

STICHTING WINGS TO VICTORY

AIRWAR MUSEUM / AIRMEN MEMORIAL ZEELAND



Crash No 218

Fw 190A-4 Gelbe 8

17-01-1943

Colijnsplaat



17 januari 1943

Zestien Spitfires van de North Weald Wing – Nos. 331 en 332 squadron – voerden een rharb (offensieve patrouilles) uit boven België en Zeeland.

Een boven de Scheldemonding Sperre vliegende Rotte van 6./JG 1 werd hierbij verrast waardoor om 12.53 uur een Fw 190 werd neergeschoten. In Alarmstart opgestegen Fw 190's van IV./JG 1 – basis Deelen – kwamen te laat om de aangevallen Rotte te kunnen ondersteunen.

War Diary No. 331 (Norwegian) squadron

--/-- Time up/ down 11.45 and 13.50 hours

Ten aircraft, led by Major K. Birksted, took off together with No.332 squadron for rodeo 150. The coast was swept from Dunkirk to Flushing with No.332 on top.

By western point of Walcheren Island No.332 squadron bounced two Fw 190's, destroying one and damaging the other.

All landed safely at base at 13.50 hours.

War Diary No. 332 (Norwegian) squadron

--/-- At 10.45 hours, a briefing was held in connection with rodeo operation 150 and only one flight of this squadron was to take part in this operation.

The flight, led by Major W. Mohr, took off from North Weald at 11.45 hours together with No.331 squadron. The formation crossed the English coast over North Foreland at 12.05 hours and course was set for the Belgian coast. Before reaching Ostend, No.332 Flight climbed to 3.000 feet whilst No.331 squadron remained at sea level, and this formation proceeded along the Belgian / Dutch coast keeping approximately 4 miles off shore.

When off Walcheren, two Fw 190's were observed going north-east at 4.000 feet, so No.332 Flight climbed as to gain height for an attack on the enemy aircraft.

While climbing, Red 2 (Sgt. R.Hassel) was slightly behind and he broke away and dived on the enemy aircraft . He followed the rearmost aircraft down to 5.000 feet damaging it by machine gun and cannon fire in a quarter to astern attack.

Red 2 then pulled up and joined the rest of the Flight. Meanwhile Yellow Section – Lt. P.Mollestad and Lt. T. Strand – was detailed to attack the two enemy aircraft which were flying echelon starboard whilst the remainder of the flight stayed above as cover. Yellow Section made alternate quarter to astern attacks on the leading enemy aircraft, which was finally destroyed and seen to crash on Noord-Beveland, burning furiously on the ground.

By this time more enemy aircraft were reported in the area and owing to shortage of petrol, course was set for base where the flight landed at 13.45 hours.

Slight heavy Flak was experienced off Knokke.

Combat Report Sgt. R. Hasselt

I was flying as Red 2 when off Walcheren two Fw 190's were observed, flying approximately 4.000 feet above us and the Flight turned to port climbing in sections of two in line astern to gain height.

During the climb I saw the enemy aircraft making a slight dive and I dived after him from a height of approximately 10.000 feet. I managed to get into position astern on the last of the two Fw 190's then flying line astern at 6.000 feet. I gave a short burst with MG's and cannons

from 300 yards and as a result a large piece, either part of tail unit or engine cowling fell of the aircraft.

The piece just missed my starboard wing!

Being alone, I pulled up from 5.000 feet and rejoined the rest of the Flight.

The enemy aircraft was last seen still diving inland.

Combat Report Lt. P. Mollestad

I was flying as Yellow 1 on Rodeo 150 and flying at 3.000 feet off Walcheren when two Fw 190's were seen flying E.N.E. at approximately 4.000 feet.

The flight made a port turn and climbed to gain height for attacking the enemy aircraft.

When at about 12.000 feet, I dived to attack followed by my No.2, Lt. Strand. I came into position astern of leading aircraft and gave him several bursts with MG's and cannons, observing hits on fuselage.

