

HISTORY  
OF  
THE ROYAL NORWEGIAN AIR FORCE  
IN CANADA

*by* *Yrasmey*  
*K.W.W.*

"If there is anyone who still wonders why this war is being fought, let him look to Norway. If there is anyone who has any delusions that this war could have been averted, let him look to Norway. And if there is anyone who doubts of the democratic will to win, again I say, let him look to Norway.

"He will find in Norway, at once, conquered and unconquerable, the answer to his questioning."

Franklin Delano Roosevelt  
16th September, 1942.

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Ved hjemføring av O'Mejers arkiv i 1979 ble ett av opprinnelig 4 kopier tilgjengelig for Luftforsvaret. Dette befinner seg nå ved Forsvarsmuseet. Kopier er laget og fordelt slik:

- Veteraner i Nord-Amerika, Vestkysten	1 eks
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- Generalinspektøren for Luftforsvaret	1 " ✓
- Luftforsvarets bedømmelseskommisjon for Forsvaret	1 "
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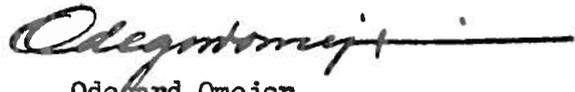
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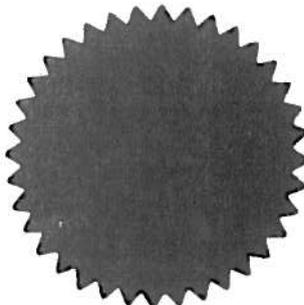
INTRODUCTION

By last Commanding Officer of the final R.N.A.F.  
Establishment in Canada,  
the so-called R.N.A.F. Release Centre:

This history was written by the last of our R.C.A.F. Liaison Officers, Flight Lieutenant Herbert William Looseley, (see Chapter Six, page 15), who although he was not detached to the R.N.A.F. earlier than 18th November 1944, yet has been able from personal enquiries and the study of the files of the Liaison Detachment to compile an admirable, brief and concentrated narrative of our activities from August 1940 till 31st July 1945 when the Liaison Detachment was discontinued, and the activities reduced to those of a Release Centre (Discharges, Discharge Allowances, Repatriation, Pensions, Gratuities etc.). Modestly he had not even given his name as the author but I have prevailed on him to sign the four copies I have had made.



Odegard Omejer  
Major  
Commanding Officer  
R.N.A.F. Release Centre  
And Royal Norwegian Consul for Ontario.



PREFACE

1940 in Norway

Norwegian Information  
Service in Norway  
"Fighting Ally."

The Northern way - the sea-route to the North - that is Norway. Norway, whose Merchant Fleet sailed in every corner of the seven seas, has an area of 124,500 square miles in the north and western part of the Scandinavian peninsula. Measured in an unbroken line her coast is 1700 miles long, but it would take 12,000 miles to travel along the shores into every inlet and fjord. The largest of these fjords - Sognefjord is 80 miles long, two miles wide and in places 4000 feet deep.

The chief industries of Norway, whose population is close to three millions, are her fisheries and shipping. Her Constitution lays down that "The Kingdom of Norway is a free, independent, indivisible and inalienable kingdom." Its form of Government has been a limited and hereditary monarchy since King Haakon VII was elected to the throne on the 18th of November, 1905. Parliament is known as the Storting, which is composed of 150 representatives, one third representing the towns and two thirds representing the rural districts. Her social welfare is organized to a far greater extent than in most countries and the education program is based on the principle of a seven year schooling for all children, including two years of instruction in English. This is followed by a comprehensive system of higher education. All state education from elementary school to University is free.

Norway's literature, art, music, science and sports are all developed in keeping with, what until the 9th of April, 1940, was a nation of happy, hard working people. Until that time Norway had remained at peace for one hundred and twenty-five years. After the last war, in which she remained neutral, she supported the policy of collective security through the League of Nations. When that failed, the Oslo Powers - Norway, Sweden, Finland, Denmark, Holland, Belgium and Luxemburg, returned to the old policy of neutrality. In the spring of 1939 a German offer of a non-aggression pact was refused.

In the seven months before Norway was invaded she lost by German torpedo or mine, fifty-four merchant ships and 377 seamen were killed. Protests against these violations of International Law were sent to Berlin and on the 1st of April, 1940, a note was sent to the German capital raising the matter more seriously with their Government.

On the 8th of April, the Allied Governments announced that, in order to stop the unimpeded passage of German ships carrying war contraband through Norwegian territorial waters, the British Navy had that morning laid mines in those stated areas in Norwegian waters. The Norwegian Government protested. In the meantime, it was later disclosed, that at the beginning of March 1940, German soldiers had been given instruction in Norwegian. On the 5th of April, a fleet of troopships left Stettin for Norway. On the 6th, nine German destroyers left Bremen for Narvik. On the evening of the 8th of April, the news of the torpedoing of the first German troopship off the south coast was announced at 2322 hours, the first news of the opening of hostilities with the attack against the Oslo Fjord. The Cabinet met at 0130 hours, 9th April, and at 0200 hours, Dr. Brauer, the German Minister in Oslo, presented an ultimatum which demanded immediate surrender. The demands were presented as German defensive measures. Germany wanted to protect Norway for the duration of the war. The Norwegian Government rejected the ultimatum. At 0730 hours, while the battle for the aerodrome was raging, a special train carried the King, the Government and the Storting to Hamar. By the afternoon all the bigger towns and the greater part of the food and military supplies were in enemy hands. At the same time, Mr. Neville Chamberlain, then British Prime Minister, announced the full support of his country.

Following a further withdrawal to Elverum, the Government invited representatives of all parties to join the Cabinet, a National Government was formed and stout resistance continued. It was not until the 26th April, that Germany formally declared war on Norway. On the same day the Allies decided to withdraw from South Norway and eventually, while the war in Norway was progressing, the development of the War in Western Europe obliged the Allies to evacuate North Norway.

The British Government invited King Haakon and his Government to establish their headquarters in Britain and on the 7th of June, the King issued a proclamation to his people. He stated that although he and his Government had decided that it was their heavy duty to leave the country, they were not abandoning the struggle for Norway's freedom and independence. On the contrary, they were leaving in order to be able to continue the fight outside Norway's frontiers, as free spokesmen for the Norwegian People's national rights. The proclamation was published on 9th June. The military capitulation was effected on 10th June, 1940. The war in Norway lasted two months, from 9th April to 7th June.

In 1938, there were 5 reconnaissance planes, 4 fighters and 38 training planes under Army command and 17 reconnaissance planes, 8 torpedo bombers and 11 training planes under Naval Command. Over 140 planes were on order but only a small number had arrived when the invasion occurred. During the first 24 hours, the Norwegian Air Force suffered serious losses in a desperate fight against overwhelming numbers. At the time of the attack the Air Forces had

about 10 relatively modern fighter aircraft of the Gloster, Gladiator type, which had a top speed of 250 miles per hour and 50 reconnaissance and light bombers of 1925 vintage with a cruising speed of between 100 and 130 miles per hour. Their approximate bomb load was 700 lbs. and they were armed with two guns. As the international situation became more and more acute, the Norwegian Air Force anxiously awaited the delivery of the modern aircraft on order from the United States. In the meantime, their pilots - about 200 - were training with the aircraft that was available to them. The fighter aircraft were stationed at Fornebu, the new civilian airport at Oslo and the remainder were posted around the coast.

The widespread attacks on the positions of the Norwegian Army Air Force forced them to leave their aerodromes for the frozen lakes where new bases were established and from there worked with two British Squadrons until the capitulation, when, with the exception of a few pilots with special duties to perform, the remainder left for Britain at the request of the Norwegian Government.

Following the Proclamation of King Haakon VII, the Norwegian Government lost no time in their effort to hit back at their enemy and immediately started their plan of campaign. At first consideration was given to the establishment of a training centre in France but when the Maginot Line was broken, this plan was forsaken and the foundation was laid for negotiations for the training of the Air Force of Norway in Canada.

## Chapter One

### 1940 in Canada

Norwegian Information  
Services,  
(Fighting Ally)

Following the decision that a training centre for the Air Forces in France was impractical and the Royal Air Force were training their aircrews in Canada, the interest of the Norwegian Government turned to this side of the Atlantic. The fact that they still had aircraft undelivered against their orders in the United States, together with the potential facilities which existed in Canada, prompted the immediate investigation of the possibilities of the establishment of a training organization for the Norwegian Naval Air Force and the Norwegian Army Air Force in Canada.

The Norwegian Government had been established in Kingston House, London, England, the capital of Free Norway. From this point it was in a position to direct the activities of Fighting Norway. Colonel Ljungberg was the Minister of Defence at that time. In June, 1940, Norwegians in Great Britain between the ages of 21 and 35 years were called for military service.

File G-3 V-4,  
22nd June/45.

On the 2nd of June, 1940, Colonel Oscar Klingenberg and Captain (now Colonel) Fredrick Motzfeldt visited the Norwegian Minister to Canada, the Honourable Daniel Steen, in Montreal, on their way to Washington, where they had been appointed Military Attache and Assistant Military Attache respectively. Captain Motzfeldt brought with him the plans for establishing a Norwegian Air Training Camp in Canada. The next day the Minister drafted a note to the Canadian Government, which was directed to Doctor Skelton, Under-Secretary of State for External Affairs. The support of the Officer Commanding the Royal Air Force Headquarters in Montreal was sought and immediately afterwards the Honourable Mr. Steen had a conference in Ottawa with Doctor Skelton and the then Air Commodore Breadner and Group Captain Edwards, all of whom were most interested in the Norwegian plans. This was followed by a further conference towards the end of June and at which Mr. J.S. Duncan, Deputy Minister of National Defence for Air, and Colonel Klingenberg were in attendance. Negotiations were formally established and the question of location was developed, the choice narrowing down between Toronto and Dartmouth.

The decision of Captain H. Riiser-Larsen of the Royal Norwegian Naval Air Force, Colonel Balchen and Captain Motzfeldt favoured Toronto.

By the 8th of July, Lieutenants O. Bull, K.S. Kjos and O. Bakke Stene had arrived in New York and were proceeding to Toronto to start the work of establishing the Camp.

The Toronto Harbour Commission were approached regarding the use of the Island Airport. On the 18th of July, they communicated to the Norwegian Minister that excellent progress had been made and that the Harbour Commissioners would do everything in their power to facilitate the efforts of the Norwegian Government.

On the 30th of July, General W. Steffens arrived in Montreal as the representative of the Norwegian Ministry of Defence in Canada,

subsequently making Ottawa his Headquarters. On the 13th of September, 1940, he formally signed a contract with the Toronto Harbour Commission for the use of the Island Airport by the Air Forces of Norway.

## CHAPTER TWO

### Headquarters.

Interviews  
Lt. Omholt Jensen  
Lt. V. Behrens  
File C-2

Upon arrival in Toronto on the 4th of August, 1940, the staff of the Norwegian Air Forces operated from a suite in the Royal York Hotel. This arrangement was very short lived for on the 1st of September, 1940, the fourth floor of 341 Church Street, Toronto - some 4500 square feet - was leased to accommodate the staffs of the Royal Norwegian Naval Air Force and the Royal Norwegian Army Air Force.

The Senior Naval Officer was Captain H. Riiser-Larsen with Commander A. Hagtvedt as his Chief of Staff. Commanding the Army Air Force was Major B. Øen with Lieutenant J.S. Hertsberg as Chief of Staff.

In 1940 the two Forces functioned as individual services as far as Headquarters was concerned, each branch having their own pay and accounts, purchasing, equipment and training branches. Public Relations, Medical Services and Recruiting Branches however catered to the requirements of both Forces.

At the end of 1940, three months after arrival, the following units had been established:

1. Camp Little Norway, Toronto
2. Island Airport with a Hangar under Construction
3. Lakeside Home for summer use only
4. 2900 square feet in the Terminal Warehouse for equipment.
5. Don Rowing Club building for bulky equipment.
6. Toronto Flying Club for Naval elementary training.
7. The S.S. Iris was tied up at the Toronto Docks.
8. Parachute Room of 3975 square feet for maintenance, hanging and packing was established at 1087 Queen Street West.

In the course of organization of Headquarters, there were many growing pains with changes being frequently made. On 10th April, 1941, Captain Riiser-Larsen was appointed as Commander-in-Chief of the Royal Norwegian Air Forces at Headquarters in London. With the merger of the two services and the appointment of Major O. Reistad as Commanding Officer of the Royal Norwegian Air Force Training Centre in Canada, a stable organization was established. Commander O. Remlapp was Chief of Staff and was directly responsible to the Commanding Officer, now known as the Air Officer Commanding, for all the sections in Headquarters, namely:

1. The Adjutant's Office which contained two sections,
  - (a) Personnel
  - (b) Incoming mail, teletype, ration books, daily routine orders, (first started in December, 1941) and decyphering.
2. Public Relations Office
3. Recruiting, Transportation Office
4. Expedition Office (Secret Registry)
5. Accounting Office

6. Paymasters Office
7. Customs, Shipping, Purchasing Office

Captain Tufte-Johnsen was appointed Director of Organization on 1st May, 1941, and developed each section. He continued in this capacity to 1st December, 1941, when the office was no longer deemed necessary.

The chain of command in the R.N.A.F. in Canada was similar to that in the R.C.A.F. Applications were made through section heads to Unit Commanders, and then to Headquarters. Most applications received the personal consideration of the Chief of Staff, but the Air Officer Commanding interested himself in many activities and his authority was frequently sought on applications emanating from the various sections.

On 4th April, 1941, an R.C.A.F. Liaison Office was established to assist the R.N.A.F. in every way possible.

While all training was the responsibility of the Air Officer Commanding, no branch was maintained at Headquarters. It was directed by the Camp Commandant of Little Norway. In the same way the Chief Technical Officer maintained his branch at the Island Airport. Messing was also directed from the Camp.

In the spring of 1941, Vesle Skaugum, 430 acres situated between Oxbow and Long Lakes, 16 miles from Huntsville, was acquired from Gift Funds for a recreational and recruit training camp. At the same time it was decided that it would be better if the E.F.T.S. training and the Advanced training, which followed S.F.T.S. training, were segregated. To this end an attempt was made to utilize the Emergency Aerodrome at Emsdale, 160 miles north of Toronto, for E.F.T.S. training. This was found to be impractical and the interest shifted to the Dominion Airport at Muskoka, with the result that it was leased in January and was officially opened on 4th May, 1942.

In December, 1942, Captain Odegard Omejer, Director of Recruiting and Transportation, was appointed Consul of Norway for Ontario, and combined these two offices.

Camp Little Norway, Toronto, was sold in April, 1943, to the R.C.A.F., and all personnel and training was transferred to Muskoka, which became the new "Camp Little Norway". Because of this change and to handle the equipment in Toronto, a four storeyed building at 98-100 Lombard Street was leased. The building of the Don Rowing Club was vacated. In order to accommodate personnel employed at the Island Airport and the Equipment Depot, a large house at 192 Bloor Street West was leased. Here, quarters and rations were available to those who wished to live in. This barracks accommodated 47 personnel.

On the 15th September, 1943, Commander R.J. Thommessen succeeded Major Remlapp as Chief of Staff, and continued in that capacity until January, 1944, when he became Camp Commandant of Camp Little Norway. At that time Captain Treschow, Adjutant since February, 1941, became Chief of Staff, and Lieutenant V. Behrens became Adjutant.

The full details of the operation of the various sections and units of the R.N.A.F. Training Centre in Canada are elaborated upon

in succeeding Chapters.

Following the completion of the Training Programme in Canada, Lieutenant Colonel O. Reistad returned to the United Kingdom on the 4th April, 1945, and Captain L. Brannvoll was appointed Commanding Officer

The offices at this time were gradually contracted and combined with the intention of finally centralizing all necessary sections under Captain Omejer in the office of the Norwegian Consul to Ontario.

CHAPTER THREE

Finance

Norwegian Information  
Services.  
NORWAY "Fighting  
Ally"

It was obvious that the operation of the Royal Norwegian Air Forces Training Centre in Canada would require the expenditure of considerable monies. It must be kept in mind that the Norwegian Government had also to provide for the Army and the Navy.

The Norwegian Government was entirely self-supporting and paid the expenses of her administration, social welfare and the three armed services. She also paid all interest on amortization of her foreign state loans. The main source of income was the Norwegian Merchant Fleet.

In April, 1940, the Norwegian Fleet amounted to 4,850,000 gross tons with 1182 merchant vessels of more than 500 tons. Immediately after the German invasion, they attempted to gain control of this fleet by sending out orders, in the name of the owners and the Norwegian Shipowners Association, to induce Captains to take their vessels to neutral or Norwegian Ports. The Captains, however, had been warned by Norwegian Legations in other countries, not to depend upon communications through occupied Norwegian radio and telegraph stations and so disregarded the German instructions.

On the 22nd April, 1940, at a Cabinet meeting in Norway, the Government requisitioned all Norwegian ships outside enemy and enemy occupied territory. At the same time in London, England, the Norwegian Ambassador and the representative of the Norwegian Shipowners Association, were co-operating with the British authorities to ensure the best use of these ships, while the Norwegian Chamber of Commerce had taken the preliminary steps to organize Nortraship (The Norwegian Shipping and Trade Mission) to take the management of the Fleet. Offices were established in London, New York and Montreal. Nortraship in 1942 had 48 branch offices in 19 countries on 5 continents.

Of 1182 ships, 881 totalling 3,902,000 gross tons were immediately available for service under Nortraship management. Only one eighth of the tonnage - 275 vessels totalling 576,000 tons came under German control. Including several smaller vessels of under 500 tons, Nortraship managed a fleet of more than 1000 vessels of over 4,000,000 gross tons, manned by 25,000 Norwegian sailors. This organization then, was the main source of income of the Norwegian Government.

The total gold stocks of the Bank of Norway was successfully removed from Oslo and sent partly to U.S.A., Canada and England. Approximately \$114,000,000 in gold and foreign assets were rescued from the Germans.

The state budget was balanced half-yearly which, of course, included the expenditure for defence purposes. From this amount, the accounts of the R.N.A.F. Training Centre in Canada were paid quarterly.

Lt. H. Brandal  
R.N.A.F. Accounts

The fiscal year of the R.N.A.F. was from 1st July to 30th June, and the following is a statement of expenditures supplied by the accounts section. The amounts quoted are expenditures made in Canada and do not include the cost of any aircraft or items purchased under Lend Lease.

1940-41	\$2,110,408.98
1941-42	2,370,237.46
1942-43	3,271,704.68
1943-44	3,504,988.22
1944-45	<u>2,941,554.21</u>
Total for 5 years	\$14,198,893.55

It will be noted for the last three years, the amounts are considerable over the first two. This is accounted for by the increased number of aircrew trainees who received their S.F.T.S., G.R.S., A.O.S., and A.N.S. training at R.C.A.F. Schools. To illustrate the cost of such training, a breakdown of the cost of courses completed for the period 1st July, 1944, to 31st March, 1945, is given. The payment to the United Kingdom Air Liaison Mission for these courses amounted to \$1,044,556.00. This amount covered:

1. 39 Twin-engine pilots, at S.F.T.S., in courses ranging from 21 to 28 weeks.
2. 57 Single-engine pilots at S.F.T.S. courses ranging from 22 to 28 weeks.
3. 18 Pilots of G.R.S.,
4. 16 Navigators at G.R.S.,
5. 19 Navigators at A.O.S.
6. 26 Navigators at B. & G. Schools.
7. 13 Pilots on Flying Instructors Course.
8. 14 Pilots on Conversion Courses.
9. 1 Student at the Aeronautical Engineering School.
10. 2 Officers at Personnel Councillor's Course.
11. 3 N.C.O.'s on the Service Police Course.
12. 1 on Link Instructors Course.
13. 1 Pilot on Single Engine Refresher Course.

The individual cost was on the basis of each student per course, depending on the length of the course. From this amount was deducted pay and allowances, transportation and clothing. These items were paid or supplied direct by the R.N.A.F. A further deduction was made for the use of R.N.A.F. instructors who were attached

to certain of the schools to assist in the training of Norwegian students. The rebate for the use of these officers, was on the basis that their services were valued at \$3,200.00 per year each. The deduction was made in a lump sum for the number of instructor days at that rate.

Captain Clausen  
R.N.A.F. RECORDS

In the matter of Lend-Lease, \$1,600,000,000 was allocated to the Norwegian Government for all her Armed Services. Up to 15th June, 1945, goods to the value of \$1,303,836.39 had been received via Toronto Headquarters. Some items were still outstanding. In this amount was included 50 Fairchild P.T. 26, 32 motor vehicles of various types, armament ammunition, clothing, gasoline, oil, etc. Not all the gasoline and oil used was procured through Lend-Lease. The gallonage supply from that source was 245,782 gallons of Aviation Gasoline, 4520 Gallons of oil and 61,095 gallons of automobile gasoline for a total of \$65,727.03 Canadian Funds.

