



Spitfire IX PL258 in Norwegian World War II history
A flying memorial



The Norwegian Spitfire Foundation has located the remains of Spitfire IX (PL258), an aircraft with a genuine Norwegian World War 2 record. This historic find presents us with a unique opportunity: to restore, and return this original Spitfire to Norwegian skies. The aircraft will become a living, memorial to the efforts of Norwegian air forces during the War. NSF needs funding to aid the restoration of Spitfire PL258.

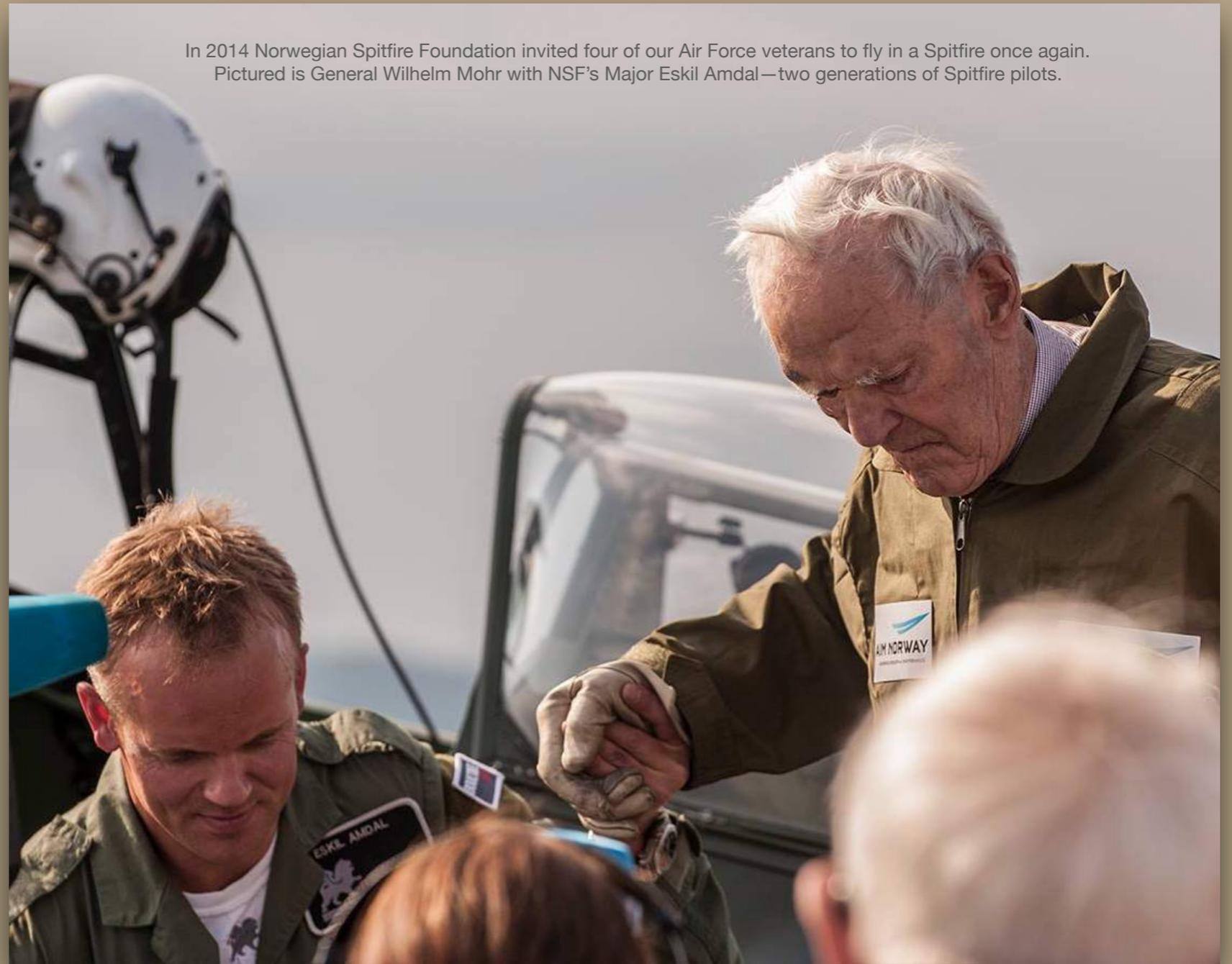
Spitfire

The Supermarine Spitfire is an icon. Its irreproachable place in aviation and air warfare history makes it the single most recognisable fighter aircraft of all time.