The enemy aircraft took evasive action by shaking plane violently and pulling up and I followed him up. The Fw 190 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 and as a result of his attack fire broke out around the cockpit of the aircraft and it dived steeply.

Pieces were falling off the enemy aircraft as it dived and it finally hit the ground on Noord-Beveland burning furiously.

I later fired a short burst at No.2 enemy aircraft, which had attacked Yellow 2 but no result was seen and the aircraft dived away inland when Yellow Section had to join the rest of the flight.

Combat Report Lt. T. Strand

I was flying as Yellow 2 on the above mentioned operation and, when two Fw 190's were observed at 4.000 feet off Walcheren flying E.S.E., climbed with the rest of the Flight.

When at 12.000 feet my No.1, Lt. Mollestad, broke away and dived to attack and I followed him.

Yellow 1 attacked the leading enemy aircraft 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 then that of Yellow 1, I got into position before him. I opened fire from 200 yards with MG and cannon, just as the enemy aircraft turned over to dive away.

The Fw 190 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 the aircraft dived steeply with parts falling of it.

I did not see the enemy aircraft hitting the ground as I was attacked by No.2 enemy aircraft when breaking away to the right after having fired on the first Fw 190.

Coming in head on this Fw 190 opened fire from a few hundred yards and I answered attack with MG's and cannons and the Fw 190 finally passed me less then 3 (three) yards below.

No hits were observed during this attack.

Yellow Section then joined rest of the Flight and course was set for base.

KTB II/JG 1

0810 (bis 1607) 8 Rotteneinsätze und 1 Einsatz mit 14 Fw 190.

Aufträge: Morgen – und Abend Aufklärungs- und Sperreflüge in der Scheldemündung.

Die von 1207 bis 1300 eingesetzte Rotte der 6.Staffel, Fw. Flecks und Uffz. Strunz haben Feindberührung mit etwa 20 Spitfire. Der Rottenführer, Fw. Flecks, gelingt es durch Wegdrücken den Angriff der Übermacht zu entkommen.

Uffz. Strunz zieht nach anfänglichen Wegdrücken seine Maschine plötzlich und unerklärlich wieder hoch und wurde dabei abgeschossen (12.53, Aufschlag in 32453)

Flakkommandeur Vlissingen

1242 Flakalarm! Mehrere Spitfire in Richtung 11, weit.

Die Feindmaschinen fliegen den Nordteil der Insel Walcheren an.

1245 Flakschutz Domburg meldet die Maschinen mit Kurs 9 nach 3 in Richtung Schouwen.

1249 (bis 1254) kreisen 7 Spitfire sehr hoch über Veere, fliegen mit Kurs 1 nach 7 Middelburg an und kreisen über der Stadt.

Ost./- und Nordbatterie fassen Ziele auf, schießen aber nicht da Maschinen außer Bereich.

1253 **Über Nord-Beveland wird eine Fw 190 im Luftkampf abgeschossen!**

1257 Die über Middelburg stehenden Maschinen fliegen nach Richtung 10 ab.

1300 Kriegswache Ruhe! Starke eigene Lufttätigkeit.

1922 Kriegswache Achtung! Motorengeräusche aus Richtung 5-6 näherkommend.

1925 Flakalarm! 1./594 meldet Motorengeräusche aus Richtung 9.

1930 **Es handelt sich um eine eigene Maschine.**

2024 Flakalarm! Motorengeräusche aus Richtung 3 näherkommend.

2030 Kriegswache Ruhe! Die Motorengeräusche sind nach Richtung 11 ausgewandert.

2150 Es haben feindliche Einflüge über die deutsche Bucht stattgefunden! Erhöhte Aufmerksamkeit, da mit feindlichen Rückflügen zu rechnen ist.

Een Fw 190 van 6./JG 1 gaat nabij Colijnsplaat verloren.

- o Fw 190A-4 (Wnr 0628) van 6./JG 1 stort neer nabij de boerderij van Breure te Colijnsplaat. Van de piloot werd slechts een stukje van de schedel teruggevonden.

Uffz. Georg Strunz