Items over \$5,000.00 were referred to London for approval and ordered through Washington, who notified Toronto Headquarters of the Serial Number of the requisition against which delivery would be made.

As the transfer of the R.N.A.F. overseas was completed, the office of the Norwegian Consul in Ontario assumed the responsibilities of the Royal Norwegian Air Force in Canada and continued to operate under a budget handed down by the Government of Norway.

The organization of the Pay and Accounts office is fully discussed in Chapter Nine.

## CHAPTER FOUR

### Properties

#### Camp Little Norway, Toronto, Ontario.

R.N.A.F. Contract File  
R.C.A.F. Records  
Personal Observations  
P/L H.W. Looseley

Camp Little Norway, Toronto, was the first unit to be built in Canada by the Air Forces of Norway. It was situated at the foot of Bathurst Street, directly across the Western Channel from the Island Airport. The land, property of the Toronto Harbour Commission, was included rent free in the contract with that body, for the use of the Island Airport. Building had been commenced immediately upon arrival of the Staff in Canada, and on the 10th of November, 1940, the Camp was officially opened.

The Camp was enclosed by a steel barbed fence and was comprised of:

- 1 Administrative Building
- 1 Equipment Building
- 1 Ground School
- 1 Building housing mess hall, kitchen and canteen
- 1 Hospital
- 2 H style barrack blocks
- 1 Officers' mess
- 1 N.C.O.'s mess
- 2 Officers' quarters
- 2 N.C.O.'s quarters
- 1 Guard house
- 1 Garage

These buildings were all standard barrack block size of the single "H" type. In January, 1942, a two storeyed block was erected and because it housed the Wireless and Radio School it was popularly known as "Radio City". Shortly afterwards, another building named Haraldshallen was added with a gymnasium and Finnish bath on the ground floor. Reading and common rooms were on the second floor.

On 3rd of April, 1943, the Camp was taken over by the R.C.A.F. who had purchased the buildings from the R.N.A.F. at their original cost.

#### Island Airport

Negotiations for the use of Toronto Island Airport were opened as early as July, 1940, but the actual contract was not drawn up until the 13th of September, 1940. A hangar was constructed and completed in March, 1941. A workshop was also erected in the same area and additional concrete runways laid.

The Island Airport was the receiving and maintenance depot for all aircraft. From here E.F.T.S. Training, Naval Seaplane Courses and Advanced Flying Training took place.

Upon transfer of training to Muskoka, all overhauls were completed at the Island. It was used during the entire stay of the Royal Norwegian Air Force in Canada. Details of training and maintenance

schedules will be found in other Chapters.

#### Lakeside Home

This building at Hanlan's Point was formerly a summer home for the Sick Children's Hospital. Upon arrival in Toronto in August, 1940, it was necessary to obtain a barracks for the recruits until Camp Little Norway was completed. Lakeside Home was the only place available at that time. It was not usable in the winter but in the following spring and summer was used as a reception and recruit school.

In 1943 it was used as a barracks for personnel at the Island Airport.

#### Terminal Warehouse

In August, 1940, 2900 square feet was leased at the Terminal Warehouse in Toronto. This space was originally used as the Equipment Depot but on completion of the Camp it was used as a receiving depot and for storage. This space was retained until 1st March, 1945.

#### Parachute Room

Approximately 3975 square feet of partitioned space was leased at 1087 Queen Street West, Toronto, for the hanging, storage, maintenance and packing of parachutes. This lease was continued for the duration of the R.N.A.F. stay in Canada.

#### Don Rowing Club

on 15th January, 1941, a part of the building of the Don Rowing Club was leased in order to store bulky technical equipment such as wings, ailerons, etc. This lease was terminated upon the establishment of the Equipment Depot at 98-100 Lombard Street, Toronto.

#### Vesle Skaugum

In the late spring of 1941, a property of some 430 acres situated between Oxbow and Long Lakes and known as "Interloken" was acquired from Gift Funds for \$10,000.00 by Vesle Skaugum Incorporated, owned by personnel of the Royal Norwegian Air Force.

It was renamed Vesle Skaugum after the country estate of Crown Prince Olav in Norway. It was purchased as a recreational camp for personnel of the R.N.A.F. and a holding pool for those awaiting posting overseas.

The affairs of the Corporation were handled by three directors, one elected by the Officers and Senior N.C.O.'s and two by the Other Ranks. At the time of purchase there was one large log building on the property, but another modern log building was designed and con-

structed by Lieutenant J. Engh and an electric lighting system was also installed. Officers and senior N.C.O.'s were required to donate one \$10.00 subscription and while other ranks were not included in this arrangement the facilities were available to all personnel.

The camp was most suitable for recreational purposes in both winter and summer. Accommodation was available for 150 personnel including the staff.

Later it was used as a recruit training camp. A firing range and Commando course were constructed. Recruits training was of thirty days duration. The Radio School was also moved there following the transfer of Little Norway from Toronto to Muskoka.

In order to compensate the Corporation for training facilities, the R.N.A.F. assumed the cost of operation of the Camp.

Upon the cessation of training in Canada, it was felt that the Camp, which had been constructed along Norwegian lines and was home to so many personnel, should not be sold to a commercial enterprise, irrespective of price. In consequence, the property was sold to the Kiwanis Club, Toronto, for a children's summer camp for \$38,000.00, the approximate cost of the land and buildings to the R.N.A.F.

The property was formally handed over to representatives of the Kiwanis Club on 1st June, 1945.

#### Camp Little Norway, Muskoka

A contract dated 1st January, 1942, was entered into with the Department of Transport for the use of the Muskoka Airport, 10 miles from Gravenhurst. A farm of 324 acres, adjacent to the Airport was purchased in the name of one of the officers, and all buildings were erected on this property.

A hangar was built and a double-tiered H shaped log building was designed and constructed under the supervision of Lieutenant J. Engh. It was officially opened on 4th May, 1942, as an E.F.T.S.

Upon negotiations for the sale of the buildings at the Toronto Camp, new buildings were erected on the Muskoka property, including four double tiered barracks, gymnasium, workshops, garage, hospital, guard house, ground school, link trainer building, etc., so that when the Camp at Toronto was turned over to the R.C.A.F. in April, 1943, the new "Little Norway" Muskoka was ready for occupancy.

It is interesting to note that the swimming pool, which was built by the big log building which housed all the messes and kitchens, served a double purpose as a reservoir for water in the case of fire. The usefulness of the pool in this capacity was demonstrated when this building caught fire on 19th February, 1945. One half of the building and the kitchen were saved because of the pool, but unfortunately the other half which housed the Officers' and N.C.O.'s messes were totally destroyed. This property had not been disposed of at the end of June, 1945.

Equipment Depot

Upon the sale of buildings at Camp Little Norway, Toronto, it was necessary to obtain suitable accommodation for the Equipment Stores. Part of the space of 98-100 Lombard Street had been obtained and in April, 1943, the entire four storeyed building was leased.

This property was most adequate for the purpose for which it was rented, with ample space for properly sectionalizing all equipment, including the printing plant. It also had a seven car garage.

This lease expired 1st June, 1945, when all equipment was shipped direct to Norway.

Bloor Street

In the fall of 1943 it was necessary to obtain facilities for the quartering of the personnel of the Island Airport and Equipment Depot.

A large residence at 192 Bloor Street West was secured. This building accommodated 47 men for quarters and many more for messing. The lease was continued for the duration of the R.N.A.F. stay in Canada.

90 Gould Street

The first floor of 90 Gould Street, was leased on 23rd April, 1942, as a space in which gifts could be received and parcels packed for personnel for overseas. It was operated by the ladies of the Little Norway Association. In April, 1943, when the Camp was transferred to Muskoka, the area was made into a Medical Office and treatment room for the benefit of personnel remaining in the other Toronto Units. Upon the posting of the rear party overseas it was the intention of retaining the space for the accounting section, which would then function under the office of Captain O. Omejer, whose office was situated on the ground floor at 341 Church Street.

All sections of the R.N.A.F. remaining in Canada after 1st August, 1945, will come under the office of the Norwegian Consul in Ontario. This appointment is held by Captain Odegard Omejer, R.N.A.F.

## CHAPTER FIVE

### Publicity Office

Interview  
Lt. Omholt-Jensen

This office commenced to function immediately upon the establishment of Headquarters Staff in Toronto, in August 1940.

The department was essential to give guidance, to the Canadian and United States Press, in the matter of proposed operations in Canada. The section was originally under the charge of Lieutenant Gythfeldt. In April, 1941, Lieutenant Omholt-Jensen was placed in charge. This Officer, a lawyer and a pilot, was able to assist in legal matters as they arose. The policy of the Department was:

1. Press Relations, in receiving Canadian and United States Press representatives.
2. Receiving and proper publicity for important visitors to R.N.A.F. units.
3. To issue timely and suitable publicity at appropriate times.
4. To emphasize the importance of the Norwegian Merchant Marine and the fact that, through the income from that source, the Norwegian Government defrayed all of their expenses including the R.N.A.F.
5. To offset any misinformation which found its way to the public.
6. To supervise the preparation of radio script on the various occasions when personnel were broadcasting over Canadian and U.S. Networks.

The department originally was under the supervision of the Public Relations Department of the Norwegian Embassy in Washington, (Norwegian Information Services) but was soon given a free hand although they continued to co-operate with Washington.

One of the first civilians to offer assistance to the Norwegian Air Forces was Mr. John Darnall, Glendale, Ohio, a public relations expert. Mr. Darnall, who had retired, acted in a voluntary capacity, and his many contacts enabled the story of the Air Forces to reach most Norwegian Americans who in turn volunteered much assistance to the R.N.A.F. personnel through donations.

Articles appeared in the leading large circulation magazines and March of Time produced a film of their series, exclusively of the Royal Norwegian Air Force, thereby publicizing the war effort of Norway.

A magazine, Wings for Norway, was published by the Department in support of the Fund of that name, for the supplying of training aircraft.

Further publicity was given of the War in Norway and the operation of the R.N.A.F. with the publishing of "Little Norway in Pictures", a heavily illustrated volume of training operations and camp life at

"Little Norway". Several brochures and pamphlets produced by the Norwegian Information Services were directed to the appropriate channels by the section.

Newspaper clippings and an elaborate photographic record of important events, personnel and visits of important persons were accumulated. These were maintained to give a chronological record for later use in Norway.

CHAPTER SIX

RCAF Liaison Office with RCAF

On the 18th of February, 1941, the R.C.A.F. appointed a Liaison Officer with the Air Forces of Norway. Flying Officer S.G.K. MacDonald was placed on the strength of the Special Duties List at Air Force Headquarters and carried on his Liaison duties from No. 1 Training Command.

The broad policy of the appointment was to foster mutual understanding, co-operation, harmony and cordiality between the R.C.A.F., the R.A.F. and the Norwegian Air Forces. It became obvious that in order to be of full assistance to the Norwegians, it would be necessary to establish a detachment at their Headquarters.

The Liaison Detachment opened an office at the Norwegian Headquarters on the 7th of April, 1941, with the establishment of a Flight Lieutenant and one Civilian Stenographer Group B. Flying Officer MacDonald was promoted to the above rank on 15th September, 1941.

The principle function of the Liaison Office was to facilitate training for the Norwegian Air Forces. This covered a broad field. All flying training given under the British Commonwealth Air Training Plan was arranged for the Royal Norwegian Air Force by the Liaison Officer through the United Kingdom Air Liaison Mission. At the same time, the Liaison Office obtained syllabi and copies of R.C.A.F. Publications and Regulations in order to standardize the I.T.S. and E.F.T.S. courses given on the R.N.A.F. Units. This was necessary in order that aircrew students were trained to enter R.A.F. and R.C.A.F. S.F.T.S. Units.

In order to cope with the expanding duties of the Detachment, the establishment was increased by one Clerk Stenographer, male. This post was filled by LAC T.L. Hardwell on the 18th August, 1941.

The staff officers of the R.N.A.F. depended greatly upon the guidance of the Liaison Officer, not only in Service matters, but also in their relations with Canadian Institutions and the Public. Invariably he was included in their functions of a service or social nature, especially when they were visited by important personages.

Visits of the A.O.C., or other senior officers of the Royal Norwegian Air Force to R.C.A.F. or R.A.F. Stations were arranged by the Liaison Officer, who usually accompanied the Norwegian Officer on such visits. He also acted as advisor on legal matters arising from their establishment in Canada as a Foreign Force and also in matters of Administration, Organization, Discipline and Personnel, with the view of developing their training plans.

Many supplies and much equipment which because of priorities would have been difficult for the R.N.A.F. to obtain direct, were procured from R.C.A.F. sources. These supplies ranged from films and medical supplies to the loan of a Harvard Aircraft.

Overseas movements were arranged by the Liaison Detachment through D. of P.M. at A.F.H.Q., who included such requests in the R.C.A.F. allotments. In this connection it was necessary for all Norwegian personnel

to be cleared through the British Security Co-ordination in New York before they were permitted to embark for the United Kingdom. This action was taken upon the enlistment of recruits, when attestation papers, photographs and fingerprints were forwarded to the British Security, who cleared with the F.B.I., also the British Authorities, and to the Records Officer at Air Force Headquarters, who cleared with the R.C.M.P. They in turn advised the result of the investigation to the Liaison Officer.

Close collaboration was maintained with Group Captain H.R. Stewart, Director of Intelligence, R.C.A.F. Matters of security were also of importance, especially in regard to personnel proceeding overseas. All matters of censorship affecting the R.N.A.F. were referred by the D. of I. to the Liaison Officer.

LAC Hardwell was in turn promoted from LAC to Corporal and Sergeant while Flight Lieutenant A.L. Wainwright succeeded Flight Lieutenant MacDonald as Liaison Officer on the 15th September, 1943, until the 18th November, 1944, when Flight Lieutenant H.W. Looseley took over for the duration of the stay of the R.N.A.F. in Canada. The establishment of the civilian stenographer was changed to W.D. Corporal. This was filled by LAW Pickering who was promoted to the established rank on 1st September 1944. All equipment and furniture, with the exception of stationery, was supplied by the R.N.A.F. who also paid all postage, telephones and wire charges.

During the course of the R.N.A.F. training in Canada many visits were paid to their units by Air Officers of the R.C.A.F., The Chief-of-the-Air-Staff, the Air Members and Directors and the Air Officer Commanding No. 1 Training Command were all actively interested in the progress of the Royal Norwegian Air Force. In the same manner the Air Officer Commanding and other Senior Officers of the R.N.A.F. frequently expressed a desire to pay their compliments to the afore-mentioned officers. The relations between the Forces at all times was most cordial and the occasions when the requirements of the R.N.A.F. could not be satisfied were almost negligible.

Following the cessation of training on the 31st March, 1945, Air Force Headquarters maintained the Detachment in order to assist the R.N.A.F. wind up their affairs prior to leaving for the United Kingdom and Norway.

At the end of July all files of the Detachment were forwarded to Air Force Headquarters, for reference in case of enquiry, and a complete History was written of the Royal Norwegian Air Force in Canada, for inclusion in the archives of the Royal Canadian Air Force.

## CHAPTER SEVEN

### Recruiting.

R.N.A.F. Records,  
Captain O. Omejer,  
File S-G-6

The original members and recruits of the Air Forces of Norway arrived on the SS Iris and Lyra in August 1940. Throughout the war years young men continued to escape from Norway by devious routes to join the Armed Services. Because of the particular hazards of leaving the coast of Norway and crossing the North Sea to the United Kingdom, this was known as the "Hard Way". The "Easy Way" was considered to be into Sweden and across Europe and Asia by various routes and thence to the United States and Canada. At a much later date many Norwegian recruits left Sweden by aircraft.

In June 1940 all Norwegians in Great Britain, between the ages of 21 and 35 years of age, were called up for military service and in May 1941, a decree was passed by the Norwegian Government whereby this conscription was extended to include all Norwegians. The Norwegian Ministry of Defense decided to which countries and to what extent this decree applied.

The Norwegians escaping to England were enlisted there. Those selected for the Air Forces were sent from the United Kingdom to Canada by Military Transport, while those who came by any other route were provided with Visas by the Norwegian Legation in Sweden to the various countries through which they might travel on their way to Canada. Upon arrival at Little Norway this latter group would produce their credentials and would be immediately enlisted into the Air Forces of Norway.

Originally, starting in August 1940, new applicants already in North and South America, Asia, Africa and Australia applied by letter or cable to the R.N.A.F. These applications were handled by Captain Odegard Omejer, the Director of Recruiting for Norwegian Forces in Canada, at R.N.A.F. Headquarters, 341 Church St., Toronto. In 1941 the Royal Norwegian Conscription Board and the Norwegian Registry in New York and Montreal, were organized in conjunction with the Norwegian Military Mission to the United States and Canada. These institutions certified a considerable number of men and sent them to the Army, Air Force, Navy and Merchant Marine. Consequently the R.N.A.F. recruiting office functioned semi-independently for some months in co-operation with these Institutions, which were later developed into the Royal Norwegian Selective Service Board under the direction of Admiral H. Diesen and the Norwegian Registration Office at the Consulate General in New York.

Consuls receiving applications from recruits or draftees provided medical examinations prior to their acceptance into the R.N.A.F. and those considered deficient were rejected with advice to the Recruiting Office in Toronto.

On 12th March, 1941 an instruction, covering the extent to which the Canadian Government were prepared to co-operate in the recruiting of Foreign Nationals in Canada, was issued. Briefly the arrangement was that Canadian Nationals and British Subjects would not be permitted to enlist and that the authorities of the Foreign Forces would not accept personnel, regarded by the Canadian Government as working in essential occupations. This was later modified, so that any naturalized alien might be enlisted

voluntarily by the Foreign Allied Country, whose national he had been by birth. The Canadian Government did not permit compulsion, neither would it accept the responsibility, financially or otherwise, for the recruiting, training, organization, equipment, pay and allowances, transportation, rations and quarters, hospitalization or pensions, etc., of men enlisted. The Department of National Defence, however, would give any advice or assistance to assure that the organization of the Foreign Armed Forces would be successfully carried out.

Discharges of the Nationals of Foreign Countries, serving in the Canadian Army, were permissible provided they were enlisted in their Forces and that the Canadian Military effort was not seriously affected.

Norwegians in the United States who were still on an immigration basis, in other words those who had not been issued their first papers, were also permitted to enlist. Norwegians living in Canada, who were subject to military call, were covered by a directive issued by the Department of National Defence, Army, on 26th December, 1942, stating that when Divisional Registrars sent an "Order-Medical Examination" (First call), to a Norwegian, that they at the same time send him a statement, explaining that he had the right of option, to apply for service in the Forces of his own country. The names and addresses of such individuals were forwarded to the Director of Recruiting, who now combined that office and the Norwegian Consul to Ontario, in order that he might communicate with the man concerned and explain to him the details of enlistment in that Service.

In 1940 a few Foreign personnel, mostly of other Scandinavian countries and a few American citizens, with special qualifications, were enlisted into the Royal Norwegian Air Force, but in co-operation with the British Air Ministry this practice was discontinued and all personnel enlisted were Norwegian by birth or by descent. This group included those applicants with one parent a Norwegian.

In order to comply with security regulations, copies of attestation papers, together with photographs and fingerprints, were forwarded to the British Security Co-ordination in New York, who investigated through the F.B.I. and obtained clearance, from Air Ministry, to issue an embarkation card that would be handed to any personnel posted to the United Kingdom. Copies of these documents were also sent to the Records Officer, at the Royal Canadian Air Force Headquarters, Ottawa, who in turn cleared with the Royal Canadian Mounted Police there.

On September 17, 1943, the Canadian Government authorized the organization of the Norwegian Women's Auxiliary Air Force, as part of the R.N.A.F. Training Command in Canada, subject to the general conditions under which men were enlisted in the R.N.A.F., in that women eligible for service in this Corps, were Norwegian Subjects or Norwegian born Canadian Subjects. There was no conscription for this Service, otherwise all recruit regulations were identical with those laid down for male personnel.

The numbers of enlistments in the R.N.A.F. will be found in the Chapter on Personnel.

## CHAPTER EIGHT

### Personnel

Interview with Personnel Office.  
Lieutenant Behrens.

The Personnel Office in the R.N.A.F. was a section in the Adjutants Office at Headquarters in Toronto. The other section handled incoming mail, teletype and code messages and the issuance of the Dagsordre (Daily Routine Order). It came directly under the Chief of Staff who was the next higher authority. The principle function of the Personnel Office was the maintenance of the Rulleblad, which was the detailed record of Service, and the distribution of personnel at the various Units in Canada.

#### Documentation.

Following enlistment, attestation papers and fingerprint cards of personnel were sent to the Personnel Office and the first entry was made on the Rulleblad. Medical documents were filed with the Medical Officer, pay documents with the Paymaster and the Issue of Kit was maintained in books for each airman and filed with the Equipment Depot. A Vernepliktsbok, being a Record of Service in the form of a book, was issued to each Airman. This was retained by him and contained the entries which were made on the Rulleblad.