However, for Norwegians in combat, far from home, the Spitfire became much more than a fighter and a weapon. The Spitfire became synonymous with resistance, camaraderie, and strength; a symbol of hope.

The efforts and sacrifices of Norwegian air forces have gone largely uncelebrated. Alongside the Norwegian merchant fleet, the contributions of Norwegian air forces abroad have been neglected in the annals of history.

In 2014 Norwegian Spitfire Foundation invited four of our Air Force veterans to fly in a Spitfire once again. Pictured is General Wilhelm Mohr with NSF's Major Eskil Amdal—two generations of Spitfire pilots.



“We are not asking for monuments—we are only asking for the preservation of our history.”

General Wilhelm Mohr

Norwegian fighter squadrons

Norwegian fighter pilots fought unceasingly, starting in the fall of 1941 until the War ended in 1945. Norwegian air forces thus contributed substantially to Allied victory in Europe.

Norwegian 331 and 332 squadrons consistently ranked among the highest scoring squadrons under the purview of the British Royal Air Force. In 1943, 331 ranked 1st and 332 ranked 6th.

These Spitfire squadrons represented the single largest military unit under Norwegian command during World War 2. Starting November 1st 1943 the unit was called 132 Airfield, later renamed 132 (Norwegian) Wing, which consisted of five squadrons with over 1500 pilots and crew.



NTBs Krigsarkiv/Riksarkivet



Svein Heglund



Wings Publishing

This history must not be forgotten

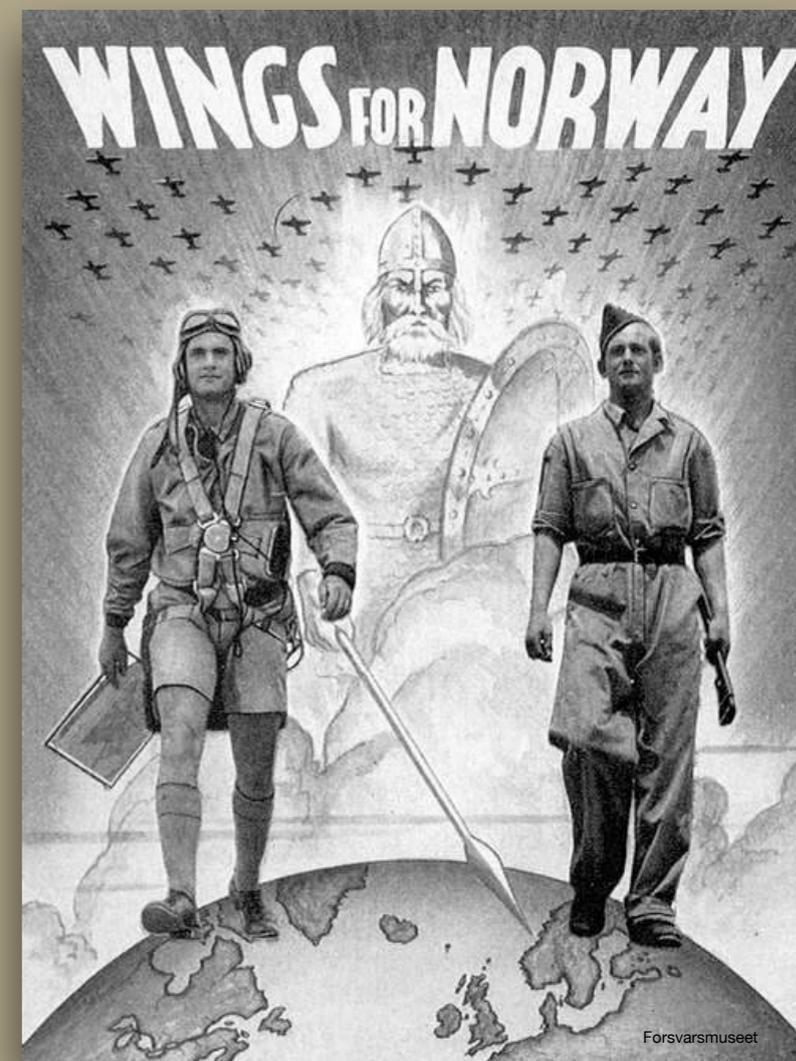
Norwegian fighter pilots suffered the most significant per capita losses of all Norwegian personell categories during the War. Several cohorts suffered losses as high as 82%.

