

STICHTING WINGS TO VICTORY

AIRWAR MUSEUM / AIRMEN MEMORIAL ZEELAND



Crash No 245

Supermarine Spitfire BS540

02-05-1943

Frederikspolder Kortgene



Supermarine Spitfire BS540

Nils Jorgen Fuglesang is geboren op 07/10/1918 te Flekkefjord (Noorwegen) als zoon van Kristine en Hartvig Fuglesang, en kwam als jongetje naar Floro, een stad van ongeveer 2.000 inwoners. Zijn vader was hoofd van de douane in Flekkefjord.

Van zijn vier zusters leeft er heden (januari 2008) nog eentje in Nordfjord.

Hij studeerde twee jaar economie te Rouen, Frankrijk.

Op 12/03/1941 verliet hij, tezamen met 12 anderen, per schip M/B Heimfjell (SV 8V), het bezette Noorwegen en arriveerde 14/03/1941 in de haven van Lerwick (Schotland).

Zijn vliegeropleiding kreeg hij in het bekende Noorse opleidingskamp



“Little Norway” in Canada waar met de Fairchild M-62/PT-19 de PT-26, de Douglas 8A-1 en de Curtis Hawk 75-A8 werd gevlogen.

Na terugkomst in Engeland ging hij deel uitmaken van RAF No 332 Noorse Fighter Squadron te West Hartepool, Catterick. Het squadron verhuisde 21/03/1942 naar RAF North Weald.

Op 20/01/1943 behaalde hij zijn, naar later zou blijken, enige overwinning door 10 mijl in het binnenland van Griz Nez (Frankrijk), een FW190 neer te schieten.

APFF-314 3

36

INDIVIDUAL COMBAT REPORT.

Name of pilot.	F/Sgt. Puglesang 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 P.W.190 probably destroyed.
Damage to ground targets.	Nil.

General report.

I was flying as Yellow 4 when Squadron was scrambled. When 2 P.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 P.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. Puglesang N.

DAILY REPORT OFFICE
AIR 27/1730
COPYRIGHT - NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION

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

Individual Combat Report opgemaakt na zijn eerste en enige victory en door hem ondertekend.

Op 02/05/1943 om 17:45 uur (UK tijd) werden de piloten van 322 Squadron opgeroepen voor de briefing voor een Ramrod (No 12 GR15) naar ZW Nederland. De North Weald Wing zou een "covering sweep" boven het gebied rond Vlissingen uitvoeren.

Om 18:30 uur (UK tijd) stegen, onder leiding van Major F. Thornsager, de 11 vliegtuigen van het 322 Squadron tezamen met het 331 Squadron op. Het geheel stond onder de leiding van W/Cdr P.J. Jameson.

Vliegend op zeeniveau werd om 19.05 uur (UK tijd) het vliegniveau snel verhoogd en werd al snel het noordelijkste puntje van Walcheren bereikt en ging men richting Tholen.

Plotseling werd de wing door FW 190's aangevallen.

Een aantal vliegtuigen van 322 en 331 Squadron werd neergeschoten.

Fuglesang, in zijn Spitfire F.IX – BS540 (AH-E), werd neergeschoten door Oblt von Kirchmayr in zijn JG1 FW190 en kwam om 19:30 (UK tijd) neer in de Frederikspolder aan de De Looffweg te Kortgene.



Foto van de BS540 (AH-E) na de buiklanding.

Fuglesang landde veilig op de grond maar werd gevangen genomen.

21793 Wt. 3895/2593 400.000 12/39-McC 4 Ca-51-5655

R.A.F. Form 540 Page No. 011

See instructions for use of this form in K.B. and A.C.I., para. 2149, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

of (Unit or Formation) 332(Norwegian) Squadron. No. of pages used for day _____

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

(Continued page two.)

Pagina uit het Operations Record Book omtrent het niet op de basis terugkeren van Fuglesang.

Hij werd na verhoor overgebracht naar het gevangenkamp Stalag Luft 111, te Sagan, nu Polen.

In de nacht van 24/03/1944 ontsnapten 76 gevangenen door een tunnel. Deze ontsnapping staat bekend als de "Great Escape". Van de 76 werden er 73, waaronder Fuglesang, weer gepakt.

Slechts drie man tw twee Noorse piloten, Bergland en Muller, en de Nederlander Bob van der Stok wisten blijvend de vrijheid te bereiken.

Fuglesang werd te Flensburg gegrepen en werd door de Duitsers op 29/03/1944 vermoord en te Kiel gecremeerd en is begraven te Kirkehavn, Hidra bij Flekkefjord.



FLOPP
MALVIN JOHAN AAS
OLAV AAS
ODD BATALDEN
ANSGAR BRØDOLM
ALEXANDER EIKEVOLL
TRYGVE EIKEVOLL
NILS JØRGEN FUGLESAIG
HANS JOAKIM HATLØ
RUDOLF JOHANNESSEN
NILS JOHAN KITTANG
JOSTEIN JULIUS KNAPSTAD
MATHIAS ANDREAS MIDTØ
ERLING OLSEN
LEIF ANTON PETERSEN
SIGFRED SANDVIK
ARVID STEINHOYDEN
ATLE SVARDAL
ERLING JOHAN VÅRDAL

Geraadpleegde bronnen:

H. Vokuhl
John Staaland
332 RAF Squadron
Stalag Luft 111