Other documents of a personal nature were maintained in the Expedition Office, which would correspond to the Secret Registry in the R.C.A.F. The Training documents were maintained at Little Norway, Toronto and later at Muskoka and the reports from these documents which were usually issued from R.A.F. or R.C.A.F. stations were embodied in the Short Confidential Report, in the case of Officers and Senior N.C.O.'s, and an Ability Record in the case of lower ranks.

#### R.N.A.F. Strength.

A nominal roll issued by the R.N.A.F. Headquarters in London, England shows that there had been 3323 enlistments in that Service as at the 1st June, 1945.

Service numbers were issued to R.N.A.F. personnel in Canada from 101 to 5000 and 5001 up in the United Kingdom.

In Canada the numbers 1000 to 1400 were reserved for officers. The last number issued being 1287 - indicating 288 Officers having served in Canada.

Numbers issued to other ranks in Canada were from 101 to 2870. Eliminating the numbers reserved for Officers it is indicated that 2369 airmen have served with the Training Centre. The personnel of the Women's Auxiliary Air Corps are included in this figure.

There were forty deaths of R.N.A.F. personnel in Canada caused by either fatal accidents or sickness.

#### Ranks.

Following the merger of the Army and the Naval Air Forces in

May, 1941, the ranks became very similar to the R.C.A.F. All personnel wore sleeve insignia. On the left arm was worn the word "Norway" while on the right arm a small Norwegian flag. Both of these insignia were worn approximately 3 inches below the shoulder seam. The ranks were:

AC2-----No Badge  
AC1-----No Badge.  
LAC-----Propellors.  
Cpl-----2 stripes inverted on both arms  
Sgt-----3 stripes inverted on both arms.  
F/Sgt-----3 stripes inverted on both arms with the  
metal figure of a lion below the stripes.

Officers' ranks corresponded to the Army ranks:

Fenrik or 2nd Lieutenant---- 1 silver star on the collar of tunic.  
Lieutenant-----2 silver stars on collar of tunic.  
Captain-----3 silver stars on the collar of tunic.  
Major-----Collar edged in silver braid and 1 silver star.  
Lieutenant Colonel----Collar edged in silver braid and 2 silver stars

Lieutenant Colonel was the highest rank on a Canadian Establishment for the R.N.A.F. and this rank was considered to be equivalent of Air Rank. In the case of Captains and above a silver chord chin strap was worn on the Service Cap. On the wedge cap Sergeants wore a gunmetal strip between the 2 buttons which were spaced about 2-1/2 inches apart, while officers wore a silver strip.

#### Establishments and Promotions.

The War Establishment of the R.N.A.F. Training Centre in Canada was submitted, by Headquarters in Toronto to London, for approval. Because of the rapid expansion of the Force in Canada, it was necessary to revise this establishment frequently until the end of 1943, when it became more stable. All promotions were made against this establishment.

In the case of aircrew trainees, upon graduation they became Sergeants. Following twelve months successful service the Pilots and Navigators were commissioned, but Wireless Air Gunners and Air Gunners were not commissioned, while they were still in complete crews. In order to be commissioned, it was necessary for them to be transferred to some Technical or Administrative duty. All ground-crew personnel were promoted and commissioned against war establishment. The method of promotion was that the Section Head could recommend personnel for available establishments to a Staff Meeting, which were meetings of the heads of all branches. The Headquarters in Toronto had authority to promote up to and including the rank of Flight Sergeant. There were no ranks equivalent to Warrant Officers. In the case of those recommended for appointment to commissions, and the promotion of officers to higher ranks, the recommendation was passed from the Staff Meeting to Headquarters in London, who were authorized to appoint, and promote up to the rank of Captain. All promotions to the rank of Major and higher were passed by London Headquarters to the Department of Defence for approval.

#### Trade Tests and Reclassifications.

There were three trade groups in the R.N.A.F. with Group I being the senior group. Reclassifications and conversions (remustering) were made by the Trade Test Board, which was composed of three members, the

President being the Chief Technical Officer. They were appointed by the Air Officer Commanding and usually remained on the board until they were posted. Consequently the Board had a more or less permanent personnel. Owing to the small numbers in the various trades being eligible for tests at one time, trade tests were not handled at regular intervals, but usually on application of the Unit concerned.

#### Postings.

Postings between Norwegian Units in Canada were made with the authority of the Chief of Staff through the Personnel Office. Postings for training at R.A.F. or R.C.A.F. Units were made against the authority of the United Kingdom Air Liaison Mission, which was obtained by the R.C.A.F. Liaison Officer, who advised the Chief of Staff for his further action. Postings of staff overseas were originated in the London Headquarters, while the posting of graduated aircrew courses originated in Toronto. Postings to Ferry Command were usually on the authority of London Headquarters, the only exception being where special training was required for the staff at Little Norway.

#### Orders and Discipline.

Dagsordre or Daily Routine Orders were introduced in December 1941 and were drawn up and issued in a similar format to R.C.A.F.D.R.O. All the movements of personnel, leaves and other entries for accounting action were promulgated, while regulations and orders of a disciplinary nature, were also shown. The contents of the orders were not divided into two parts as in the R.C.A.F., but otherwise they filled exactly the same purpose.

Discipline generally was laid down in Station Standing Orders, which were patterned after those issued by the R.C.A.F. The Service Police were responsible for all guards, pickets and patrols and their regulations and disciplinary action are covered fully in the Chapter on Service Police.

Following Recruit School, staff work parades were held twice a day. Drill and P.T. were included in the syllabus for Aircrew Training.

#### Welfare and Personnel Counselling.

A Welfare Officer was established at Little Norway. He had passed through No. 6 R.C.A.F. Personnel Counsellor's Course at Rockcliffe Station. Correspondence Courses were available to personnel on exactly the same basis as the Canadian Services. Lieutenant O. Sorensen who filled the post was a master at Upper Canada College prior to hostilities, and was well qualified to advise and instruct in matters of an educational nature. He was also of great assistance in helping personnel to master the English Language.

#### Padre Services.

For the first few months in Canada there were no facilities for a regular Padre in the Toronto area. However, arrangements were made whereby Lieutenant Overland, the Pastor of the Seaman's Church in Montreal, assumed the added duty of rendering to the Norwegian Air Forces. He was

followed by Pastor Neumann who worked on a full time basis, and not only acted in the capacity of Chaplain, but also assisted in welfare and recreation. Besides holding church services, he performed marriages and christenings and interviewed personnel in regard to their various personal problems.

The regulations governing marriage were that the airman had to be 21 years of age and had 6 months service, medical certificates on both the airman and his prospective bride were required to be furnished. Aircrew under training were not permitted to marry until they had finished their courses, except in very special cases. The usual chain of command was followed in submitting applications to marry.

213 Norwegian marriages were solemnized and 93 children were born to Norwegian personnel during their stay in Canada.

### Recreation.

A senior N.C.O. was in charge of sports, the gymnasium and swimming pool at Little Norway. The co-operation of the Sports Service League was received and the Active Service Canteen and various other organizations were made available to Norwegian airmen. Their principle sports were skiing, soccer, swimming and track and field events. Arrangements were made with the Special Services Branch of No. 1 Training Command, R.C.A.F. to include the Royal Norwegian Air Force in all Inter-Unit Competitions.

Vesle Skaugum, named after the Country Estate of Crown Prince Olav in Norway was purchased from Trust Funds. It was situated sixteen miles from Huntsville between two lakes and was comprised of some 430 acres of land. It was available to personnel as a recreational Camp and very popular at week-ends. Officers and Senior N.C.O.'s who took advantage of its facilities were asked to make, only one donation of \$10.00 which gave them the privileges of the camp as long as they were in Canada.

The Citizen's Committee for Troops in Training provided entertainment with the various civilian shows who entertained the Canadian Troops. The Vikettes, a ladies organization, provided entertainment and also assisted in the canteens, while the Little Norway Association, mostly comprised of Toronto ladies of Norwegian birth or descent, provided comforts and repaired the clothing for airmen at Little Norway. There were Canteens at Little Norway, Toronto, Muskoka and Vesle Skaugum.

The R.N.A.F. was included in the entertainments, shows, dances and parties with the three Canadian Armed Services.

### Lille Norge Avisen

Lille Norge Avisen, the camp magazine was issued monthly, for the benefit of personnel and contained contributions by officers and airmen. Until May 1944, the contents were entirely editorial. After that date advertisements by civilian companies were included. The income from this source was used to pay for the production of the magazine, the profit being credited to a Trust Fund, for the eventual erection of a memorial to Norway, to those in the R.N.A.F. who have made the supreme sacrifice.

CHAPTER NINE

Accounting and Pay.

Interview with  
Lt. Wilhelmsen  
P/Sgt. A. Paulsen.

The organization of the Accounting Branch was made similar to the opening of the books by any large company or institution. In August 1940, Mr. P. Borresen, C.P.A., was placed in charge of this department which, for the first few months, was a general accounting office.

Because of the fact that two Air Forces were concerned, it soon became apparent that the individual records would have to be maintained independently and in November 1940, the department was split into branches of the Royal Norwegian Naval Air Force and the Royal Norwegian Army Air Force, each with its accounting and pay section.

The problem of bearing the cost for services supplied to both Forces, such as motor transport, service police, etc., was overcome by the R.N.N.A.F. (Navy) assuming the financial responsibility of some sections and the R.N.A.A.F. (Army) maintaining others.

On the 1st of May, 1941, when the two branches of the Air Force were merged into the Royal Norwegian Air Force the books of the Army Air Force were transferred to those of the Navy and the department became known as the Training Section, Accounting and Pay Office.

At this time, Mr. Borresen was appointed to a Captaincy with Lieutenant Paulseth in charge of the Accounting Section and Lieutenant Wilhelmsen in charge of the Pay Office. In 1944 Lieutenant Wilhelmsen assumed charge of both of these sections as one unit. His staff had some 15 personnel.

The budget of the Royal Norwegian Air Force Training Centre in Canada was handed down by Headquarters in London, England, and the statements of accounts taken over by them quarterly. The Audit of the R.N.A.F. accounts was made by a local firm of Accountants, whose statement of affairs was accepted by Headquarters.

The control of accounting for all units in Canada was centralized at the Toronto Headquarters with a cashier maintained at Little Norway. The minor and urgent requirements, were purchased by units on a purchasing system similar to the Local Purchase Order used in the R.C.A.F.

The regulations of all Pay and Allowances, were developed and improved during the course of continued organization, frequently using R.C.A.F. Instructions as a guide.

Rank Pay was established at R.A.F. rates in England, but certain allowances were paid and subsistence allowances were on a higher scale than in the R.A.F., examples of these pay and allowances are tabled as follows:

Lieutenant with Subsistence Allowance,  
Living out of Camp.

Basic Wages .....	\$ 75.00
Subsistence Allowance .....	200.00
	<u>\$275.00</u>

Less monthly tax .....	\$ 20.25	
Less compulsory saving.....	13.75	\$ 34.00
Net amount paid to Lieutenant (Unmarried)		<u>241.00</u>

Lieutenant without Subsistence Allowance,  
Living in Camp.

Basic wages .....		\$ 75.00
"Felttillegg" (Field Allowance) for 30 days.....		\$ 33.00
"Utenlandstillegg" (Abroad Allowance) for 30 days...		\$ 31.50
		<u>\$139.50</u>
Less monthly tax.....	\$ 20.25	
Less compulsory saving.....	\$ 13.75	34.00
		<u>\$105.50</u>

Sergeant with Subsistence Allowance,  
Living out of Camp.

Basic wages.....		\$ 59.90
Subsistence allowance.....		100.00
		<u>\$159.90</u>
Less monthly tax, (Unmarried) .....		\$ 4.25
		<u>\$155.65</u>

Sergeant without Subsistence Allowance,  
Living in Camp.

Basic wages.....		\$ 59.90
"Felttillegg" Field Allowance, 30 days.....		\$ 33.00
		<u>\$ 92.90</u>
Less monthly tax, unmarried.....		\$ 4.25
		<u>\$ 88.65</u>

Corporals and lower ranks received \$ 2.75 per day Subsistence Allowance, over and above their wages, regardless whether they were married or not, as long as they had authorization to draw the allowance.

Corporals and airmen, for whom quarters were available, who on application, were allowed to live in private homes were given an allowance of \$1.00 per day in Toronto and at Muskoka, \$ 0.75 per day. This was only paid to married personnel. The Women's Auxiliary Air Force was paid at slightly lower rates than the men.

Airmen were paid every second Friday while Officers and Senior N.C.O.'s were paid on the 20th of the Month. Personnel posted as instructors or to courses at R.A.F. and R.C.A.F. units, were paid direct from the R.N.A.F. Headquarters in Toronto.

Dependents Allowances were similar to R.C.A.F. rates of pay for airmen; that is a wife received \$35.00 per month and \$12.00 per month for each of the first two children. Officers dependents differed in that the wife received \$36.00 per month and \$18.00 per month for each child. Airmen's assignments, in order to obtain Dependents Allowance, varied according to their daily pay, rank and trade grouping. Officers made no compulsory assignments. With regard to Dependents Allowances, in cases where the wife was in Norway this amount was credited to a special account and will eventually be paid to her. The Officer or Airman concerned however has no control of the account. Flying pay was not paid to airmen in

training, but graduated aircrew received \$2.00 per flying hour. All other personnel ordered into the air received \$1.00 per hour.

Travelling Allowances were paid on a basis of \$11.00 per day, for Officers and \$9.00 for N.C.O.'s. Corporals and Airmen received \$4.00 per day.

All personnel received 14 days' annual leave with pay, while Corporals and airmen received extra vacation pay for this period in the amount of \$3.00 per day. During hospitalization, Subsistence Allowance was continued while necessary to maintain quarters. In the case of injured personnel, those remaining unfit for duty, because of an accident, were kept on strength at the rate of pay received at the time of such accident.

The matter of pensions at the time of writing was still under consideration, but widows of Norwegian airmen received an amount equivalent to R.C.A.F. rates. The R.N.A.F. rate is actually lower, but the difference is made up from the Gift Fund.

The affairs of deceased personnel were administered by a standing Estates Committee. Disposals were authorized by Order in Council No. PC10959, dated 1st December, 1942, establishing the Foreign Forces (Administration of Estates) Order.

The Accounts and Pay Section underwent the natural contraction as personnel were transferred overseas. Arrangements were made for it to be absorbed by the Office of the Norwegian Consul of Ontario.

## CHAPTER TEN

### Trust Funds

Accounts Section,  
Lt. F. Brancal  
Sgt. J. Epstein

The Trust Funds were considered to be equivalent of Non-Public Funds in the R.C.A.F. and were as follows:

#### Wings for Norway.

Upon the establishment of the Royal Norwegian Air Forces Training Centre in Canada, Wings for Norway Associations sprung up all over North and South America, wherever there was a handful of Scandinavians. The purpose of these Associations was to purchase training aircraft for the Royal Norwegian Air Forces. This was effected by these people donating a small percentage of their wages and salaries to the fund. The aircraft of course had to be purchased by the Norwegian Government under priority, but the funds which amounted to some \$120,000 were earmarked for rebate to the Government. The aircraft were named after the district or group subscribing for them. Many aircraft carry the symbol of Denmark, Mexico, Peru, Mexico El Gaucho, State of New York, etc., known as the Gift Squadron.

#### Spirit of Little Norway Fund

This fund was of a similar nature to the Wings for Norway Fund, with the exception that the funds credited, for the purchase of training aircraft, were all from regular monthly donations by the officers and men of the Royal Norwegian Air Forces in Canada. Altogether personnel donated \$45,000 to this fund, to purchase three "Spirit of Norway" planes.

#### Vesle Skaugum Fund

The fund for the Recreational Centre at Vesle Skaugum, 16 miles north of Huntsville, was created by a personal donation of \$15,000.00 U.S. or \$16,500.00 Canadian funds. Added to this were transfers from the Canteen Fund profits and No. 1 and 2 Gift Funds. Officers and N.C.O.'s using the facilities of the camp were asked to make one donation of \$10.00 to the fund.

#### School Fund

This was donated by Sonja Henie, noted Norwegian Skater, to provide an aircraft for schooling purposes. The fund amounted to \$6,200.00.

#### Gift Funds.

Gift Funds #1, 2 and 3, were all public donations sent in for various purposes. No. 1 Fund was donations which were given for unspecified purposes. No. 2 Fund was donations especially designated for the personal benefit and comforts of airmen. No. 3 Fund was donations which were given for the Air Officer Commanding to direct to the channel that he saw fit. From this fund some loans were made to airmen under extenuating circumstances. They have all been repaid.

#### Newspaper Fund

Prior to May, 1944 the camp newspaper "Lille Norge Avisen" was simply a house organ with no income. After that date however advertising

was invited and the costs of production were rebated to the R.N.A.F. from the income. The balance of this fund, just over \$8,000.00, represented the profit of the operation of the publication from May, 1944 to 1st May 1945. The balance of the fund will be used to build a memorial in Norway.

#### Canteen Funds

This represented the profits from the various Canteens which were operated at Lakeside Home, Little Norway, Toronto and then Muskoka. From this fund \$6,500.00 was transferred to the Vesle Skaugum Fund. The balance of the fund as of April, 1944, was frozen because it was felt that at that time those who subscribed to the greater portion of the fund had been posted to the United Kingdom. This fund was administered by the Men's Council, a body elected by the airmen, who made suggestions for the expenditures made from the fund and which were subject to the approval of the Air Officer Commanding.

#### F.T.L. Savings Bank

This was operated for the convenience of R.N.A.F. personnel. Amounts were deposited with the Accounting Department who issued a passbook and all the funds were in turn deposited together in one Bank Account. Withdrawals were made by requisitions for cheques from the Accounting Department.

Trust funds were administered by Committees comprised of the Air Officer Commanding, the Accountant Officer and one other Officer or airman according to the nature of the fund.

CHAPTER ELEVEN

Royal Norwegian Women's Auxiliary Air Force

File S-G-4.

On 26th May, 1943, a letter was written to the R.C.A.F. Liaison Officer with the Royal Norwegian Air Force, stating the intention of the R.N.A.F. Training Centre to establish a Women's Auxiliary Corps in connection with their activities in Canada. A similar organization had already been established in England and the organization here closely followed their regulations. Women, eligible for service in this Corps, were to be enlisted on a similar principle which governed male entries in the Royal Norwegian Air Force. The authority of the Canadian Government to organize the Auxiliary Force was issued in a letter dated 19th September, 1943 to the Norwegian Minister to Canada, from the Secretary of State for External Affairs.

The uniform worn by the members was a slight modification of that worn by the R.C.A.F. Women's Division.

The general method of enlistment was to employ applicants as civilians for a short time, which might be termed a probationary period, following which they were enlisted into the Force. The first class recruited reported on 29th September, 1943, when eleven airwomen were given a three weeks' course on drill, military regulations and procedure. This course of instruction took place at Little Norway, Muskoka. Altogether there were three courses held, but of necessity the numbers were very small. The group in England numbered approximately 50, while there were 27 actual enlistments in Canada.

Until October, 1944, the personnel of this Corps carried on at the work they had been doing as civilians. Following that time they were divided into trade groups and became eligible for trades and group pay, on successfully passing trade tests, similar to those laid down for male personnel. Trades in which the auxiliary served were Clerk General, Teletype Operators, Switchboard Operator, Waitress, Fabric Workers, Photography, Accountants and Equipment Assistant. Their rate of pay was in the same proportion to the male services, that existed in the Canadian Service. At no time did they live in quarters and consequently were paid a Subsistence Allowance.

Discipline was maintained through the sections in which they were employed. For the purposes of parades a roster of orderlies was maintained, which meant that every member of the Force was at some time placed in charge of the other girls.

A promotion scheme was established but there had been no higher rank than Corporal awarded at the time the training ceased in Canada.

Of the number enlisted, seven (7) were awarded the Athletic Badge and generally speaking the group were interested in outdoor sports.

Nineteen personnel have proceeded overseas and others are to follow. It is considered by the Royal Norwegian Air Force Headquarters that this group has played an excellent part in the training programme.

## CHAPTER TWELVE

### Medical Services

In July, 1940, following his escape and subsequent arrival in the United States, Professor L. Kreyberg, Professor of Pathology at Oslo University, and a Captain of the Medical Services during the war in Norway called a conference of all Norwegian Medical Doctors and students. It was held at the Consulate in New York and an appeal was made for enlistment in the Norwegian Medical Services.

As a result of this appeal Doctor T.H. Guthe, was commissioned and proceeded immediately to the School of Aviation Medicine of the R.C.A.F. Captain Kreyberg assumed the position in charge of all Norwegian Military Medical Services on this side of the Atlantic. Doctor S. Larsen, who crossed the Atlantic on board the s/s "Iris", was also commissioned and also entered on R.C.A.F. Course.