After the War, their contributions were denigrated in lieu of praise for the Homefront, as many believed air force pilots and their crews had led carefree lives in England.

Norwegian fighter pilots suffered from nightmares and nervous breakdowns.

Some air force ground crews were even forced to pay taxes in arrears upon their return in 1945—as they had spent the war abroad.

SINGLE-ENGINE AIRCRAFT				MULTI-ENGINE AIRCRAFT					
DAY		NIGHT		DAY		NIGHT			
DUAL (1)	PILOT (2)	DUAL (3)	PILOT (4)	DUAL (5)	1ST PILOT (6)	2ND PILOT (7)	DUAL (8)	1ST PILOT (9)	2ND PILOT (10)
741141930	11050852								
DID NOT RETURN									
F. Thorsen Major									
CO. 332 (N) Squadron									



A Norwegian Spitfire

Norwegian Spitfire Foundation began with one stated goal: find, and restore to flight one Spitfire with a genuine Norwegian World War 2 history.

Finding PL258 represents a unique opportunity to return such a Spitfire home to inspire generations anew.



2nd Lt. Carl Jacob Stousland

With this historic project NSF endeavours to honour those whose efforts and sacrifices have largely been neglected in Norwegian wartime history.

In collaboration with the Norwegian Armed Forces Museum, NSF travelled to Holland in February 2018 in search of remains from downed Norwegian Spitfires.

Although the wreckage of 22 Norwegian Spitfires lay strewn across the Dutch landscape, the search became one for the needle in a haystack, and 70 years too late.

NSF located the remains of Spitfire IX, PL258 (FN-K), from 331 squadron—the same Spitfire IX 2nd Lt. Carl Jacob Stousland crash landed 29 December 1944. The aircraft remained intact in a field near Tubbergen in eastern Holland near the German border. Left abandoned, local farmers, and later private collectors, salvaged and preserved the remains of PL258.

NSF purchased the remains of PL258 in the summer of 2018, in preparation for a restoration project later approved by UK Civil Aviation Authorities under the registration G-NSFS. Once PL258 stands completed and test flown we will reregister the aircraft with the Norwegian civil aircraft registry, and bring it home.

NSF administers this project, and takes full responsibility for the restoration process, and maintenance of the finished aircraft. NSF will use PL258 as a vehicle to convey the depreciated history of Norwegian air forces, their pilots and crew also during its restoration.

The restoration will take place primarily at the Aircraft Restoration Company in England whose unique competence and expertise has successfully returned dozens of Spitfires to flight.

Our estimates indicate that total costs will land somewhere between NOK 25-30 million (GBP 2,3-2,7 million).

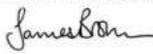


UNITED KINGDOM
CIVIL AVIATION AUTHORITY

CERTIFICATE OF REGISTRATION OF AIRCRAFT


Civil Aviation
Authority

CERTIFICATE NUMBER G-NSFS/R1

1 Nationality and Registration Marks G-NSFS	2 Manufacturer and Manufacturer's Designation of Aircraft VICKERS-ARMSTRONGS LTD SPITFIRE MK IX	3 Aircraft Serial Number PL258
4&5 Name and Address of Registered Owner or Charterer NORWEGIAN SPITFIRE FOUNDATION ERLERINGEN 7 MAURA 2032 NORWAY		
6 It is hereby certified that the above described aircraft has been duly entered on the United Kingdom Register in accordance with the Convention on International Civil Aviation dated 7 December 1944, and with the Air Navigation Order 2016.		
		 James Brown For the Civil Aviation Authority Aircraft Registration CAA House 45-59 Kingsway London WC2B 6TE Tel 0330 022 1917 Fax 020 7453 6670 E-Mail aircraft.reg@caa.co.uk
DATE OF ISSUE 22 JANUARY 2019 11:43 UTC		
NOTES (a) The person in whose name an aircraft is registered may or may not be its legal owner. Prospective purchasers are warned, therefore, that this Certificate of Registration is not proof of legal ownership. (b) No entries or endorsements may be made to this Certificate except by the Civil Aviation Authority.		

