France.

23rd-24th Apr 1944 RAF 75 SQN GERMAN G/f? DENMARK

FTR 1126 night RAF 57 SQN (++)

 RAF 75 SQN

 N 1126 Cra/ near Vemmenaes, 3 km ESE of Lundby, island 13øø, Finn

 Probabley brought down by a German nightfighter plane. The whole crew were buried by the Germans in Åbenrå Cemetery in Denmark

5th-6th Jun 1944 RAF 97 SQN GERMAN G/f? FRANCE

 Bomb Dpr N 1205 Cra/ Camemelle, 2 km NE of Diepgny-sur-Mer, Calvados

 Was probably brought down by German groundfire. The pilot, Lt. Jespersen was on his 5th bombing sortie. He had earlier been an instructor in the Norwegian Training Center "Little Norway" in Canada and then moved to RAF Transport Command where he had 7 deliveries among them 2 to as far as India. Then he moved to 93 SQN in RAF Bomber Command. Lt. Jespersen was born in Oslo on 04-04-1914, St. Magnus in Bergen 28-05-1921, Sgt. Munter in Horten 21-09-1916, Sgt. Evensen in Arendal 08-08-1915 and Sgt Pedersen in Gjerpen near Skien 17-04-1919. It is likely that burials took place at Osamville (St-Clement) churchfand in France. However after the war on 28-09-1946, Sgt. Evensen was reinterred in Vestre Gravlund Cemetery, Oslo in Norway. Note also that Schnellkampgruppe 1./SKG15 claimed 3 Lancasters shot down between 05:02 and 05:04 over Diepgny-Lassy-Vire and Carrentain, that is to say in the same area, possibly they got N6E15.

14th Jul 1944 RAF 40 SQN Unknown ITALY

 Bomb Dpr N 1205 Cra/ probably near Padua, near Bologna

 Went missing due to unknown reason. Target this night was the marshalling yards in Larnbtra, Milan. The whole crew were buried at Padua War Cemetery in Italy.

18th-19th Jul 1944 RCAF 460 SQN GERMAN G/f BE-NE-LX

 Bomb Dpr N 5637 Cra/ Rappel (Limburg) 10 km NW Roermond

 Probably brought down by German ground fire. First the dead crew were taken to Venlo, since then their bodies have been exhumed and brought to Jonkerbos War Cemetery in the Netherlands.

28th Oct 1944 RAF 35 SQN GERMAN G/f GERMANY

 Bomb Dpr N 1763 Cra/ unknown place

 No further details.

17th-18th Dec 1944 RAF 57 SQN Unknown FRANCE

 Bomb Dpr N 1126 Cra/s into the British Channel off Dieppe

 The crew had the city München in South-Germany as target this night and on the way it was brought down not far from Dieppe in France. The aircraft probably fell into the Channel due to unknown reason. The crew was later never found. Kapt. Evensen was on his 9th bombing sortie as pilot.

3rd-4th Feb 1945 RAF 170 SQN GERMAN G/f GERMANY

 Bomb Dpr N 739 Cra/ near railvaysation (gb/dk)

 Was probably brought down by German groundfire during a mission to attack the Prosper benzol plant at Bottrop (actual bombing was at between 15.000 - 19.000 feet, time from 19:26 - 19:52). The crew were orginally buried at Gelsenkirchen. After the war in May 1947 they were transferred to the Reichswald Poted War Cemetery in Germany. Niels P. Pedersen was of Danish extraction. His father Niels Jørgen Johannes Pedersen was Danish and he was married to English May Maery Smith and they lived with their son in East Barnet, Hertfordshire. Britain.
### LANCASTER I
**3rd Feb 1945**
RAF 550 SQN
North Killingholme
GERMAN AC
Cra/ near Westerbeek (Nord-Bрабант), 9km SW of Boomer

**3rd Feb 1945**
RAF 550 SQN
North Killingholme
**GERMAN AC**
Cra/ near Westerbeek (Nord-Bрабант), 9km SW of Boomer

**F/O Nye (+)**
(with/ Sgt Lorne Clifford Taernum (ca) (+)
(with/ Sgt Stuart (+)
(with/ Sgt Hidding (+)
(with/ Sgt Roye (+)
(with/ W/O Howson (+)
(with/ Sgt Cook (+)

The crew were on a mission to bomb the Prosper benzol plant at Bottrop. It was probably brought down by a German nightfighter plane and crashed near Westerbeek and whole crew was then killed. The crew all rest in Oploo (Westerbeek) Roman Catholic Cemetry. Lorne Clifford Taernum (ca) (+) was born 13th Feb 1926 at Milo, Alberta, Canada of Norwegian parents, that is to say that his father was born in Norway and his mother born in USA. He joined the RCAF and was educated as a gunner in Canada. Sent overssees he probably joined 550 SQN early 1945. He was the younger brother of famed "Dam Buster" navigator F/L T.H. Taerum who was killed in 617 SQN on 15th Sep 1944. At eighteen, Sgt Taerum, was among the youngest airmen killed in RCAF on bomber operations in 1945.

### MOSQUITO VI
**21st Mar 1945**
RAAF 464 SQN
Fremadil
**GERMAN G/f**
Cra/ of island Samsøe
Åhus

**F/O Palmer (+)**
(with/ Fnr. Hermann Hirsch Becker (+)

Brought down by German groundfire after the wellknown RAF attack on the Gestapo HQ Shellhuset, København in Denmark. It was hit on the return flight by groundfire from near Fredriksværk and crashed into the Kattegat sea east of island Samsø. The body of Hermann Hirsch Becker was on 25th March 1945 washed ashore on the small island Vejrø in uniform but without any papers or identifications. Most understandably since he was a Norwegian jee. F/O Palmer on the other hand has no known grave. The next day Fnr. Becker was buried by Danish civilians at Tranebjerg Church, Samsø in Denmark as an unknown English airman next to nine other Allied airmen. He was identified thanks to a report on inspection of his body by a medical officer, which reached the War Graves Commission in Norway as late as 2000. After 55 years his grave was at last found. Hermann Hirsch Becker lost all of his family during the war as they were wiped out by the Germans. Because of this he was not reburied after the war in Norway as most of the other Norwegian crews.

### LANCASTER I
**20th Apr 1945**
RAF 622 SQN
Mildenhall
**GERMAN G/f**
Cra/ Burgweintling
GERMANY

**F/L Robbins (+)**
(with/ Fnr. Gustav Dietrichson (+)
(with/ Sgt Red (+)
(with/ F/O Scott (+)
(with/ F/O Smith (+)
(with/ F/Sgt Huland (+)
(with/ F/Sgt Parker pow)

No further details.

### MOSQUITO XX
**7th May 1945**
RAF PF NTU
Warboys
**Accident**
Cra/ at a railway line between Sydney - Gloucester
BRITAIN

**S/L W.Corbet (+)**
(with/ Ltn. Per Breivik (+)

The crew were on a night cross-country exercise to be conducted at high-level. It dived however into the ground at a railwayline and was completely smashed, possibly due to loss of oxygen for the pilot.