Seven medical students also came to Toronto and worked on a part time basis with the Air Forces. They also proceeded with their studies in the various year classes at the University of Toronto, in accordance with their standings at their former Colleges.

Upon the occupation of Lakeside Home on Toronto Island, a six bed ward was set up and minor medical treatments given. Arrangements were made for the treatment of more serious cases at the Department of Pensions and National Health Hospital at Christie Street, Toronto.

The aircrew category medical examination of recruits from the Iris and the Lyra were carried out at this time at No. 11 Recruiting Centre, R.C.A.F., Bay Street, Toronto by Norwegian Medical Officers.

Included in the buildings of Camp Little Norway which was formally opened on 10th November 1940 was a ten bed hospital with facilities for aircrew categorization. The original staff of this hospital, which was under the command of Lieutenant Guthe, was Lieutenants Larsen, Hanaas, Egede-Nissen, the seven medical students, one nurse, one assistant nurse and one orderly.

Medical documentation had started with the aircrew categorizations at No. 11 Recruiting Centre, but the full routine was not functioning until the opening of the Camp Hospital. At this time the Pressure Chamber tests were carried out at the Banting Institute. Dental treatment was given at the College of Dentistry, University of Toronto, until May, 1941.

With the opening of the Hospital, a duty medical officer with an ambulance was installed at the Island Airport to attend to any accidents which might occur there.

Only minor surgery was performed at the Camp Hospital. Serious accidents were treated at Christie Street Hospital. Inoculation Parades were inaugurated. These included the Schick Test, Tuberculin and Wasserman Tests, Blood Typing and Rate of Sedimentation, but did not include the Dick Test for Scarlet Fever.

In May, 1941, the Camp Hospital was enlarged to 18 beds. An X-ray room was also added, together with an electro cardiograph. Prior to this chest X-rays had been carried out at Christie Street Hospital. At this

time Lieutenant Guthe left the Air Forces to become associated with the Norwegian Public Health Services in Washington. He was succeeded by Captain Dick-Henriksen. One other doctor and two students left with No. 330 Squadron for Iceland and later one doctor and one student joined #331 Fighter Squadron and moved to the United Kingdom.

Lieutenant Sognaess, Dental Officer, arrived in May 1941 and organized the Dental Services of the Air Forces, including the examination of all recruits. He received the co-operation of the Canadian Dental Corps in this regard.

The usual medical routine inspections of barracks and control of diet, in collaboration with the Messing Officer, had already been established and the induction centre and convalescent home at Vesle Skaugum near Huntsville was also in use although no medical treatments were given there.

Hygiene lectures for recruits and trainees were included in the syllabus and films of an instructional nature on medical subjects were obtained from various sources for the enlightenment of all personnel. Ordinary medical supplies were obtained direct but those items under priority to the Armed Services were obtained through the R.C.A.F. Liaison Officer, from the Directorate of Medical Services.

Royal Norwegian Air Force aircrew students undergoing training at R.A.F. and R.C.A.F. units were accompanied by their Medical Documents and received attention at those units as required.

A number of tuberculosis cases were experienced. These were treated in Civil Sanatoriums, mainly at Gravenhurst. No special reason was established for the occurrence of this disease, other than that it was also of a high rate before the war in Norway.

In February 1943 Captain Dick-Henriksen was posted overseas to become Chief of Staff of Norwegian Military Medical Services. He was succeeded by Captain Wiesener. In April 1943 the Hospital Staff with the other personnel proceeded to the new Camp Little Norway, Muskoka near Gravenhurst. The new Hospital had twelve beds; otherwise it was similarly equipped to the Toronto Camp.

Arrangements for the treatment of emergency cases in Toronto was made successively with #6 I.T.S., #11 P.A.T.S., and #4 R.C., R.C.A.F., Toronto. A Medical Office and treatment room was opened by the R.N.A.F. at 90 Gould Street, Toronto. Pressure chamber and night vision tests were continued in Toronto by the R.C.A.F. Arrangements were made with Hospitals at Bracebridge and Orillia for treatment of serious accidents. The facilities of Christie Street Hospital, No. 1 Command Medical Board and the R.C.A.F. Convalescent Hospitals were also still available to the R.N.A.F.

During the course of their stay in Canada, Captain S. Dick-Henriksen, Lieutenants Larsen, Guthe, Saether, Finsen, Edege-Nissen and Venaas entered courses in the School of Aviation Medicine. The Directorate of Medical Services supplied the R.N.A.F. with their bulletins and every assistance to facilitate the efficiency of the R.N.A.F. Medical Services. R.N.A.F. Hospital Orderlies were trained and posted overseas for Service.

Captain Wiesener travelled extensively in Canada and the United States, making contacts and observations in all branches of medicine for the future use in Norway and also he obtained much literature for the same purpose.

He attended a Course in Aviation Medicine and several congresses on that subject in the United States. Several Officers were also included in the Human Factors in Flight Courses at the School of Aviation Medicine, Toronto.

With the cessation of flying training in Canada, the Medical Services were gradually transferred overseas, until the only medical unit was at 90 Gould Street, Toronto, with Lieutenant Lassen in charge, to look after the personnel of the rear party.

CHAPTER THIRTEEN

Messing and Rations

Report of Lieutenant  
Nyland,  
Messing Officer

In 1940 Lakeside Home on Toronto Island was the first Norwegian Camp to be established. At that time there were approximately one hundred personnel. There were two messes, one for the Officers and N.C.O.'s, and one for the men. These were staffed by a Messing Officer, Quartermaster (later Lieutenant) Nyland, two cooks, two waiters and two or three men who were assigned to kitchen duty on a daily basis. All food was bought from day to day as there was only sufficient refrigeration for the storage of milk. The kitchen was satisfactory with a good gas stove and baking ovens.

With the number of personnel increasing steadily, the pressure on the messes and the staff became very heavy but with the opening of Camp Little Norway conditions were greatly improved. In the new Camp there were three kitchens, one for each of the Officers', N.C.O.'s and Men's Messes, also a bakery equipped with an electric baking oven.

The kitchens were all very modern and equipped with electrical appliances such as dishwashers, potato peelers, mixers, refrigerators, automatic stokers, etc., together with store rooms for dry stores, which were purchased weekly. In order to bring down costs, it was obvious that food would have to be purchased in much larger quantities. To effect this, a reserve of rations was built up in cold storage at the Terminal Warehouse, which was situated about five minutes' distance by truck from the camp. Other stores such as fresh fish, meat, some vegetables, fruit and milk were ordered daily.

All rations were controlled and weighed in by the Messing Officer, who, with the chief and one other cook, also weighed out the rations for daily use. Meat was not weighed out as the cold meat left over was used the next day for luncheon. There was no scale of rations. Requisitions were made on a basis of catering for a certain number of meals.

In the spring of 1941 the Messing Officer had a staff of nine cooks, one baker, one butcher, four waiters and twelve orderlies, six of whom were civilians. There was also a Mess Sergeant to supervise serving, etc. in the Officers and N.C.O.'s Messes.

The operation of the messes and kitchens were now well organized. All bread, sausage and as much Norwegian food as possible was made in the camp. A smoking oven was also built, enabling the staff to smoke all of their bacon, weiners and salmon at a greatly reduced cost. Canadian and United States visitors very quickly became partial to Norwegian food, consequently the kitchen became famous. The Camps at Muskoka and Vesle Skaugum were supplied with these home prepared foods while the messing at those units was also under the control of Lieutenant Nyland.

In April, 1943, when the Camp was transferred to the new Little Norway at Muskoka, the kitchens there were centralized in the centre of the H type log building, which housed all of the Messes. This kitchen was fully equipped electrically, also the smoke oven was moved there from Toronto.

At that time a barracks was secured at 192 Bloor Street West,

Toronto, which was a large residence fully equipped to handle the requirements of personnel at the remaining Toronto Units.

In order to use the refuse from the kitchen at Little Norway, Muskoka, a few pigs were purchased. This developed into an inexpensive source of meat. Later as many as sixty pigs were kept at one time. Volunteer workers planted a vegetable garden and in the fall of the year a crop of 250 sacks of potatoes was harvested.

As the Camp contracted following the cessation of training, the personnel of the kitchen staff was reduced. In the busier days as many as 2600 meals per day had been served. Many Canadians will long remember the excellent cuisine of Camp Little Norway.

## CHAPTER FOURTEEN

### Service Police

Interview  
Lt. Kristiansen  
File G 3-4

Upon arrival in Toronto 1st September, 1940, it was necessary to maintain a guard on the S.S. "Iris". This was the embryo Service Police of the Royal Norwegian Air Forces. The Iris was the location of the original detention barracks. In the first place the guard was under the command of Sub-Lieutenant Hansen, who in turn was responsible to the Adjutant. At the Lakeside Home on Toronto Island a guard was established of four N.C.O.'s and four airmen working in shifts.

In October 1940, a police cruiser was acquired with radio receiving apparatus. This was used for emergency calls which were broadcast on the Toronto Police transmitter.

In January, 1941, Headquarters called for the submission of a plan for the organization of a regular Service Police section. Following consultation and conference with the R.C.A.F. and R.C.M.P., such a plan was formulated and submitted in accordance with the instructions received with the result that on the 1st February, 1941, the plan as set up was put into effect under the Command of Captain Roed.

In January, five picked men had been sent to No. 1 Manning Depot of the R.C.A.F. for a Course in Service Police work.

During the month of February, 28 men were carried in this section, 11 being on duty for a 24 hour tour. In March, this number was stepped up to 56 on the same shift basis with 9 men on duty at the Island Airport, 4 on the Iris, 11 at Little Norway in Toronto and 3 on city patrol. These airmen also carried out the duties of fire picket.

The detention barracks at Little Norway comprised six cells. The arrangement was that prisoners undergoing detention of less than 15 days, would be confined at Little Norway and over that period would be aboard the Iris. This procedure was carried out until the Iris left Toronto on 22nd August 1941.

The facilities of Military Detention Barracks were made available to all Foreign Forces in Foreign Forces Order, 1941, P.C. 2546 of April 15, 1941, which also covered the authority in regard to discipline of the personnel of such Forces while in Canada.

The Royal Norwegian Air Force held nine courses for training their Service Police and the first courses were of ten weeks' duration covering among the subjects:-

- Authority
- Military Law
- Use of Fire Arms
- Boxing
- Wrestling
- Judo
- Investigations
- Filing of Reports
- Traffic.

Also included were lectures by specialists from the Royal Canadian Mounted Police, Ontario Provincial Police, Toronto Civil and R.C.A.F. Service Police. Of the early courses 60 graduates were posted overseas for various duties, kindred to the training they had received.

Upon transfer of Little Norway from Toronto to Muskoka and Captain Roed's appointment as Camp Commandant of the unit, Lieutenant Rolf Kristiansen became Provost Marshal of the R.N.A.F. in Canada. The detention barracks were transferred to the new Camp. A patrol was inaugurated for Gravenhurst and Bracebridge. The patrol in Toronto was continued until March, 1945.

The power of arrest and authorities laid down for the Service Police of the R.N.A.F. were similar in most respects to those of the Royal Canadian Air Force. Since many of their regulations were patterned after those of the Canadian Force, the co-operation between the two Services in their operations was facilitated.

On the other hand, the type of punishment awarded for various misdemeanors and breaches of discipline varied considerably with the R.C.A.F. scale. As an example:- The Camp Commandant at Little Norway was empowered to award an officer or Senior N.C.O. under his command a maximum detention of 30 days or a fine of up to \$250.00. In the case of junior N.C.O.'s and airmen, 60 days' detention or a \$50.00 fine but not a combination of the two in either case. A choice of either a fine or detention could be offered by the Camp Commandant but not claimed by the prisoner. In the event of a choice, the ratio was usually one third of the dollar fine in days of detention, for example ten days' detention or a \$30.00 fine. Norwegian personnel attached as instructors, or on courses at R.C.A.F. and R.A.F. units, were under the regulations and discipline of the Commanding Officer of such units. In the cases of forfeitures of pay, such deductions were made by the Paymaster at R.N.A.F. Headquarters.

It was not necessary for the detention to be commenced immediately following the award, but it had to be completed within one year of the date of such award. This departure did not apply to sentences imposed by Court Martial. Courts Martial were convened upon the recommendation of the Provost Marshal and the approval of the Commanding Officer of the R.N.A.F. in Canada. They were composed as follows:-

For an Airman

- 2 Airmen of equal rank
- 1 Lieutenant
- 1 Captain
- 1 Major
- 1 Civilian appointed by the Government who must be a civil judge or magistrate of at least fifteen years experience.

For an Officer

- 2 Officers of equal rank
- 1 Officer - next higher rank
- 2 Next Senior Officers
- 1 Civilian as appointed for airmen except in the event of the accused being of Major or higher rank, when he must be a High Court Judge.

Crime in the Royal Norwegian Air Force has been almost entirely breaches of minor regulations and after the first year in Canada became almost negligible.

During the course of their stay, they were called upon to assist in the hunting down of escaped German Prisoners of War. In this connection they used aircraft and in the winter, their proficiency in skiing enabled them to cover vast areas in the Muskoka area efficiently.

Their organization also investigated potential recruits and guided their airmen in the matter of security, especially in connection with the mention of names and places, in correspondence.

On occasion they joined the Police of the Canadian Armed Services in co-operation with the activities of the Civil Authorities.

During 1945, in keeping with the transfer of other sections, their numbers were gradually depleted by movements to the United Kingdom and Norway.

## CHAPTER FIFTEEN

### Equipment

From Interviews with/ Prior to the war in Norway, complete technical equipment for three  
Capt. Clausen aerodromes had been ordered, together with aircraft and spare parts. This  
Qmstr. Floysvik equipment was all diverted to Toronto, where it was stored at the Terminal  
RCAF Records Warehouse, while the propellers, wings, ailerons, etc. were kept in the  
Files: C-6 building of the Don Rowing Club.

C-6-1

C-3

C-3-1

Three mobile aerodromes, modern, complete workshops were also obtained. These vehicles were capable of 50 M.P.H., and until the hangar was completed were most useful at the Island Airport.

As far as non-technical equipment was concerned the Air Forces were quite empty handed when they arrived in Canada. Their first consideration of course, was rations for personnel aboard the S.S. "Iris", Next was the equipping of "Lakeside Home", and the house on the property of the Toronto Flying Club.

One of the first deliveries of equipment to reach Toronto was a shipment of 1200 five hundred pound bombs. Since there had not been time to arrange storage for them, they had to remain on freight cars on a Toronto siding. This was most discomforting to the local authorities, and upon request the shipment went successively to Lindsay, Ontario and #16 "X" Depot at Debert, Nova Scotia. In May, 1941 they were shipped to Iceland for use by #330 Squadron R.N.N.A.F.

The first depot was 2900 square feet of rented space in the Terminal Warehouse, Toronto, with an officer in charge of each of the technical and non-technical sections.

Upon the establishment of Headquarters at 241 Church Street, Toronto purchasing was under Mr. Borresen, who was also in charge of the Accounting Office. Camp Little Norway was completed in November, 1940, and all non-technical stores were transferred there from Terminal Warehouse, which became an Incoming and Receiving Depot. Lieutenant Loberg was the first officer in charge of the new Depot, which was divided into two sections for the Army and Naval Air Forces.

The new camp which cost over \$365,000 was completely equipped by direct purchases of the Air Forces. This included the various messes, schools barracks, hospital, etc. On the 8th of February, 1941, the Navy took over the technical equipment. In March that year, the new Hangar was completed on the Island Airport and work proceeded on a workshop adjacent to it. On the 24th of April, there was another change of control when the Naval Squadron left for Iceland and the Army took over the technical stores. This coincided with the merging of the two branches of the Air Force into the R.N.A.F. Because of training and for economic reasons the issuance of Naval non-technical equipment did not immediately cease. The surplus was eventually forwarded to New York for use by the Norwegian Navy.

At this time there was an establishment of 21 personnel for all ranks at the Depot at Little Norway. A printing and photo department was established and also repair shops for shoes and clothing.

Scales of issue had been laid down and regulations instituted by Headquarters. Owing to the various changes brought about by the passing of

purchasing control and equipment from the Army Air Force to the Navy, and the subsequent merging of both Forces, it was decided to re-organize the entire branch. The control of Equipment, both technical and non-technical, which had been under the jurisdiction of the Camp Commandant were, in December 1941, brought under the direct control of Headquarters. All equipment received was designated from there. A perpetual stock record was set up and independent checks were held at irregular intervals. All unit commanders, who heretofore had made certain purchases direct, now requisitioned through the Equipment Depot, who in turn ordered through Headquarters. At the same time a new voucher system for the issuance of various equipment brought the procedure to a very efficient standard.

Certain equipment, such as medical supplies, under priority were ordered from the R.C.A.F. through the Liaison Officer. In the same manner publications, maps and equipment in use by the R.C.A.F. were obtained against repayment for the R.N.A.F.

In February, 1942, Sgt. Severud was commissioned and placed in charge of the Equipment Depot. The requirements of the newly established E.F.T.S. at Muskoka Airport were filled through an issuing Depot drawing from Toronto. Fenrik (2nd Lieutenant) Martin, was in charge of purchasing at Headquarters. The whole organization of Equipment, Purchasing and Shipping was placed under the direction of Captain Clausen. This basic organization was continued by the R.N.A.F. during their stay in Canada, with a normal change of staff brought about by postings and, in the expansion which followed, met all the requirements of the Service.

Upon the transfer of Camp Little Norway, Toronto to the Royal Canadian Air Force in April, 1943, and the subsequent removal of all training to the new Camp at Muskoka, it was necessary to provide a new depot in Toronto. A four storey building was obtained at 98-100 Lombard Street. All equipment both technical and non-technical were transferred with the exception of the larger items such as Wings and Engines. These were removed from the Don Rowing Club to the Terminal Warehouse.

This move did not change the basic organization, but merely centralized the equipment in a more spacious building, in which the various sections could be grouped in a more effective manner. The stores at the new Camp were much more active, and the transport of equipment between the two points was carried out by motor transport upon regular schedules and no further expansion was necessary.

It might be pointed out that with the merger of the Army and Naval Air Forces, the materials used for the new uniforms of all ranks were the same as in use in the Royal Canadian Air Force both for summer and winter issues, with a variation in rank badges.

The ultimate contraction of the Equipment Section and its disbandment took place in keeping with other sections. The first shipments were made to England and the later going direct to Norway. All non-technical equipment, with the exception of office and barrack furniture, was shipped by the 1st June 1945, when the premises at Lombard Street were vacated. The furnishings of Vesle Skaugum, near Huntsville, were sold intact with the property, and the intention was to do the same with the barrack and other equipment at Camp Little Norway. At the time of writing, this property had not been sold.

CHAPTER SIXTEEN

Motor Transport

RNAF Records  
Capt. Clausen  
M.T. Section

The first motor vehicle purchased by the Air Forces of Norway in Canada was a patrol car for emergency use, when the S.S. "Iris" was tied up in the Toronto Harbour. From that point on the Motor Transport Section of the Norwegian Air Forces was organized.

Until May, 1943, all maintenance work was done by civilian owned garages, the drivers washing their own cars.

The organization and regulations in regard to drivers, who were all male, and the use of transportation, was similar to that of the R.C.A.F. Drivers were originally trade tested by the Technical Officer and their trips checked against mileage and gasoline consumption. Accident reports were kept in each car and filed when necessary. In this respect the record was very low with only one vehicle - an Army Station Wagon - being listed as a total write off. Public Liability was carried on all vehicles.

In 1943 and 1944 the mileage for all vehicles averaged between 26,000 and 30,000 miles per month, with an average gasoline consumption of 10 miles per gallon. These vehicles of course, included the large trucks as well as the staff cars and station wagons.

With the expansion and increase of the number of camps, it became economical to establish a maintenance section. In May, 1943, when the activities of Camp Little Norway in Toronto were transferred to Muskoka, this was effected. The Section came under the Station Department Officer, a post similar to Senior Administration Officer in the R.C.A.F. A Flight Sergeant was in charge of the section with a staff of one (1) Corporal Mechanic Group 2, three (3) LAC Mechanics, Group 2, and also a civilian assistant. The section handled all repairs and overhauls of all vehicles, which were attached to the various Units as follows:

LITTLE NORWAY

Ambulances	1
Buses	2
Trucks	2
Army Trucks	6
Staff Cars	2
Armament Truck	1
Radio Truck	1
Gas Tenders	3
Medical Services	1
Tractors	1
Airoadrome Control	1
Motor cycle	1
Station Wagons	5
Jeeps	4
Jeep Trailers	1
One-ton Trailers	6

VESLE SKAUGUM

Ambulances	1
Army Trucks	2

Tractors	1
Station Wagons	1
Jeeps	1
Jeep Trailers	1

ISLAND AIRPORT

Trucks	1
Army Trucks	1
Station Wagons	1

DORVAL

Station Wagons	1
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HEADQUARTERS

Staff cars	2
Station wagons	2
Jeeps	1

These vehicles were all purchased for cash, with the following exceptions, which were obtained under Lend-Lease -- 7 Station wagons, 1 tractor, 6 jeeps, 9 Army trucks, 1 motor cycle, 6 one-tone trailers and 2 jeep trailers.