SEE FURTHER NOTES OVERLEAF

History of PL258

Supermarine Spitfire IX PL258 was built at Castle Bromwich Aircraft Factory, and delivered 17. June 1944 to 39. Maintenance Unit for test flights, and earmarked for Norwegian 331 squadron.

PL258 arrived 331 squadron 24. July 1944 at Tangmere in Southern England. Its squadron code letters became FN-F.

6. August 1944 PL258 participated in an escort mission for a flight of 100 Lancaster heavy bombers to bomb German storage facilities near Paris/Oise. While on this mission 2nd Lt. Eivind Tjensvoll, PL258's pilot, shot down one German FW190 fighter.

8. August PL258 suffered damage after a landing incident during night training at Funtington. After quick repairs at 420 Repair and Salvage Unit the aircraft returned to 331 squadron.

After a final reassignment to squadron code letters FN-K, PL258 emergency landed near Tubbergen in Holland 29. December 1944.



SECRET

PERSONAL COMBAT REPORT 2/Lt. Tjensvoll

Date:	6th August, 1944.
Squadron:	331 Squadron.
Type & mark of a/c:	Spitfire IX.
Time Up and Down:	11.20 - 13.00 hours.
Time of Attack:	12.25 hours.
Place of Attack:	Beaumont-sur-Olse area.
Height of Enemy on First Sighting:	17.000 ft.
Own Hight on First Sighting	16.000 ft.
Our Casualty	NIL.
Enemy Casualty (state claim)	1 Destroyed FW 190 shared with 2/Lt. Gundersen (Gyro used)

PERSONAL NARRATIVE:

I was flying as Yellow 4 with 2/Lt. Gundersen as my No. 1, who, on sighting e/a, went in to attack. After his combat with e/a he ordered me over the R/T to carry on the chase. E/a turned on the back and dived and my combat with e/a was made at deck level. High speed and violent action by the FW caused my attacks to be made at great angles. When I opened fire the e/a went into a steep turn and unable to get in line astern, I gave him a 3 sec. burst from 250 yds. angle 60 degs. turning to head on. I broke off to port to avoid collision, and lost sight of him. According to my No. 1 who was watching the combat, the e/a crashed in a nearby field.

G. Steine 2/Lt.
Intelligence Officer

E. Tjennsvoll, 2/Lt.



Ensign Eivind Tjensvoll

Norwegian Armed Forces Museum

331 Squadron raiders 29. desember 1944

Chaplain Sverre Eika:
«It all began with such hurt.
Inexpressible hurt»

The squadron had just returned from that day's first raid, and four pilots were already missing.

2nd Lt. Carl Jacob Stousland flew PL258 that day.

Stousland engaged and shot down one German FW190 D9 fighter, before a midair collision with Sergeant Ole Tilset forced him to crash land his Spitfire into the Dutch fields below. Tilset bailed out. German soldiers captured him soon after he landed.

Local farmers hid Stousland in their basements. This would be the beginning of a 79-day struggle back toward allied lines.