The traffic control was divided between Toronto, under the Officer Commanding, Equipment Depot, and Little Norway, under the Station Department Officer. Garage facilities housed 7 cars at the Equipment Depot and 14 cars at Muskoka. There were 12 drivers, 5 of whom were Corporals and 7 LAC's. This was a Group 3 Trade.

Regular duty runs were made Monday, Wednesday and Friday between Muskoka and Toronto, the driver bringing a loaded truck, leaving the camp at 0815 hours and upon arrival in Toronto, another truck was already loaded for him to take back, at 1715 hours the same day. The run took approximately three and a half hours each way. A morning and afternoon schedule was also maintained in Toronto for local deliveries.

In 1944 the maintenance section was placed under the control of the Technical Officer at Camp Little Norway and in 1945, the problem of shipping all of the rolling stock overseas commenced. By the first of June, two thirds of the vehicles had been shipped and arrangements made for the remainder. All staff cars were crated for shipment, but all other vehicles were shipped on wheels.

Aircraft

Records of  
Captain Clausen

The delivery of aircraft commenced almost immediately after the Norwegian Air Forces arrived in Canada. The first Fairchild PT19 was delivered to the Toronto Island Airport on the 23rd of August, 1940. The Naval Air Force was flying Fleets and Moths of the Toronto Flying Club, in elementary training at the Club's Flying Field. By the end of 1940, 12 Fairchild PT19's, 6 Curtis Hawks, 32 Douglas 8A5, 4 Stinson SR9C and 1 Waco had arrived. They had not all been assembled, however.

Four more Douglas and 30 Curtis Hawks were delivered by February, 1941. 6 Northrop Patrol Bombers had been shipped to Patricia Bay, B.C., for the advanced training of the Naval Air Force. Another Stinson was also added. These aircraft were all purchased on a cash basis.

While in British Columbia, two Northrops were written off due to crashes, the remaining four were returned to Toronto with the fully trained Naval Air Force Squadron, one more was written off following a crash in Toronto Bay when the aircraft came into collision with a ferry boat. The three other Northrops were eventually delivered to #330 Squadron in Iceland.

There were twenty-three Fairchild PT19's as at June, 1941, and at this time training arrangements were such that it was decided to dispose of some of the heavier aircraft. Consequently in August, 1941, 18 Douglas Bombers were sold, following negotiations with the United States and Canadian authorities, to the Peruvian Government. Five of these aircraft were written off due to crashes. The remaining thirteen were sold to the U.S. War Department in 1943.

Similarly, 18 Curtis Hawks were resold to the Curtis Wright Corporation in April, 1942, and twelve to the U.S. War Department in May, 1943. The other six were total write-offs.

With the concentration on elementary training, more Fairchilds were required, and in November 1941, 36 Aircraft had been delivered.

Against Lend-Lease, 50 Fairchild PT26 were obtained on the following dates, 5 in August 1942, 5 in October 1942, 20 in August and September 1943, and 20 in July 1944, making a total of 86 Fairchild Trainers for use by the R.N.A.F.

The Waco and Stinsons had been disposed of to a United States dealer, and the total aircraft in 1944 were the Fairchilds and two Interstate Cadets which were presented as gifts to the Royal Norwegian Air Force in April, 1943. One R.C.A.F. Harvard was loaned to the R.N.A.F. from September, 1943 to April 1944.

Altogether 11 Fairchilds were written off and the remaining 75 together with the Interstate Cadets Centre in England at Winkleigh, between January and April, 1945, and the balance direct to Norway between June 1st and July 15th.

CHAPTER EIGHTEEN

Maintenance of Aircraft

Interview  
Capt. A. McLeod

The organization of the Engineering Section was one of smooth operation. Because all aircraft was new, there were no difficulties during the period of building and the training of mechanics.

With the first aircraft arriving at Toronto Island Airport on the 23rd August, 1940, and a total of 52 by the end of the year, the crews were able to handle the necessary maintenance and inspections, working from the two mobile workshops or aerodromes, as they were called. When occasion arose, the use of the hangar already on the island, and used by the R.C.A.F., was available to the Norwegian Air Forces.

The organization of the section was maintenance crews under Engineering Officers responsible to the Chief Engineering Officer, who in turn came under the Chief Technical Officers of the Naval Air Force and the Army Air Force. With the merger of the two Forces, the control of course came under one Officer.

The Norwegians already had their own \$70,000 hangar under construction but this was not completed until March, 1941. Upon its completion a workshop was erected in an adjacent position.

Maintenance regulations of the R.C.A.F. were used as a guide in the drawing up of Norwegian orders. A close co-operation between the services of the two countries was maintained during the stay of the Norwegians in Canada.

Technical Orders, bulletins, publications, etc. were supplied by the R.C.A.F. and the Aeronautical Engineering Branch of that service was able to be of assistance, through the Commands and Test and Development Flight, in the matter of structural faults and cause of crashes.

The Norwegian Air Forces were fortunate in obtaining the services of expert technical officers, one of whom, Captain McLeod, had been technical adviser of the Chinese Air Force. While the Officers started from scratch, it was only a very short time until they were well staffed with personnel. Tools and spare parts had been ordered with the aircraft prior to the War in Norway.

Maintenance schedules were laid down on the basis of daily checks - 250 hour inspections - engine overhaul - aircraft overhauls, at intervals which were lengthened, according to development and study of performance, but always in keeping with information from the manufacturers and the schedules of the R.C.A.F. These overhauls on the Fairchild Trainers finally were made on a basis of 660 hours for engine, and 1200 to 1400 hours for aircraft. This worked out to one aircraft overhauled every three weeks and one engine every week, fifteen spare engines being available.

While complete records of flying hours for all aircraft are not available, definite figures are shown for the Fairchild Trainers during 1943 and 1944, when 13,445 hours and 15,708 respectively were recorded. The high total for any one month was in October 1944, when 2073 hours were flown at the R.N.A.F. E.F.T.S.

For the brief period that E.F.T.S. training was in progress at Emsdale in 1941, the 15 Fairchild Trainers were serviced from one of the Mobile workshops. Upon the leasing of Dominion Airport, Muskoka, construction was commenced on a new hangar along with the other camp buildings.

The hangar at the new Camp was fully equipped for maintenance, but the 250 hour inspections and all overhauls were still carried out at the Island Airport, with the maintenance sections of both stations under the control of the Chief Technical Officer who remained in Toronto.

Because of the newness of the aircraft, the heaviest work did not fall upon the section until 1943. In April of that year, all training was transferred to Muskoka, but major inspections and overhauls were still made in the Toronto Hangar. At that time there were approximately 100 personnel at the Island Airport and 80 at Muskoka.

In the winter months, the use of aluminum skis were found to be most satisfactory for the Fairchild Trainer. No difficulties were experienced in this regard, because the R.N.A.F. had the benefit of the experiments of the R.C.A.F. and consequently did not purchase skis, until they were satisfied with performance.

Perhaps the biggest job which confronted the Technical Section was the shipment of the Fairchild Trainers overseas. 26 were shipped to the United Kingdom by the first week in March, 1945, and 20 more by the end of April. On the 1st of June, 15 were shipped direct to Oslo, Norway, and the remaining 14 by the 15th of July.

The aircraft were all flown to the Island Airport and completely overhauled prior to being crated for shipment.

Armament

RNAF Stock Records/  
Captain Clausen/much of the equipment being distributed to the other Services. The armament demands of the R.N.A.F. were not particularly heavy,

Twelve hundred 500 lb. bombs were delivered and eventually transferred to Iceland. The only other aerial bombs were two thousand 25 lb. demolition bombs and one thousand 25 lb. incendiaries. One hundred of the latter were sold to the R.C.A.F. and the remainder were stored and eventually demolished at No. 13 "X" Depot, R.C.A.F.

Of 288 Colt Aircraft Machine Guns, Calibre 50, 90 were transferred to No. 330 Squadron in Iceland, 130 to Nortraship, 4 were lost with aircraft and 4 remained on hand. 280 Colt Fixed Light Aircraft Machine Guns of .30 Calibre were purchased, with 30 being shipped to Iceland, 6 to England, 8 were lost in crashed aircraft, 22 were on hand while 214 were stored at Nos. 1 and 5 Equipment Depots, R.C.A.F., prior to shipment to Norway. 100 Colt Flexible Light Aircraft .30 Calibre Machine Guns were delivered with 65 being shipped to Iceland, 12 in stock and 33 stored at No. 1 Equipment Depot, R.C.A.F., prior to shipment overseas.

Of the lighter weapons, 2600 Springfield 30.06 and bayonets were purchased for cash, 2053 of these were distributed to the other Norwegian Services and 547 held in stock and used for guard and training purposes. There were also a few shot and skeet guns for training purposes. Of 625 Smith and Wessen .38 Revolvers, 482 were distributed and 143 held in stock.

Ammunition for this armament was purchased and brought into Canada under permits secured by the R.C.A.F. At the time of writing the stocks on hand were still held in Norwegian and R.C.A.F. storage, but it was anticipated that they would be removed to Norway in the near future.

R.N.A.F. personnel visited R.C.A.F. Station, Mountain View, for courses of instruction or observational training in Armament. On one occasion, 23 R.N.A.F. personnel went to that Unit to receive practical instruction in the operation and maintenance of gun turrets. This phase of training was not covered in the R.N.A.F. syllabus.

Instruction in Armament was carried out in Recruit School, I.T.S. and E.F.T.S. on a similar basis to R.C.A.F. syllabi. A short range was available at Little Norway, Muskoka for machine guns and small arms. A longer range was constructed at Vesle Skaugum for use of the Recruit School, where personnel used Springfields and Bren Guns.

CHAPTER TWENTY

Overseas Movements

Files:  
1  
1-1  
1-2

Applications for personnel to proceed overseas were made to the R.C.A.F. Liaison Officer by the Chief of Staff, R.N.A.F. The request was forwarded to the Directorate of Personnel Movements at Air Force Headquarters who included the number in the R.C.A.F. allotment. Advice was then passed through Secret Correspondence of D. of P.M. to the Liaison Officer, who acquainted the Transportation Officer of the R.N.A.F. with the departure time from Toronto.

Nominal Rolls were prepared, twenty copies being forwarded to D. of P.M., a copy to the R.T.O. in Montreal and the Officer Commanding the Port Transit Unit. Prior to the movement the Officer in Charge of the party was instructed by the Liaison Officer as to procedure and given letters of introduction, strength returns and nominal rolls. One of each for the R.T.O., Montreal and 23 of each for the P.T.U. He was also supplied with Embarkation Cards for each of the personnel in the party.

The party was met by the R.T.O. in Montreal and by the P.T.U. and a representative of the British Security Co-ordination at the port of exit. Upon arrival of the party in the United Kingdom, D. of P.M. advised the Liaison Officer to that effect.

Sixty-six outward movements by transport were arranged up to 31st July, 1945 carrying 209 Officers, 663 Senior N.C.O.'s, 928 Airmen and 15 Airwomen. This did not include movements overseas by ships of the Norwegian Shipping and Trade Mission. This type of transportation was used more frequently after the cessation of hostilities in Europe. The first ship sailing direct to Norway on 26th May carried six R.N.A.F. personnel and the bulk of the non-technical equipment from the Toronto Depot.

Movements inward were advised as being in transit by D. of P.M. The R.T.O. advised by telephone when the party had entrained from Montreal for Toronto. There were 102 inward movements bringing 921 personnel.

Movements by air were arranged by the Liaison Officer, through the United Kingdom Air Liaison Officer, through the United Kingdom Air Liaison Mission, with the office of the High Commissioner for the United Kingdom, who forwarded Flight Orders, for the personnel concerned, direct to the Liaison Officer. Flights overseas were arranged for 28 officers.

CHAPTER TWENTY-ONE

R.N.A.F. / 45 Group

Letter dated 3 July  
1945 on file of  
RCAF Liaison  
Officer with  
RCAF  
File: C-2-11 V-3

On 17th December, 1940, Nils Steen, a Lieutenant on leave of absence from the Norwegian Naval Air Force, flew as co-pilot on the 16th aircraft - a Hudson Bomber - to be delivered for the R.A.F. across the Atlantic. Other civilian fliers were also operating with Atfero (Atlantic Ferry Organization) before the establishment of the R.A.F. Transport Command, on the 20th July, 1941. The Royal Norwegian Air Force personnel began to operate as a unit at Montreal Airport, Dorval in December, 1941, with Captain O.B. Engvik as Commanding Officer. The first trans-oceanic delivery captained by an R.N.A.F. pilot was made by Lieutenant D. Krohn, who delivered a Hudson III to Prestwick, Scotland on the 2nd April, 1942.

Captain Engvik was promoted to Major, and from 12th July, 1943 was Chief-in-Command of all Norwegians in Transport Command, with offices at Kingston House, London, under R.N.A.F. Headquarters. Personnel and internal organization of R.N.A.F./45 Group were under his direction. He was succeeded at Dorval by Captain H.G. Lund on 12th July, 1943, until 1st February, 1944, when Captain D. Krohn became Commanding Officer.

Salaries and expenses of the R.N.A.F./45 Group were covered entirely by the Norwegian Government. The training of R.N.A.F. Personnel for the delivery of aircraft, and the delivery itself, were directed by R.A.F. Transport Command, 45 Group.

The primary function of the R.N.A.F./45 Group was providing aircrew for the delivery of combat aircraft to the United Kingdom, the Middle East, India and other theatres of war, including all the routes flown by R.A.F. Transport Command. The usual method of distribution of personnel was to include two or three Norwegian aircrew, in the five man crew of a delivery aircraft. This measure promoted understanding and friendship between the airmen of various Allied Forces.

A secondary function of R.N.A.F./45 Group was the operation of communications aircraft, owned both by the Norwegian Government and the R.A.F. Transport Command (231 Squadron).

Aircrew were posted to R.N.A.F./45 Group from combat stations for respite from operational duties, others were posted from the Canadian Training Units. The usual tour of duty was at least six months, or the time required for a minimum of six deliveries. Other aircrew personnel were referred to as one trippers. These were posted to the Group for the purpose of working their way across the Atlantic by air. Altogether 122 R.N.A.F. personnel were posted to the Group, including Pilots, Navigators, Wireless Operators, Flight Engineers, Mechanics, Link Instructors, Control Officers and Meteorologists. The usual strength being about 40 personnel, half of whom would be absent on deliveries at all times.

R.N.A.F. aircrew posted to the Group underwent specialist training in their individual trades and were not trained as crews. Before their first delivery, Captains and co-pilots completed a conversion course at North Bay. This was a later development started in 1944. Upon return to Montreal, they flew 10 hours on current delivery types, including instrument flying. They also passed out of a regular Link Course assisted by R.N.A.F.

instructors posted to Dorval for that purpose. Captains and co-pilots were checked out on unfamiliar makes of aircraft by R.A.F. Transport Command Instructors.

Navigators were chiefly concerned with Astro Navigation. A course featuring this subject was given at Dorval, followed by a check out on a night flight, to some distant point such as Bermuda. Special training was also given on secret navigation equipment and devices. Wireless Operators received orientation over transport routes, before proceeding on delivery. A three months' course as Wireless Navigators was also given to some Wireless Operators.

Many aircraft mechanics were trained as full fledged Flight Engineers by special courses of contact training by the R.C.A.F. at Dorval. Link Instructors were given courses in range flying and commercial link. Several officers received practical experience which fully qualified them as Control Officers at Dorval, Gander, Bermuda, Greenland, Prestwick and other bases along the transport routes.

Among the types of aircraft ferried by R.N.A.F./45 Group were Lancasters, Liberators, Catalinas, Coronados, Fortresses, Mitchells, Venturas, Marauders, Baltimores, Mosquitos, Dakotas, Bostons, Skymasters and others, over various routes, as far North as Reykjavik, Iceland; as far East as Alahabad, India; and South and West to Sydney and Australia.

According to an official report of June, 1945, personnel of R.N.A.F./45 Group flew in the following numbers:

	<u>Number of Deliveries</u>
Captains	221
Co-pilots	58
Navigators	201
Wireless Operators	92
Flight Engineers	<u>46</u>
	612

This figure does not include the many hours flown as crew of the aircraft at the R.A.F. Transport Command Communications Squadrons.

The contribution made by R.N.A.F./45 Group will obviously be of vital importance as a training medium for the development of Murray's post-war airways.

NOTE: A complete history is being prepared on the operation of this Unit. A copy will be forwarded to the Historian, AFHQ, Ottawa. (31 July/45).

## CHAPTER TWENTY-TWO

### Mechanical School

RCAF Records  
Captain McLeod

The problem of training mechanics for the Air Forces of Norway was not a simple one. True, there were some experienced and partially trained men, but these were not familiar with the type of aircraft being delivered to the Island Airport.

The initial Mechanical School was set up in October, 1940. The building at Camp Little Norway had been one of the first completed, and while the camp was not officially opened until November, the school was functioning well before that date.

The School was divided into two courses of instruction, one for mechanical trades, the other as a part of the ground school syllabus for aircrew students.

Originally a student mechanic's course included both aero-engine and air-frames. The course extended over a 26 week period. At this time the greatest problem was that presented by the language difficulty, which was twofold, in that there were no Norwegian words which corresponded to the technical equipment or parts of the aircraft, and also at that time the Norwegian personnel did not understand English.

Captain McLeod, an American, and formerly advisor to the Chinese Airforce, was in charge of the School and while he did not speak Norwegian, his experience was such, that the situation could be, and was, solved by him.

The first thing done was the origination of a technical vocabulary, whereby Norwegian words were agreed upon and coined, so that there was an appropriate name for each piece of equipment and component part.

The next step was to obtain charts, blue prints, cross sections to illustrate various engine parts, etc. It might be pointed out that Captain McLeod was not at much of a disadvantage in this connection, for the technical words were no newer to him in Norwegian than they were to his students. A little later on, projection slides and sound moving pictures were used quite extensively in the matter of instruction. The Norwegians were most anxious to learn English and all publications and precis were published in both languages.

In the meantime some Technical Officers and N.C.O.'s had visited the manufacturers' factories in the United States for periods of various durations, in order to become thoroughly accustomed to the aircraft they would be working on, as technicians and instructors.

The first two courses were designated numerically and the following courses alphabetically. Groups 1 and 2 and A to D were all of twenty (20) weeks duration and included instruction on both engines and airframes. The personnel of Courses 1 and 2 were mostly mechanics with various degrees of training completed in Norway and each course was composed of eight (8) airmen. The main effort was to instruct them in the American

system of carburetion and ignition.

The ensuing courses E to M were divided into separate Courses of Engines and Airframes, with a course in each subject in progress at the same time. For instance "E" was an Engine Course, and "F" was Airframe. These courses were comprised of from fourteen (14) to thirty (30) personnel and of 16 to 18 weeks' duration. The last few weeks of the earlier courses were given to class room work for one half the day, with the other half day being spent in the field, in order to give the trainees practical experience, at the same time assisting in servicing the aircraft, as then there were few mechanics.

Captain McLeod's staff consisted of seven instructors, whom he had trained. He gave great praise, something he does not give unless it is warranted - to the sincerity and determination of the Norwegian students. In the early stages all students no matter which course they were on, received \$12.50 per month extra pay. On passing the middle of their course, when it was apparent that they would not cease training, they were paid a clothing allowance of \$150.00 with which to purchase their walking out uniforms. This practice however was eliminated in 1941.

The use of mechanical aptitude tests was found to be most efficient in the elimination of course failures. Trade tests were conducted by the Norwegian Air Forces. Since many were to be used in the Norwegian Overseas Squadron, attached to the R.A.F., they were also trade tested independently by R.C.A.F. Boards, to make doubly sure of the required standards.

Trade groupings were established similar to the R.C.A.F. except that numbers were used rather than letters with Group 3 being allotted on graduation and Group 1 being the highest trade group.

The course for student pilots was similar to that of the R.C.A.F. and was a part of the ground school syllabus throughout the aircrew courses. Altogether the school graduated seventy-four (74) personnel qualified in both engines and airframes, eighty-three (83) Flight Mechanics, Engines, Eighty (80) Flight Mechanics, airframe, and seven (7) Naval Mechanics. A total of two hundred and forty-four (244).

CHAPTER TWENTY-THREE

Radio School.

R.N.A.F. Records

The Radio and Wireless School was organized under Lieutenant N. Romnes, for the training of all types of technical communication operators for all branches of the Norwegian Services.

At first courses were given in rented offices at the corner of Church and Carlton Streets, Toronto, but upon completion of Radio City at Camp Little Norway, all training was transferred there.

On the 11th December, 1940, 15 Air Force Personnel and 12 Merchant Marine personnel from Nortraship entered the first course which graduated eight months later.

Course 2 was comprised of 16 from Nortraship and 20 R.N.A.F., 12 of whom were W.O.A.G. and 8 telegraphists. The course extended from 13th October 1941, to the 15th June, 1942.

On the 1st September, 1941, Captain H. Nicolaysen succeeded Lieutenant Romnes in Command of the School.

Course 3, with 19 trainees of the R.N.A.F. commenced 17th February 1942 and completed the course on 5th September 1942.

Course 4 was divided into three groups. The first group of 23 from Nortraship commenced 6th August, 1942 and graduated 6th May, 1943. The second group of 9 members of the Norwegian Army, who started the course on 7th August 1942 and returned overseas 23rd August, 1943. The third group of 20 R.N.A.F. personnel commenced on 3rd August, 1942 and finished on the 27th March, 1943.

Upon the removal of Camp Little Norway from Toronto to Muskoka in April 1943, the Radio School was established at Vesle Skaugum.

Besides the regular Radio, Wireless, Telegraphy and Telephone course, the usual morse course, on lamp and busser, was given to all Aircrew Trainees as a part of their regular syllabus.

In the four courses described, 134 personnel completed training in the Radio and Wireless Field.

## CHAPTER TWENTY-FOUR

### Training.

File C-2  
S-C-7  
R.N.A.F. Records.

In the first Norwegian contingent to arrive in Canada were several fully or partly trained Pilots of both the Army and Naval Air Force. With this group as a nucleus, the main objective was to train sufficient Naval personnel to form a Reconnaissance Squadron to operate out of Iceland and enough Army personnel to send as many Fighter Squadrons to England as possible.

Every effort was expended in order to send the first Squadrons overseas as quickly as possible. To that end, three Naval Courses received their Elementary Training at the Toronto Flying Club and their Advanced Training at Patricia Bay and the Island Airport. Three Army Courses received both elementary and Advanced Training at the Island.

Upon the completion of training, these groups were organized into the required squadrons, No. 330 being the number allotted to the Naval Squadron, proceeding to Iceland in April 1941. Fighter Squadrons Nos. 331 and 332 went to the United Kingdom in June and November.

In April 1941 the two Forces merged and the training sequence included S.F.T.S. training. Recruit School consisted of 30 days' training in drill, physical training, the use of arms, military procedure and regulations. It was given first at Lakeside Home and later at Camp Vesle Skaugum. Courses took I.T.S. and E.F.T.S. at the same time, with ground subjects being covered at Camp Little Norway and flying being out of the Island Airport. Upon completion of these joint courses, trainees were sent to R.A.F. stations at No. 32 S.F.T.S., Moose Jaw or No. 34 S.F.T.S., Medicine Hat, according to the type of aircraft upon which they were to be trained. Upon receiving their Norwegian wings at S.F.T.S., the early courses returned to the Island Airport for Advanced Training on Curtis and Douglas Aircraft.

Arrangements for all flying training at R.A.F. and R.C.A.F. Stations were made through the R.C.A.F. Liaison Officer, by the United Kingdom Air Liaison Mission at Air Force Headquarters. The intake of R.N.A.F. personnel being included in the R.A.F. allotment. Training of Ground School personnel was arranged direct with the opposite Directorate of the R.C.A.F.

R.N.A.F. Advanced Training was discontinued with the inclusion of R.N.A.F. personnel in G.R.S. and O.T.U. Courses. In 1943, S.F.T.S. Intakes were directed to No. 16 S.F.T.S., Hagersville for twin-engine training, and No. 1 S.F.T.S., Camp Borden for single-engine pilots. Norwegian Instructors were attached to the various S.F.T.S.s in order to assist in the training of R.N.A.F. personnel included in the Courses. This plan functioned most successfully.

The costs for all training were borne by the Norwegian Government. A full description of these will be found in the Chapter entitled "Finance".

Such training as Mechanics School or Wireless Schools have been discussed in previous Chapters dealing with those subjects. In the succeeding Chapters full details of training will be found chronologically.

CHAPTER TWENTY-FIVE

Training

File C-2  
S-6-2  
Toronto Flying  
Club  
R.N.A.F. Records

August 1940.

With a temporary Headquarters established at the Royal York Hotel, and negotiations completed for the use of the Island Airport, the actual organization of training was started at the beginning of August 1940.

On the 6th of that month, Mr. C.E. French, President of the Toronto Flying Club, approached Lieutenant J.S. Hertsberg to enquire if the facilities of the Toronto Flying Club would be of any use to the Air Forces of Norway. Mr. French, a pilot in the first World War, commented on the military bearing and politeness of the officers who would bow stiffly from the waist. They had of course the background of the Military Academy and the regular Service.

On the following Sunday a group of Norwegian Officers visited the Toronto Flying Club Field and buildings. These officers included Major B. Øen and Lieutenants J.S. Hertsberg, O. Bull of the Army Air Force and Commander A. Hagtvedt. and Lieutenants H. Bugge and H. Jorgenson of the Naval Air Force. The next day, Monday, 11th August, 1940, arrangements were made for the experienced pilots, who had anywhere from 100 to 2500 flying hours, to fly aircraft at the Club in order to familiarize themselves with the local terrain.

Lieutenant Jon Tvedte was placed in charge of the army pilots and Lieutenant H. Offerdal was in charge of the Naval group at the Flying Club. The flying by Norwegians at the Club started on the 19th August, 1940, with 20 pilots participating.

Mr. French also arranged for a group of 15 to 20 officers to be extended the facilities of the Granite Club in Toronto.

In the meantime the SS Lyra had docked in Montreal and the Eric in Toronto, bringing personnel from the United Kingdom for training in Canada. Arrangements were then opened for the Elementary Flying Training of Naval Courses.

On the 23rd of August the first Fairchild PT19 was delivered to the Island Airport.

September 1940

On the 1st of September, the Headquarters of the R.N.A.F. and R.N.N.A.F. were established at 3/1 Church Street, Toronto.

A second group of ten experienced pilots commenced refresher flying at the Toronto Flying Club, making a total of thirty, from both Air Forces, to carry on this type of flying. Both groups together completed 187 hours on the light aircraft owned by the club.

The First Naval Elementary Flying Training Course entered the Toronto Flying Club on 9th of September 1940. Twenty students were enrolled but from this number it was necessary to select some Navigators at the

conclusion of the course. The trainees were quartered and rationed at the Club House. Norwegian Officers were alone responsible for all discipline. The routine was set up as follows:

0620 Reveille  
 0630 P.T.  
 0730 Breakfast  
 0815 Drill  
 0900 Ground School and Flying  
 1230 Lunch  
 1330 Ground School and Flying  
 1800 Dinner  
 2230 Lights Out

Three civilian instructors were provided by the Club. The course was divided into two groups A and B with one group attending ground school in the morning and flying in the afternoon. The second group alternating with the first.

The first syllabus was set up as follows:

Ground School.

12 Hours -- Airmanship (given to those of the Flying group not in the air)  
 15 Hours -- Aero-engine (given to those of the flying group not in the air)  
 10 Hours -- Air Frames - given to those of the flying group not in the air)  
 11 Hours -- Theory of Flight  
 20 Hours -- Navigation  
60 Hours -- Signals  
 128 Hours -- Total

Flying Time.

15 Hours -- Ordinary dual  
 5 Hours -- Instrument Dual  
 5 Hours -- Aerobatics Dual  
25 Hours -- Solo  
 50 Hours.

Courses were based on 10 weeks' duration, with an extension allowance according to the flying hours completed. For this first Course 3 Gypsy Moths, 2 Tiger Moths and 2 Fleets were available.

The costs of the course were set up on the basis of ten weeks' as follows:

Ground School -- \$25.00 per pupil (Minimum \$500.00)	25.00
Dual Flying Instruction - \$12.00 per hour per pupil	300.00
Solo Flying Instruction - \$10.00 per hour per pupil	250.00
Room and Meals, 10 weeks at \$10.00 per week	<u>100.00</u>
Total cost per pupil	\$675.00

The costs would vary in the event of the course being extended.

On the 21st of September, the First Course of the Army Air

Force commenced at the Island Airport with 19 students. In these early courses, I.T.S. and E.F.T.S. training were given simultaneously. The courses being divided into groups which alternated between flying training and ground school.

Thus the flying training of the Air Forces of Norway began in Canada.

#### October 1940.

Work was proceeding on the new camp on the North side of the Western Channel across from the Island Airport. The Army and Naval original courses were also well under way. At this time Lieutenant H. Jorgensen was in charge of Naval Training and Lieutenant O. Bull in charge of Army Air Force Training.

#### November 1940.

On the 10th of November, Camp Little Norway was officially opened by General W. Steffens. Many dignitaries were present, including the then Chief of the Air Staff, Air Marshal L.S. Breadner, who flew from Ottawa. The physical aspects of the Camp are explained in detail in the Chapter on Properties. Captain O. Bull was the first Camp Commandant.

On the 24th of November, the First Naval Course moved from Toronto Flying Club to the Island Airport with 9 of the graduates entering the First Naval Navigators course at Little Norway, the remainder continuing with Advanced Flying.

The next day the Second Naval E.F.T.S. Course commenced at Toronto Flying Club, with 19 pupils.

#### December 1940.

The Mechanics School and Radio School, which are discussed in detail in other Chapters were both functioning with one course in Radio and Wireless, and three in Mechanics under way. On the 2nd of December, Captain O.B. Engvik succeeded Captain O. Bull as Camp Commandant of Little Norway.

By the end of 1940, 12 Fairchild PT 19's, 6 Curtis Hawks, 32 Douglas 8A5, 4 Stinson SR9C and 1 Waco had been delivered, but they were not all serviceable and tested at that time.

As with the development of any new organization, many things were tried. Some were retained, some discarded and the basis of the Norwegian Air Forces was by no means a complete foundation at the end of December.

CHAPTER TWENTY-SIX

Files C-2

S-6-2

Toronto Flying Club  
R.N.A.F. Records

January 1941.

With Camp Little Norway now functioning smoothly as a Unit, the Air Forces of Norway were honoured by a visit of Their Royal Highnesses, Crown Prince Olav and Crown Princess Martha, on the 13th and 14th of January

They were attended by General W. Steffens and Lieutenant Colonel and Mrs. C. Østgaard, and received by Captains H. Riiser-Larsen, O. Reistad and O.B. Engvik.

On the 13th of January, Their Royal Highnesses inspected the buildings at Camp Little Norway and the Island Airport, they also attended a Service at St. John's Garrison Church, conducted by the Norwegian Pastor Øverland. The following day, they inspected the Toronto Flying Club and the Second Naval Course, who put on an exhibition of flying. Following this they visited Headquarters at 341 Church Street. Later they were the guests of Lieutenant Governor and Mrs. Matthews at dinner.

The Royal Couple, who have three children, were very popular. Being young, they made many friends and mixed with their subjects and guests in a most charming manner.

February 1941.

Owing to winter conditions in Ontario, the First Naval Course was transferred to Patricia Bay, B.C. for training on Northrops on the 1st February. Later in the month, the R.N.A.F. experienced their first fatal accident when, on the 21st February, Lieutenant H. Kruse and LAC Jorgensen were killed in a flying accident at that Unit. The Second Army Air Force Course commenced training at the Island Airport on the 1st of February. The syllabus was similar to that of Course 1.

On the 17th of February, the first Norwegians were attached to R.C.A.F. Units for training, when two officers and four other ranks of the first Naval Navigators course were equally divided into Course 12 at No. 2 Bombing and Gunnery School, Mossbank, Saskatchewan, and Course 12 at No. 4 Bombing and Gunnery School, Fingal, Ontario. On the same day 8 other ranks, prospective Air Gunners, entered Course No. 6 at No. 1 Bombing and Gunnery School, Jarvis, Ontario.

Flying Officer S.G.K. MacDonald was appointed R.C.A.F. Liaison Officer with the Norwegian Air Forces on the 13th February. Attached to No. 1 Training Command, he was on the strength of Special Duties List at A.F.H.Q.

All aircrew training for the Norwegian Air Forces at R.C.A.F. and R.A.F. Units was arranged through the United Kingdom Air Liaison Mission, which was under the direction of Air Vice Marshal L.D. McKean CB OBE with Squadron Leader R.A. Kendrick as the Liaison Officer for Allied Nations. All Norwegian trainees were included in the R.A.F. allotment of intake.

CHAPTER TWENTY-SEVEN

File C-2  
S-C-2  
S-1  
Toronto Flying Club  
R.C.A.F. Records

March 1941

On the 3rd of March two officers and four other ranks of the First Naval Navigation Course were divided between Course 13 at No. 1 Bombing and Gunnery School, Jarvis and Course 13 at No. 2 B. & G. School, Mossbank.

The Second Naval Pilots Course moved to the Island Airport for Advanced Training, and Course 2 for Naval Navigator commenced at Little Norway on 8th March. Naval Course 3 began E.F.T.S. training at the Toronto Flying Club two days later. On the same day, Course 3 for Naval Navigators commenced at Camp Little Norway, with ten students.

The 14th of March saw eight Norwegian Air Gunners graduated from Course 6 at No. 1 Bombing and Gunnery School, Jarvis, and later in the month on the 29th, six Norwegian Air Observers graduated from Course 12 at Nos. 2 and 4 Bombing and Gunnery Schools with Lieutenant Steffen-Olsen topping the class of 35 students at Fingal.

Captain H.G. Lund visited the R.A.F. Service Schools at Medicine Hat and Moose Jaw on the 17th of March. On the following day, the second double fatality occurred at Patricia Bay, when Lieutenant K.S. Kjos and Sub Lieutenant J.E. Riser were killed and their aircraft became a total write-off. A further fatality occurred when Corporal Rasmussen was killed in a crash at Toronto on the 26th of the Month.

No. 2 Course for Link Trainer Instructors at No. 1 I.T.S., Toronto had two Norwegian personnel when it commenced on the 25th March. Prior to this time, the trainees at the Toronto Flying Club had use of a Link Trainer at the University of Toronto. These instructors were posted to I.T.S. in anticipation of the delivery of Link Trainers to Little Norway in April.

April 1941.

Commander F. Vogt entered Armament Officers Course 13 on the 1st of April, at the Air Armament School, Mountain View, while on the 3rd, seven Norwegian Pilots of Naval Course 1 graduated at Patricia Bay. Four others had been killed in crashes during the Course.

The Second visit of the Crown Prince and Princess took place from the 7th to the 11th of April. With General Steffens they inspected the Camp, the Island Airport, the Toronto Flying Club and the SS "Iris", which was still docked at Toronto. The Royal Party visited Niagara Falls on this occasion. They also entertained the Senior Naval Officer, the District Officer Commanding and the Air Officer Commanding, together with the Lieutenant Governor and Provincial and Municipal dignitaries.

On the 7th April the R.C.A.F. Liaison Detachment was established with offices in the Norwegian Headquarters at 341 Church Street, Toronto.

Nineteen graduates of the First Army Pilots Course entered Course 14 at No. 32 S.F.T.S., Moose Jaw, on 10th April. They were accompanied by three Norwegian Instructors to assist in the training. It was a single-engine course. On the 12th, six Air Observers graduated

from Course 13 at Nos. 1 and 2 Bombing and Gunnery Schools. Nine Norwegians from the Second Naval Navigators Course entered Bombing and Gunnery Schools in April. Three joined Course 16 at Fingal on the 14th, and three entering each Course 17 at Nos. 1 and 4 Bombing and Gunnery Schools on the 28th. The two Link Instructors successfully completed Course 2 at No. 1 I.T.S. on the 19th of April.

Further flying casualties were announced when 2nd Lieutenant K. Christensen failed to return from a flight on the 18th April, while 2nd Lieutenant H.P. Schwenke and LAC B. Nilsen were killed in a crash near North Bay, on the 26th of the month.

Several movements overseas took place during April 1941, with four Officers and seventy-five other ranks leaving Little Norway on the 9th, two Officers and twenty-five other ranks on the 13th, two Officers and two other ranks on the 18th and nine Officers and twenty other ranks on the 25th, making a total of one hundred and forty, all ranks. The last group were original members of #330 Squadron and proceeded directly to Iceland.

Captain H. Riiser-Larsen was appointed Commander in Chief of the Royal Norwegian Air Forces on the 10th April, 1941, thereby merging the two Forces. This fact however was not publicly announced in Canada until May.

CHAPTER TWENTY-EIGHT

File C-2  
S-C-2  
S-1  
S-1-1

Toronto Flying Club  
R.N.A.F. Records

May 1941.

The Third and last Naval E.F.T.S. Course completed their training at the Toronto Flying Club and transferred to the Island Airport. This wound up Norwegian Flying at the Club. The cost of the three E.F.T.S. courses and the refresher flying amounted to \$52,000.00. Commander Hagtvedt expressed his appreciation of the co-operation of the Directors of the Club in an appropriate manner.

Fifteen Officers of the First Fighter Squadron (#331), proceeded overseas from Little Norway on the 7th of May, while on the 12th Major Reistad made the following announcement to the Press.

Verbatim

"Until now we have had two Air Forces, the Army and the Navy working under the Army and Navy Headquarters respectively. These Forces now have one Command which works with the Army and Navy which functions directly under the Department of Defence.

Captain H. Riiser-Larsen is in charge of this new Command, the Headquarters of which are situated in London, England, and works together with the Royal Air Force. Major O. Reistad is appointed Officer Commanding the R.N.A.F. Training Centre in Canada, where the Royal Norwegian Army Air Force and the Royal Norwegian Naval Air Force will combine into the Royal Norwegian Air Force."

On the same day R.N.A.F. Course 1 commenced I.T.S. and E.F.T.S. Training with thirty-four pupils at Little Norway and the Island Airport.

Norway's National Day is on the 17th May, and on that day the "Spirit of Little Norway" Fund was born, when personnel handed Major Reistad a list of names of all in the camp, pledging themselves to a certain amount of their salaries, each month, for as long as the war would last, to increase the fund to buy planes. (See Chapter "Trust Funds").

Corporal A. Nygaard was killed in a flying accident at Moose Jaw, on the 20th May. On the 24th May, three R.N.A.F. Observers graduated from No. 4 Bombing and Gunnery School at Fingal.

The Right Honourable Malcolm MacDonald, the British High Commissioner, visited and inspected Camp Little Norway on 21st May.

June 1941.

Air Marshall W.A. Bishop winged the graduates of Course 17 from Fingal at No. 1 Manning Depot on the 7th June. This Course included three R.N.A.F. Air Observers, three others also graduated from Course 17 at No. 1 Bombing and Gunnery School on the same day.

Twenty-two graduates of the Second Army Pilots Course were given drill at No. 1 Manning Depot, Toronto, from the 16th - 19th June, prior to entering Course 21 on Single-engines at No. 32 S.F.T.S., Moose Jaw, on the 21st of the month. The same day, seventeen Norwegian Pilots graduated from Course 14 at that Unit. One airman had been killed, another

ceased training from that Course because of injuries sustained in a flying accident. Another double fatality occurred on the 20th of the month, when a Northrop crashed into a Ferry Boat during a take-off. Lieutenant F.S. Kjos and LAC Harsvik were killed in this accident.

Lieutenant O. Schyberg was attached to the Air Armament School, Mountain View for two weeks commencing 20th June for training, while Lieutenant H. Nicolaysen and 2nd Lieutenant P. Jespersen were attached to No. 1 Wireless School, Guelph for observational training from the 23rd.

During the month of June, eighteen Officers and one hundred and six other ranks proceeded overseas in three movements, while inward movements brought one Officer and one hundred and seven other ranks to Camp Little Norway.

### July 1941

One Officer and four other ranks from the Third Naval Navigation Course entered Course 22 at No. 2 Bombing and Gunnery School, while three other ranks entered Course 22 at No. 4 Bombing and Gunnery School on the 7th July. One Officer and five other ranks, all Air Observers, entered Course 23 at No. 1 Bombing and Gunnery School on 21st July.

Commander F. Vogt attracted considerable attention when he passed first with an exceptional rating from Course 13 for Officers at the Air Armament School, on the 21st July. He was highly recommended for any Armament appointment.

Air Commodore G.E. Brookes, Air Officer Commanding of No. 1 Training Command visited and inspected Camp Little Norway on 15th July. Following his inspection, he addressed all personnel. This address was recorded by the Canadian Broadcasting Corporation. July was another dark month for casualties, with Sergeant H. Bjornstad and LAC J.A. Anderson killed in a crash at Port Credit on the 5th, and LAC K. Moe killed in an accident at Centre Island on the 27th.

During the month, two Officers and thirty-two other ranks proceeded overseas in two movements, while twenty other ranks arrived in Canada from the United Kingdom.

The graduates of Course 14 at No. 32 S.F.T.S., were given Advanced Training at the Island Airport from 1st to 21st July. This additional training was a part of the R.N.A.F. programme although it was soon obvious that E.F.T.S. and Advanced Training on the same Unit was not desirable.

CHAPTER TWENTY-NINE

File C-2  
S-C-2  
S-1  
S-1-1  
R.N.A.F. Records

August 1941.