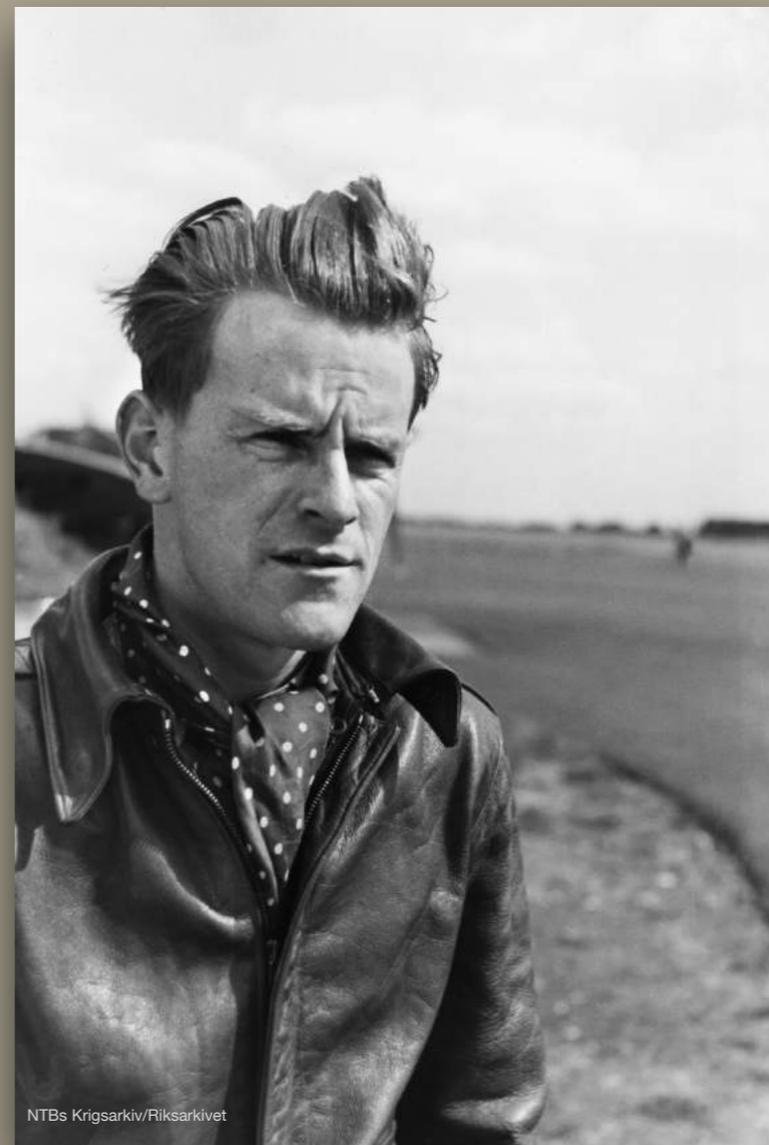
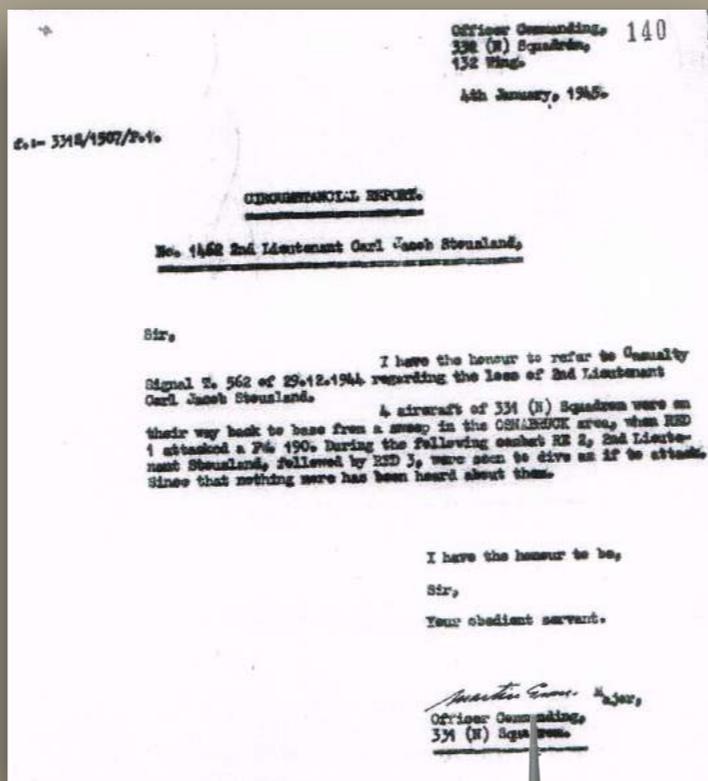
Four pilots missing:

Captain J.K.B Ræder in Spitfire FN-B/PT704
KIA after an air to air collision with German enemy aircraft.

2nd Lt. C.J. Stousland in Spitfire FN-K/PL258
emergency landing after air to air collision with Tilset.
Avoided capture, and returned to allied lines.