On the 15th August, seven Naval Pilots graduated from Course No.2 at the Island Airport. On the Same day, thirty-three students entered Course 2 of the R.N.A.F. At this time I.T.S. and E.F.T.S. training were still combined. Five Air Observers graduated from Course 22 at No. 2 Bombing and Gunnery School and three from Course 22 at No. 4 Bombing and Gunnery School on the 16th. Six others graduated from Course 23 at No. 1 Bombing and Gunnery School on the 30th with an above average rating.

The Norwegian Ambassador to the United States, the Honourable Mr. Morgenstjerne, with Cabinet Ministers Hjelmtvedt and Nielsen visited Camp Little Norway on the 18th August. On the 20th His Royal Highness the Duke of Kent landed at the Island Airport. He was received by an R.N.A.F. Guard of Honour and inspected the Camp prior to proceeding on his official tour of the City of Toronto.

Sergeant E. Nupen entered the Senior N.C.O.'s Course 10 at the School of Administration, Trenton on the 25th August, while Sergeant E.R. Hoft entered Course 19 in Equipment Accounting at T.T.S., St. Thomas on the 30th.

During August, six Officers and thirty-six other ranks proceeded overseas while one officer and ten other ranks arrived from the United Kingdom.

September 1941.

Thirteen graduates of R.N.A.F. Course 1, and ten of the Naval Course 3 entered Course 27 on twin-engines at No. 34 S.F.T.S., Medicine Hat, on the 1st September. On the same day, one Officer and twenty-one other ranks of R.N.A.F. Course 1 entered Course 27 on single-engines at No. 32 S.F.T.S., while twenty-one Pilots graduates of Course 21, at that Unit, received their wings from Captain C.F. Jean-Hansen, Director of Air and Ground Training. At No. 31 A.N.S., Port Albert four Officers and ten other ranks entered a Special Navigation Course, commencing 22nd September.

Commander F. Vogt succeeded Captain Engvik as Camp Commandant on the 8th September. Captain Engvik left on an extended tour of R.A.F. and R.C.A.F. units on the 12th September, staying from 5 days to a month at the various Stations. Among the units visited were No. 5 S.F.T.S., Brantford, Air Armament School, Mountain View, No. 31 A.N.S., Port Albert, No. 34 S.F.T.S. Medicine Hat, No. 1 Wireless School, Montreal and Ferry Command at Montreal.

Sergeant E. Nupen graduated 19th out of 42, from Course 10 at the School of Administration, Trenton, on the 20th September.

During the month one Officer and nine other ranks proceeded overseas while nineteen other ranks arrived from the United Kingdom.

October 1941.

Lieutenant Urbye entered Course 22 in the School of Administration at Trenton on the 6th October. Sergeant Hoft graduated from Course 19 for Equipment Assistants at St. Thomas, on the 13th while Captain H. Nicolaysen visited No. 1 Wireless School and Air Force Headquarters, from the 18th to

the 20th, in order to discuss the problems of the R.N.A.F. Radio School. Course 1, Guns, at the Air Armament School, Mountain View commenced on the 14th October, with 3 R.N.A.F. trainees entered in the course.

General W. Steffens was a guest of No. 1 S.F.T.S. on the 7th, when he witnessed a Wings Parade, and Major O. Reistad visited Nos. 32 and 34 S.F.T.S.'s on the 13th. Visiting Camp Little Norway during October were Joe E. Brown, noted film actor on the 10th, and the Danish Minister to the United States, Henrik de Kaufmann, on the 16th.

During the month ten other ranks arrived in Canada from the United Kingdom.

#### November 1941.

Lieutenant Urbye graduated 5th out of a class of fifty-five, in Course 22 at the School of Administration, on the 1st November and visited No. 1 S.F.T.S., Camp Borden, for ten days to study R.C.A.F. procedure, prior to his departure to the United Kingdom.

On the 15th, R.N.A.F. Course No. 3 commenced their I.T.S. and E.F.T.S. training at the Island Airport. One trainee was ceased training from Course 27 on single-engines at No. 32 S.F.T.S., but the remaining twenty-one graduated on the 21st. Twenty-three twin engine Pilots graduated from Course 27 at No. 34 S.F.T.S. on the 28th.

Lieutenant Colonel B. Øen visited No. 31 G.R.S., Charlottetown, on 26th November, while the President of the Storting (Norwegian Parliament), Carl J. Hambro visited Camp Little Norway on the 28th.

During the month, six Officers and one hundred and nineteen other ranks proceeded overseas and thirty-five other ranks arrived in Canada from the United Kingdom.

#### December 1941.

Three Armourers (Guns) graduated first, third and fourth from a class of eighteen, in Course 1 at the Air Armament School on the 1st December. They were given a very high rating by their instructors. Arrangements were made for Lieutenant O. Schyberg to receive Observational Training at that School, for two weeks from the 1st, while on the 9th three trainees entered Armourer (Bombs) Course 4. Of the sixteen pupils in the Special Navigation Course at No. 31 A.N.S., twelve graduated on the 6th, three had ceased training and one other had been removed from the Course for special duty.

Entries for the month consisted of fifteen other ranks from R.N.A.F. Course 2, who entered single-engine Course 35 at No. 32 S.F.T.S. on the 22nd, while seventeen trainees entered Course 35 on twin-engines, at No. 34 S.F.T.S. on the same day. December also saw the first R.N.A.F. entry at No. 31 G.R.S., Charlottetown, when twelve pilots entered Course 25 there, on the 6th of the month.

During 1941, many R.N.A.F. personnel had entered R.C.A.F. and R.A.F. Schools. No. 330 Squadron had been established in Iceland and two complete Fighter Squadrons had proceeded to the United Kingdom. The organization had become settled in the job of turning out aircrew for Norway.

During the month three Officers and twelve other ranks proceeded overseas and three Officers and thirty-four other ranks arrived from the United Kingdom.

Cabinet Minister Hendahl was among the visitors to Little Norway in December.

le C-2  
S-C-2  
S-1  
S-1-1  
N.A.F. Records

January 1942.

Starting the New Year right, three Armourers (Bombs) graduated first, second and fourth in a class of thirty-six, from Course 4 at Mountain View, on the 12th of the month. The next day, two more trainees entered Course 6 (Bombs), at the same school.

There were several entrees in January. One Officer and one other rank entered Air Gunnery Course No. 24 at No. 4 B. & G. School, on the 5th. One Officer received Conversion Training from the 16th to the 26th at No. 34 S.F.T.S., while on the 19th, two trainees entered twin-engine course 47 at No. 34 S.F.T.S. Two Air Observers entered Course 35 at No. 6 Bombing and Gunnery School at Mountain View. Lieutenant K. L'Abée Lund was attached to R.C.A.F. Station Trenton for two weeks, from the 26th, in order to study Technical Administration.

On the 16th of January, Lieutenant Colonel O. Reistad visited Ottawa to confer on training costs, while on the 18th, Vesle Skaugum, the new camp near Huntsville, was officially opened by Crown Princess Martha. This recreational camp was owned by the men but the cost of operation was covered by the R.N.A.F. in exchange for the facilities for the thirty day training course for recruits. This recruit training was straight military instruction in drill, P.T. and instruction in the use of arms. Their Royal Highnesses Crown Prince Olav and Crown Princess Martha visited Little Norway on the 20th January to open the new building which housed the Wireless School. Because of its use it was popularly known as "Radio City".

Casualties again marred the training record, when Sergeant P.C. Ring was killed in a crash at Oakville on the 20th, and a peculiar occurrence followed four days later when 2nd Lieutenant Nalki took off with enough fuel for three and a half hours and was never seen again, neither was any part of his aircraft discovered.

One Officer, one Nurse and six other ranks moved overseas in January 1942 while one Officer and sixty-two other ranks arrived in Canada from the United Kingdom.

February 1942.

R.N.A.F. Course 4 was the first on a new basis of training, where I.T.S. and E.F.T.S were separate, and training was placed on a similar system to the R.C.A.F., whose syllabus from this point was followed very closely. Publications had been supplied by the R.C.A.F. Liaison Officer, who also arranged for all amendments to be forwarded. A contract with the Department of Transport had been signed, giving the R.N.A.F. the use of the Muskoka Airport near Gravenhurst, for training and cross country flights. The new Course started on the 14th February with 24 trainees. On the same day, Captain C.F. Jean-Hansen became Camp Commandant at Little Norway, combining that appointment with the Director of Flying and Ground Training.

Six Navigators entered Course 6A at 31 G.R.S. and 4 W.O.A.G. entered Course 6 at No. 31 O.T.U. on the 16th. On the same day six pilots entered Course 6 at No. 31 O.T.U., Debert, N.S. One Officer also entered Course 43 at No. 31 A.N.S. on the 22nd. Three Senior N.C.O.'s entered Course 15 at the School of Administration, Trenton, on the 2nd and were successful in graduating on the 28th.

Other graduations included two Air Gunners from Course 24 at No. 4 Bombing and Gunnery School on the 2nd. Twelve Pilots from Course 25 at No. 31 G.R.S., on the 7th, and two Air Observers, who finished second and third in a class of twenty-seven from Course 35, at No. 6 Bombing and Gunnery School on the 28th. This was the last Air Observers Course attended by the R.N.A.F. Altogether six Officers and thirty-one other ranks successfully completed these Courses. Two Armourers (Bombs) graduated from Course 6, at the Air Armament School on the 16th.

Social life in camp brightened perceptibly on the 26th, when Nancy Carroll, well known film actress, visited the personnel at Little Norway.

During the month one Officer and twenty-one other ranks proceeded overseas and eleven other ranks arrived at Little Norway from the United Kingdom.

#### March 1942.

Sub-Lieutenant Darre-Hansen was attached to No. 4 Wireless School, Guelph for two weeks instruction from the 1st March. There were many entries during the month. A trainee entered Course 26 at No. 4 Bombing and Gunnery School on 2nd and graduated as an Air Gunner on the 30th. Four N.C.O.'s took an Anti-gas Technique Course at Mountain View, from the 2nd to the 7th, and passed above average. One pilot entered Course 53 at C.F.S., Trenton on the 2nd, while three others entered Course 54 on the 30th.

On the 15th, Lieutenant O. Schyberg and twenty-three other personnel visited the Air Armament School for three days to receive practical instruction in the operation and maintenance of gun turrets. Lieutenant T. Mund-Henriksen entered an Instructors Course on Visual Link at No. 1 I.T.S., on the 19th, while two other ranks entered a similar Course at that Unit on the 24th.

R.N.A.F. Course 5 at Little Norway commenced I.T.S. on the 28th, and five other ranks entered Course 28 for Air Gunners at No. 4 Bombing and Gunnery School on the 30th. The only graduation during the month was when six Navigators passed out of Course 6A at No. 31 G.R.S. on the 14th.

The Air Officer Commanding of No. 1 Training Command visited Camp Little Norway on the 11th in order to witness the opening of the new gymnasium, which was christened "Haraldshallen", after Prince Harald, the young son of the Crown Prince and Princess.

During the month, one Officer and twenty-seven other ranks proceeded overseas, while one Officer and nine other ranks arrived in Canada from the United Kingdom.

CHAPTER THIRTY-ONE

File C-2  
S-C-2  
S-1  
S-1-1  
R.N.A.F. Records

April 1942.

Entries into R.C.A.F. and R.A.F. Schools in April 1942 started on the 13th, when sixteen trainees of R.N.A.F. Course 3 entered Course 53 on twin-engines at No. 34 S.F.T.S. On the same day, eighteen trainees from R.N.A.F. courses 3 and 4 entered Course 53 for single-engine Pilots, at No. 32 S.F.T.S. and four Navigators joined Course 8B at No. 31G.R.S.

Lieutenant Colonel O. Reistad had a busy day on the 10th April, when he pinned wings on fifteen Norwegian graduates of Course 35 at No. 32 S.F.T.S. and fifteen graduates of Course 35 at No. 34 S.F.T.S. There were several other graduations that month with Lieutenant Mund-Henriksen and two airmen successfully completing Link Instructors Courses at No. 1 I.T.S. One Navigator graduated from Course 43 at No. 31 A.N.S. on the 25th, while on the same day, one Pilot graduated from Instructors Course 53 at C.F.S. on the 27th, five Air Gunners graduated first, second, fourth, six and eighteenth from a class of thirty-one, in Course 28 at No. 4 B. & G. School, Fingal.

Four other ranks proceeded overseas during April and ten Officers and thirteen other ranks arrived from the United Kingdom.

May 1942.

On the 2nd of May, the R.N.A.F. was favoured with another visit of the Crown Prince and Princess. On the 4th of the month the Crown Prince officially opened the new Unit at Muskoka Airport. Captain H.G. Lund was in charge of the new Camp which functioned as the No. 2 E.F.T.S. for the R.N.A.F.

On the 2nd May, R.N.A.F. Course 4 moved from I.T.S. to E.F.T.S. Three Norwegian trainees of Course 53 at No. 32 S.F.T.S. were transferred to Course 55 on the 11th, and on the same day, eight prospective Air Gunners entered Course 31 at No. 4 B & G. School.

Two twin-engine Pilots graduated from Course 47 at No. 34 S.F.T.S. on the 8th of May. The next day four Navigators passed out of Course 8B at No. 31 G.R.S. and six Pilots, six Observers and four W.O.A.G.'s completed Course No. 6 at No. 31 O.T.U. Three Pilots graduated from Instructors Course 54 at C.F.S., Trenton on the 23rd, while on the 25th, R.N.A.F. Course 5 advanced from I.T.S. to E.F.T.S.

Two pleasant events took place in May. The first when Mary Pickford and Donald Crisp dropped in for a visit, and the second on the 17th, Norway's National Day, when Finn Gundersen, a Norwegian living in Mexico, gave \$10,000.00 for the purchase of a training plane for the R.N.A.F.

One Officer and forty-five other ranks moved overseas in May, while one Officer and five other ranks arrived in Canada from United Kingdom.

June 1942.

On the first of June, a R.N.A.F. Navigators Course commenced with six pupils. The course lasted three weeks and on the 22nd the trainees entered Course 53 at No. 6 A.O.S., at Prince Albert, Saskatchewan.

On the 16th, R.N.A.F. Course 1 for Armourers(Bombs) commenced at the Air Armament School, Mountain View, in conjunction with the R.C.A.F. Course 15. The Course was conducted by R.N.A.F. personnel under the supervision of the R.C.A.F. Course Instructor. On the 22nd, Course 6 commenced at the R.N.A.F. I.T.S. while on the same day, Lieutenant F. Loberg attended No. 1 Aircraft Recognition Course at No. 8 B. & G. School. The course lasted for four days and Lieutenant Loberg obtained 80 per cent in passing. Eight Air Gunners graduated from Course 31 at No. 4 B. & G. School on the 6th of June.

The Norwegian Prime Minister Johan Nygaardsvold together with Minister Neilsen visited all the R.N.A.F. Units, bringing a greeting from King Haakon and his Government.

During June, two Officers proceeded to the United Kingdom by air while five other ranks moved by transport. Five other ranks also arrived in Canada from the United Kingdom.

CHAPTER THIRTY-TWO

File C-2  
S-C-2  
S-1  
S-1-1  
R.N.A.F. Records

July 1942.

The Course for Armourers Bombs, which was held in conjunction with R.C.A.F. Course 15, was most successful. The two Norwegian Instructors had graduated from a previous course. With the exception of one man, the examinations were written in Norwegian. One man was withdrawn from the Course to be discharged to the U.S. Forces. The remainder graduated on the 18th July. Other graduations occurred on the 31st, at No. 32 S.F.T.S. when fifteen Pilots graduated from Course 53 and at No. 34 S.F.T.S., when Captain H.G. Lund pinned wings on sixteen R.N.A.F. Pilots in Course 53.

Ten trainees from R.N.A.F. Course 4 entered Course 59 on single-engines at No. 32 S.F.T.S. and fifteen entered twin-engine Course 59, at No. 34 S.F.T.S. on the 6th. On the 20th, six trainees entered Course 55 in Navigation at No. 6 A.O.S. For the last two weeks in July, four officers received conversion training on twin-engine aircraft at R.C.A.F. Station Rockcliffe. Lieutenant Darre Hansen visited No. 1 S.F.T.S. Camp Borden in order to study the Morse Instruction system used by the R.C.A.F. R.N.A.F. Course No. 7 commenced I.T.S. on the 27th with seventeen trainees.

Sergeant Omke was killed in a crash at Barker Field on the 22nd July.

Visitors to the camp in July included Dr. Conboy, Mayor of Toronto Air Marshal Sir Frederick Bowhill, Air Officer Commanding-in-Chief of Ferry Command, and Lady Bowhill also visited Little Norway on the 25th.

During July, two Officers and forty-two other ranks moved overseas and one Officer and fourteen other ranks arrived from the United Kingdom.

August 1942.

On the 3rd of August, ten trainees from R.N.A.F. Course 5 entered Course 61 for single-engine Pilots, at No. 32 S.F.T.S., while ten others entered the twin-engine Course at No. 34 S.F.T.S. Five more trainees of R.N.A.F. Course No. 5 also entered Course 63 at No. 34 S.F.T.S. on Harvards, on the 31st. Six Pilots entered Course 52 at No. 31 G.R.S. on the 10th, and a week later, eleven more Pilots entered Course 53 at that Unit. On the same day, six trainees from the R.N.A.F. Navigators Course 3 joined Course 57 at No. 6 A.O.S., Prince Albert. On the 31st, fourteen Pilots entered Course 55 at No. 31 G.R.S.

R.N.A.F. Course 6 moved from I.T.S. to E.F.T.S. on the 16th August and three Pilots of Course 55 won their wings at No. 32 S.F.T.S. During that month, Captain Lund paid a visit to No. 6 A.O.S., at Prince Albert.

Two movements carried thirty-seven other ranks overseas during August 1942.

September, 1942.

Major O. Bull returned as Camp Commandant at Little Norway, Toronto on the 3rd September, succeeding Captain Jean-Hansen. Course No. 8 got under way at I.T.S., Little Norway on the same day, with fifteen trainees. Course No. 63 at No. 6 B. & G. School, Mountain View, included six prospective Navigators from R.N.A.F. Course 4, when it commenced on 14th

September. On the same day, six trainees entered Course 40 for Air Gunners No. 1 B. & G. School, Jarvis.

On the 23rd September, R.N.A.F. Course 7 advanced from I.T.S. to E.F.T.S.

From the 20th to the 24th, Crown Princess Martha and her three children spent a holiday at Vesle Skaugum and also visited Little Norway.

During September, one Officer and thirty-eight other ranks proceeded overseas from Little Norway.

CHAPTER THIRTY-THREE

October 1942.

Fifteen trainees entered I.T.S. Course 9 at the R.N.A.F., on the first day of October. On the 5th, twenty-eight trainees completed Low Pressure Chamber and Night Vision Tests at No. 1 I.T.S., R.C.A.F. On the 12th, six Air Gunners graduated from Course 40, at No. 1 B. & G. School and twelve others entered Course 42 at that Unit. On the same day, six student Navigators started on Course 65, at No. 6 B. & G. School.

There were many graduations in October, starting with six Pilots passing out of Course 52 at No. 31 G.R.S. on the 10th, and ten more graduating from Course 53 a week later. Ten Pilots also graduated from Course 59 at No. 32 S.F.T.S. and fourteen from No. 34 S.F.T.S. on the 23rd. One trainee from the latter group was transferred to Course 61.

No. 32 S.F.T.S. and No. 34 S.F.T.S. changed their type of training on the 26th October and Course 62 on Twin-engines was transferred from No. 34 S.F.T.S., Medicine Hat, Alberta to No. 32 S.F.T.S., Moose Jaw, Saskatchewan. The single-engine course of the same number was transferred the other way.

Six Navigation students of Course 53 at No. 6 A.O.S. progressed to No. 7 B. & G. School at Paulson, Manitoba, while twelve Pilots passed and two failed, when Course 55 graduated at No. 31 G.R.S. on the 31st. From the 19th October to the 7th of November, two Officers received conversion training on Twin-engines at R.C.A.F. Station, Rockcliffe.

Four Officers and forty-six other ranks moved overseas, and seven Officers and thirty other ranks arrived from the United Kingdom during October.

November, 1942

Two Officers received Conversion Training on Twin-engine aircraft from 2nd November to 11th December, and one from the 9th November to 8th December at Rockcliffe.

On the 4th November, 1942, Wing Commander Scott Malden, DSO, DFC and Bar, who had been in command of the Wing which included #331 and #332 Fighter Squadrons of the R.N.A.F., visited Little Norway. He praised these Squadrons very highly for the operations job they were doing.

R.N.A.F. Course 8 graduated from I.T.S. to E.F.T.S. on the 6th. On the 9th, four Navigation students, Course 63, progressed from 6 Bombing and Gunnery School to No. 8 A.O.S. at Ancienne Lorette. The two remaining students were transferred to Course 65, while five Navigators proceeded from Course 55 at No. 1 C.N.S. Rivers. to No. 7 B. & G. School. One trainee transferred to Course 57.