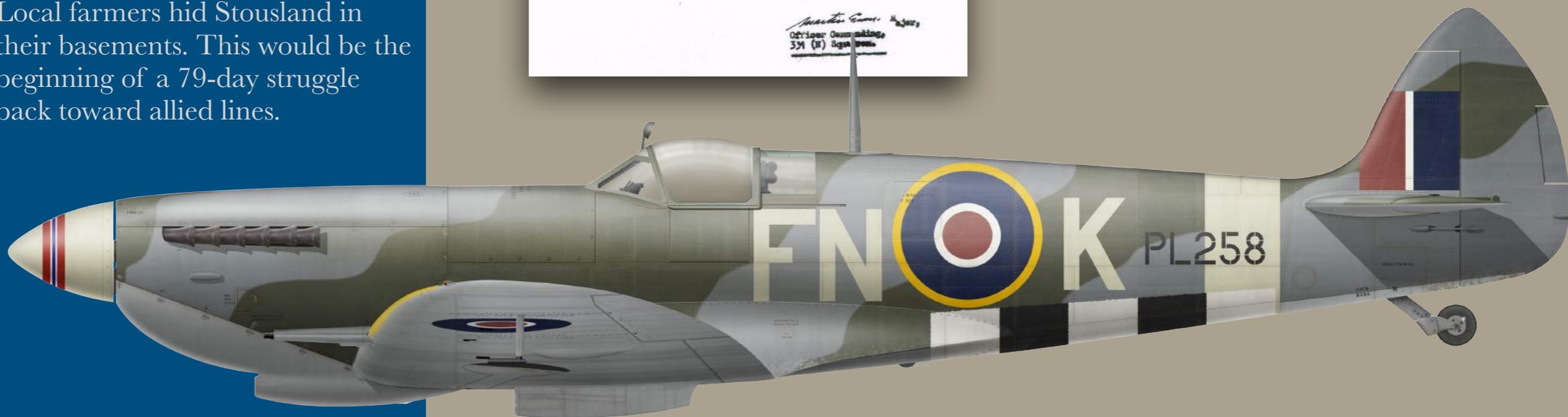
Sergeant V. Nicolaysen in Spitfire FN-R/PL217
emergency landing after heavy damage from enemy fire. Avoided
capture, and returned to allied lines.

Sergeant O. Tilset bails out of Spitfire FN-T/PT909
after colliding air to air with Stousland. German soldiers captured
him.



NTBs Krigsarkiv/Riksarkivet

2nd Lt. Carl Jacob Stousland



The Restoration

Spitfire PL258 represents a very important aspect of Norwegian aviation and World War 2 history.

Restoring and flying PL258 will draw attention to, and give equal due to both pilots and ground crews, who each without the other would be lost.

We are in the process of applying for funding for PL258's restoration from the Norwegian Directorate for Cultural Heritage, The Norwegian Armed Forces Museum, and the Department of Defence. We welcome the support and enthusiasm of foundations, as well as private donors and sponsors.

The Norwegian Armed Forces Museum has already pledged the project their backing, donating one of their Rolls Royce Merlin 66 engines to NSF.



photo: John Dibbs

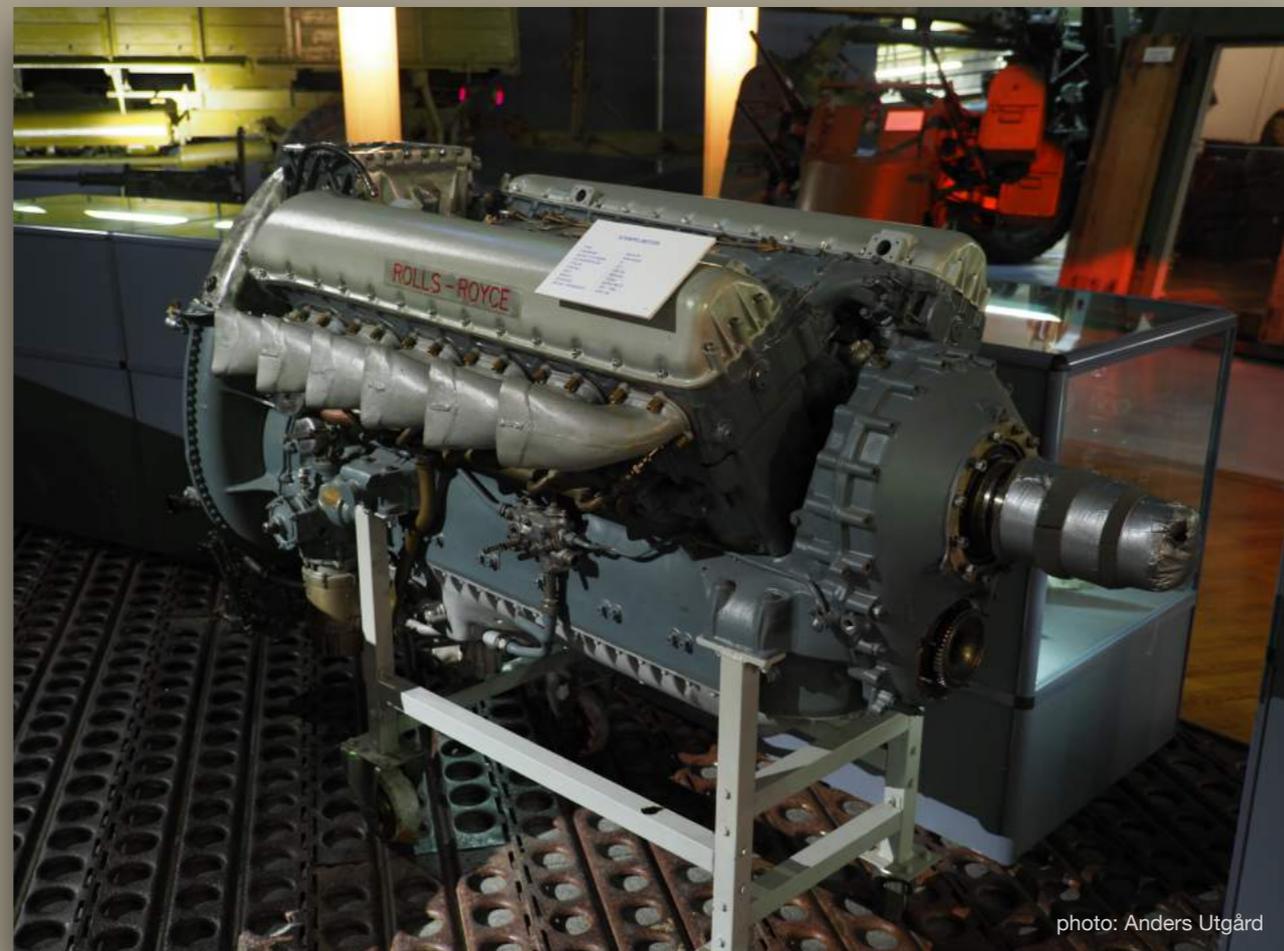


photo: Anders Utgård

Norwegian Spitfire Foundation

Established in 2012 as an ideal organization, NSF's goal is to restore, operate, and maintain a Spitfire. Along with other historic aircraft NSF wishes to increase the visibility of Norwegian aviation history at large. NSF is appropriately certified by both British and Norwegian civil aviation authorities to operate and display these types of historic aircraft, and our members each have many years of experience from the historical aviation community.

Today NSF operates a Noorduyn (UC-64) Norseman—the history of which dates all the way back to Norway's liberation from Germany in May 1945. The Norwegian Aviation Museum in Bodø owns the Norseman. NSF co-owns and operates a T-6G Harvard (LN-TEX). NSF also operates a North American P-51D Mustang and a Hawker Sea Fury stationed in England, while our Bodø chapter overhauls a Saab 91 Safir. The Safir will become the first aircraft owned by the Norwegian Armed Forces Museum to be restored to flying status.





In 2017 the Norwegian Spitfire Foundation leased Spitfire RR232, and repainted it to Wing Commander Rolf Arne Berg's short-lived colour scheme. NSF then completed a 3 week tour of displays and air shows in honour of Wing Commander Berg, and the efforts and sacrifices of Norwegian squadrons during WWII.



“Every time you got into the cockpit, you knew it could be your last flight”

“It’s good that people remember, I lost so many good friends”

Rolf Kolling, Daily Telegraph, 2012.