Major O. Bull pinned the Wings on twelve Air Gunners graduating from Course 62 at No. 1 B. & G. School on the 8th. From the 16th to the 19th, Major Bull visited the stations at Medicine Hat, Moose Jaw and Rivers, while on the 20th, ten Pilots graduated from Course 61 at No. 32 S.F.T.S. and eight others graduated from No. 34 S.F.T.S., with two trainees being transferred to Course 63.

Six Pilots entered Course 65 at No. 31 G.R.S. and six Navigation students joined Course 67 at No. 6 B. & G. School on the 9th. Six more Pilots were in Course 66 which began at No. 31 G.R.S. on the 16th. The 10th I.T.S. Course at Little Norway got under way on the 12th, while R.N.A.F. Course 6 entered S.F.T.S.'s with three Officers and four other ranks on Course 69 for Twin-engine Pilots at Moose Jaw, and ten other ranks on Single-engines in Course 69 at Medicine Hat, commencing on the 23rd.

Thirty trainees completed the Low Pressure Chamber and Night Vision Tests at Toronto, between the 25th and 27th.

Lieutenant T. Bergen was killed in a crash at Toronto at the beginning of the month.

Twenty-one Norwegian Airmen moved overseas in November, and one Officer and four other ranks arrived from the United Kingdom.

#### December 1942

Many entries and graduations took place in the last month of 1942.

The entries included two prospective Air Gunners on Course 44 at No. 1 B. & G. School, six students from R.N.A.F. Navigator Course 7 in Course 69 at No. 6 B. & G. School, while a new Course 8 in Navigation opened at Little Norway. R.N.A.F. Course 9 moved from I.T.S. to E.F.T.S., while eight trainees of Course 65 progressed from No. 6 B. & G. School to No. 8 A.O.S. All of these movements took place on 7th December.

On the 29th, one Officer and two other ranks from R.N.A.F. Course 7 joined Course 71 on Twin-engines at No. 32 S.F.T.S. and ten other ranks commenced training on Single-engines in Course 71 at No. 34 S.F.T.S. At No. 31 G.R.S. one Officer and twelve other ranks entered Pilot Course No. 70 on the 14th, while one Officer and three other ranks joined Course No. 24 for Navigators on the 29th. At the same time, one Pilot and one W.O.A.G. entered Course 21 at No. 31 O.T.U. and the seven Navigators on Course 57 at No. 1 C.N.S., progressed to No. 7 B. & G. School.

Six R.N.A.F. Navigators graduated from Course 53 at No. 7 B. & G. School, Paulson, on the 4th, and another five from Course 55 on the 30th. Course No. 63 was not so good at No. 34 S.F.T.S., with only one Pilot graduating, the remaining four being transferred to Course 65.

Eight other ranks proceeded overseas by transport and two by air in December. Incoming movements brought twenty-six other ranks to Canada.

A breakdown of training by trades for 1942 will be found in the Chapters on Schedules.

CHAPTER THIRTY-FOUR

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S-1-2  
RCAF Records

January 1943.

Training at R.C.A.F. and R.A.F. Units was very heavy during 1943, with many entries and graduations.

At No. 31 G.R.S., six Pilots graduated from Course 65 on the 16th; and six more from Course 66 on the 23rd, while four Navigators passed out from Course 24 on the 22nd. The intake of Course 26 on the 25th included five R.N.A.F. Navigators.

At No. 31 O.T.U. one Pilot entered Course 21 on the 11th, and one Navigator entered the same Course on the 25th.

Two Officers and four other ranks, student Navigators, joined Course 71 at No. 6 B. & G. School on the 11th, while on the 21st an R.N.A.F. N.C.O. entered Course 20 for Armourers (Guns) at the Air Armament School.

In Western Canada, LAC N. Selmer, an R.N.A.F. student at No. 32 S.F.T.S. was killed in a flying accident on the 9th January. Four Pilots successfully completed Course 65 at No. 34 S.F.T.S. on the 22nd. They had been transferred from Course 63.

Other graduations were two Air Gunners from Course 44 at No. 1 B. & G. School on the 11th, while six Navigators progressed from Course 67 at No. 6 B. & G. School to Course 68 at No. 9 A.O.S., St. Johns, Quebec.

At Little Norway, Course 9, a Special Course for Navigators commenced on the 18th, while Course 11 started I.T.S. training on the 25th. During the month, thirty-one trainees completed Low Pressure Chamber and Night Vision Tests.

Another fatality occurred when Sergeant O. Backe was killed in a crash near Toronto.

Only one Officer and one other rank left Canada in January, while six other ranks arrived in Canada.

February, 1943.

Sergeant A.G. Heisholt visited No. 9 E.F.T.S., St. Catherines, to study their system of Navigation Instruction, from the 1st to the 8th February. One Single-engine Pilot entered a Conversion Course at Rockcliffe, on the same day.

At No. 31 O.T.U., Debart, one Pilot and one W.O.A.G. entered Course 24 on the 8th, while one Observer entered the Course on the 22nd. At Little Norway, Toronto, Courses No. 10 and 11 in Navigation commenced on the 15th and 22nd respectively. On the latter date I.T.S. Course 10 advanced to E.F.T.S. That day a flying accident occurred in which 2nd Lieutenant C. Mohr was killed.

There were several movements of Navigators, with seven graduating from Course 57 at No. 7 B. & G. School on the 5th, and six trainees entering Course

73 at Mountain View on the 8th, while six more moved with Course 69 from No. 6 B. & G. School. to No. 8 A.O.S. At No. 31 G.R.S., four Navigators graduated from Course 26 on the 19th, the other student being transferred to Course 27, while six more entered Course 28 on the 22nd. Thirteen Pilots also graduated from that Unit on the 20th February.

Crown Prince Olav and Crown Princess Martha again visited Headquarters at 341 Church Street, Vesle Skaugum and Little Norway. During the visit, the Crown Princess christened seven gift planes, four of which were from Swedish-Americans. The visit lasted from the 4th to the 8th of February. General Ljunberg, Military Attache at Ottawa, and Lieutenant Colonel Ebbesen of the Royal Norwegian Army also visited the Camp.

During February, 12 other ranks left and one Officer and two other ranks arrived in Canada.

### March 1943.

Lieutenant Commander R.J. Thommessen started on a tour of various Schools, taking instruction and also assisting Instructors. He also wrote all examinations in order to be fully conversant with the entire R.C.A.F. training syllabus. From the first of March to 10th April, he entered No. 6 I.T.S., accompanied by Lieutenant K. Osen.

At No. 31 O.T.U., one Pilot and one W.O.A.G. entered Course 26 on the 8th, and one Navigator joined the Course on the 22nd. One Pilot and one W.O.A.G. graduated from Course 21 on the 19th and one Pilot, Navigator and W.O.A.G. passed out of Course 22 on the 28th.

Six Pilots graduated from Course 69 at No. 32 S.F.T.S., and nine from Course 69 at No. 34 S.F.T.S. on the 19th. On the 22nd, four trainees entered Course 77 at No. 32 S.F.T.S. on Twin-engines, and twelve joined Course 77 for Single-engines at No. 34 S.F.T.S. These trainees were graduates of R.N.A.F. Course 8.

At Mountain View, Sergeant Lied, Armourer (Guns) passed first in a class of 69, from Course 20, and entered Course 17 for Gunnery Instructors, which commenced on the 15th. Six Navigation students from R.N.A.F. Course 10 entered Course 75 at No. 6 B. & G. School, while six others progressed with Course 71 to No. 8 A.O.S. on the 8th March. At No. 31 G.R.S. one Navigator was transferred from Course 26 to Course 27.

R.N.A.F. Course 12 commenced I.T.S. training on the 8th, while Navigation Course 12 started on the 22nd at Little Norway.

Three Officers and thirty other ranks proceeded overseas by transport and one Officer by air during the month. Five other ranks arrived from the United Kingdom.

CHAPTER THIRTY-FIVE

April 1943

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Sl-1  
NAF Records

On the 5th of April 1943, Camp Little Norway, Toronto, became Lakeside Camp, R.C.A.F., when Lieutenant Colonel O. Reistad handed over the camp to Air Commodore F.S. McGill, Air Officer Commanding, No. 1 Training Command, R.C.A.F. From this date Norwegian training was carried on at the New Camp Little Norway, Muskoka.

Captain H.G. Lund relinquished Command of the Camp on the 12th. He was replaced by Captain A.O. Røed as Administrative Officer and Captain E. Opsahl in charge of the Flying School.

At No. 31 G.R.S., six Navigators graduated from Course 28 on the 2nd, two Pilots entered Course 85 on the 5th and three Navigators joined Course 32 on the 19th. Ten Air Gunners entered Course 52 on the 5th at No. 1 B. & G. School, and ten more joined Course 53 on the 19th.

On the 5th one Pilot and one W.O.A.G. entered Course 28 at No. 31 O.T.U., they were joined by a Navigator on the 19th. One Pilot, Navigator and W.O.A.G. completed Course 24 on the 18th.

At Mountain View, six students from R.N.A.F. Navigation Course 11 entered Course 77 on the 5th, while on the same day, six Navigators of Course 73 progressed to No. 8 A.O.S. Sergeant Lied passed third in a class of 22 in Course 17 for Instructors, at the Air Armament School on the 30th.

In the West, two Pilots graduated from Course 71 at No. 32 S.F.T.S., one other had ceased training and ten pilots graduated from Course 71 at No. 34 S.F.T.S. on the 16th. Three days later, intakes were made to Course 79, at both of these units, from R.N.A.F. Course 9, with four trainees entering No. 32 S.F.T.S. and ten going to No. 34 S.F.T.S.

At No. 8 A.O.S. four Navigators graduated from Course 63 on the 2nd and seven from Course 65 on the 30th. One trainee of this Course had remustered to Air Bomber on Course No. 73 at No. 1 B. & G. School and graduated on the same day.

Lieutenant Commander Thommessen continued from No. 6 I.T.S. to No. 12 E.F.T.S., accompanied by 2nd Lieutenant Heisholt, working both as instructors and trainees, to accumulate ideas for the R.N.A.F. They were on the Unit from the 12th April to 8th May.

Three Pilots entered Instructors' Course 77 at No. 1 F.I.S., Trenton, on the 19th, but owing to the pitch of his voice being unsuitable, one Pilot was withdrawn from the Course.

R.N.A.F. Course 11 moved from I.T.S. to E.F.T.S. on the 19th, they were replaced at I.T.S. by Course 13 on the same day. During the month, fifty-one trainees completed Low Pressure Chamber and Night Vision Tests in Toronto.

Three Officers, one Nursing Sister and seventeen other ranks proceeded overseas and four Officers and twenty-nine other ranks arrived from the United Kingdom in April.

May, 1943.

At Mountain View, five Navigation students from R.N.A.F. Course 12 entered Course 79 on the 3rd. On the same day, six others of Course 75 proceeded from No. 6 B. & G. School to No. 8 A.O.S., while at No. 1 B. & G. School, Jarvis, two R.N.A.F. trainees entered Course 79, for Air Bombers on the 31st. Captain Nicolaysen pinned Air Gunners' Wings on ten graduates of Course 52 on the 17th. Ten more Air Gunners graduated from Course 53 on the 31st.

At No. 31 G.R.S., two Pilots entered Course 89 on the 3rd, six Navigators joined Course 34 on the 19th, one Officer entered Course 35 (Navigation) on the 31st, while three Navigators graduated from Course 32 on the 28th. At No. 1 F.I.S., Trenton, three Pilots entered Course 79 on the 17th, and two Pilots graduated from Course 77 on the 28th.

On the 17th May, Norway's National Day, a celebration was held, with a Sports Day at Little Norway. The King Haakon VII Commemoration Medal was presented to all personnel who were in the R.N.A.F. on His Majesty's seventieth birthday on 3rd August, 1942. Included in the award were Flight Lieutenant MacDonald and Corporal Hardwell of the Liaison Detachment.

One Pilot, Navigator and W.O.A.G. entered Course 30 at No. 31 O.T.U. on the 3rd May, and one of each graduated from Course 26 on the 17th. A further intake was made when one of each of the three aircrew trades entered Course 32 commencing the 31st. On the same day, one trainee entered Course 58 at No. 1 A.G.G.T.S., at Quebec City.

Lieutenant Commander Thommessen visited No. 1 S.F.T.S., Camp Borden from the 10th to the 29th May, where he was attached to a Course and wrote all of their examinations. Other visits were made when Quartermaster B. Johannessen and Sergeant Hvidsten studied the method and system of marking signals, tests and visual link, while Sergeant Lied studied procedure and methods in Airmanship instruction at No. 6 I.T.S.

During May, two Officers and thirty-one other ranks proceeded overseas and two Officers and forty other ranks arrived in Canada.

CHAPTER THIRTY-SIX

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RCAF Records

June, 1943.

The Norwegian Minister to Canada, the Honourable Daniel Steen and Mrs. Steen visited Little Norway, Muskoka, early in June, 1943.

From the 2nd to the 19th, Commander Thommessen visited No. 32 S.F.T.S. and No. 34 S.F.T.S. for observational purposes. Sergeants Nesheim and Lindo were attached to No. 1 B. & G. School to gain experience as Staff Pilots, while on the 11th two Pilots completed four weeks Conversion Training on Twin-engined aircraft.

On the 14th, one Officer and ten other ranks of R.N.A.F. Course 10 entered Course 83 on Single engines at No. 34 S.F.T.S. At the same time, one Officer and three other ranks entered the Twin-engine Course at No. 32 S.F.T.S.

At No. 31 G.R.S., two Pilots graduated from Course 85 on the 4th, six Navigators graduated from Course 34 on the 25th, and four trainees entered Navigation Course 37 on the 28th. One Pilot, Navigator and W.O.A.G. graduated from Course 28 at No. 31 O.T.U. on the 14th.

Six Navigators passed out of Course 68 at No. 9 A.O.S. on the 11th, and six more graduated with Course 69 at No. 8 A.O.S. on the 25th. Six trainees of Course 77 at No. 6 B. & G. School proceeded to Course 78 at No. 8 A.O.S.

One Pilot entered Course 81 at No. 1 F.I.S. on the 14th, while two Instructors graduated from Course 79 on the 23rd. At No. 1 B. & G. School, one trainee entered Course 57 on the 14th and two more joined Course 58 on the 28th. All three were prospective Air Gunners.

At Little Norway R.N.A.F. Course 12 advanced to E.F.T.S. while Course 14 entered I.T.S. on the 14th.

During June, two Officers and fifty-three other ranks proceeded overseas, while one Officer and four other ranks arrived from the United Kingdom.

July, 1943.

Minister of Agriculture Ystaard of the Norwegian Government, visited Little Norway on the 3rd July. To gain instructor experience Lieutenant V. Coucheron-Jarle was attached to No. 8 A.O.S. He also assisted in the instruction of Norwegian students.

At No. 31 G.R.S., two pilots graduated from Course 89 on the 2nd, while three Pilots entered Course 102 on the 31st. One Navigator passed out of Course 35 on the 9th and five entered Course 38 on the 12th. One Navigator entered Course 39 on the 26th. One Pilot, Navigator and W.O.A.G. graduated from Course 30 at No. 31 O.T.U. on the 12th.

At the S.F.T.S.'s three Pilots graduated from Course 77 at No. 32 S.F.T.S. One ceased training during the course, while at No. 34 S.F.T.S. there were twelve successful graduates from Course 77 on the 9th. There was an intake at both schools on the 12th from R.N.A.F. Course 11, when eleven

trainees entered Course 85 on Single-engines at No. 34 S.F.T.S. and four went on Twin-engines at No. 32 S.F.T.S.

Lieutenant Colonel Reistad pinned the wings on five Navigators, when they graduated from Course 71 at No. 8 A.O.S. on the 22nd. The next day five Navigators progressed from Course 79 at No. 6 B. & G. School to No. 9 A.O.S. On the 26th, five trainees from R.N.A.F. Navigation Course 13 entered Course 85 at No. 6 B. & G. School.

From No. 1 A.G.G.T.S., Quebec City, one Air Gunner continued to No. 9 B. & G. School at Mont Joli. One other Air Gunner graduated from Course 57 at No. 1 B. & G. School on the 26th, while two R.N.A.F. Air Bombers passed out of Course 83, at the same unit on the 24th July.

At No. 1 F.I.S., one Instructor graduated from Course 81 on the 23rd and three Pilots entered Course 84 on the 26th.

R.N.A.F. Course 13 advanced to E.F.T.S. on the 12th, while Course 13 in Navigation commenced the same day. During July, twenty-one trainees completed the Low Pressure Chamber and Night Vision Tests at R.C.A.F. I.T.S. in Toronto.

Four Officers and fifteen other ranks proceeded overseas and four Officers and six other ranks arrived from the United Kingdom in July.

#### August, 1943

At Little Norway, Course 15 commenced I.T.S. on the 2nd, and Navigation Course 14 started on the 13th, while Course 14 for Pilots advanced to E.F.T.S. at the end of the month. On the 2nd, Lieutenant K. Olsen visited No. 12 E.F.T.S., Goderich for a week, to study their instructional system and Lieutenant Loberg visited Rockcliffe and Air Force Headquarters in regard to Aircraft Recognition Instruction.

At No. 31 G.R.S. four Navigators graduated from Course 37 on the 6th, and ten entered Course 40 on the 9th. A further five Navigators graduated from Course 38 on the 20th. Five R.N.A.F. Pilots entered Course 106 on the 30th August.

On the 6th, four Pilots graduated from Course 79 at No. 32 S.F.T.S. and ten from No. 34 S.F.T.S. Two Air Bombers also graduated from Course 79 at No. 1 A.O.S. Malton. At No. 1 B. & G. School, one partially trained Air Bomber joined Course 84, for the last four weeks of the Course, another trainee entered Course 88 and an Air Gunner joined Course 61 on the 7th. Two Air Gunners graduated from Course 58 on the 9th.

One Officer and three other ranks entered Course 83 on Twin-engines at No. 32 S.F.T.S. on the 14th, while at No. 1 F.I.S. one Officer entered Senior Flying Instructors Course 14 on the 9th. One Pilot entered Course 85 on the 11th, three Pilots joined Course 86 on the 23rd and three graduated from Course 84 on the 30th.

One Pilot, Navigator and W/O.A.G. graduated from Course 32 at No. 31 O.T.U. on the 11th. Six Navigators graduated from Course 73 at No. 8 A.O.S. and one Air Gunner from Course 58 at No. 9 B. & G. School on the 20th, while four trainees from R.N.A.F. Navigation Course 14 entered 87 at No. 6 B. & G. School on the 23rd. On the 13th August an N.C.O. entered Course 34 at the

School of Administration, Trenton.

Sergeant R.C.N. Heise and LAC B. Ottersen were killed on 26th August, when a wing fell off a Fairchild Trainer at Muskoka. A similar accident took place a short time later, but the crew successfully abandoned the aircraft. Technical engineers of the R.C.A.F. assisted those of the R.N.A.F. in establishing the structural faults which contributed to these accidents.

Their Royal Highnesses Crown Princess Martha and her children, Prince Harald and the Princesses Raghild and Astrid, paid a private visit to Vesle Skaugum from the 21st to the 27th. They also visited Lakeside Home on this occasion.

In August, nine Officers and twenty-five other ranks proceeded overseas, and one Officer and seven other ranks arrived from the United Kingdom.

CHAPTER THIRTY-SEVEN

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S-1-2  
NAF Records

September, 1943

At No. 1 F.I.S., Trenton, one R.N.A.F. Pilot entered Course 88 on the 2nd February, but withdrew because of language difficulties. The Officer on Senior Instructors Course 14 graduated on the third, another graduated from Course 85 on the 13th and three more from Course 86 on the 29th.

S.F.T.S. training moved to No. 1 Training Command in September. R.N.A.F. Instructors were posted, ten to No. 1 S.F.T.S. Camp Borden and three to No. 16 S.F.T.S. Hagersville, to assist with the training. One Officer and three other ranks entered Course 90 on Ansons at No. 16 S.F.T.S. and twelve trainees on Harvards entered Course 90 at No. 1 S.F.T.S. All of these trainees were graduates from R.N.A.F. Course 12.

On the 15th September, Flight Lieutenant A.L. Wainwright succeeded Flight Lieutenant S.G.K. MacDonald as R.C.A.F. Liaison Officer with the R.N.A.F., and Captain A. Røed became Camp Commandant at Little Norway.

At No. 31 G.R.S., one Navigator graduated from Course 39 on the 3rd and three from Course 40 on the 17th. Four others entered Course 42 on the 6th at No. 1 G.R.S., Summerside.

During September, LAC Holter took an Airmanship Course at No. 6 I.T.S. for three weeks, while one Senior N.C.O. graduated from the School of Administration on the 9th. On the 18th, one airman entered Course 11 for Link Instructors at No. 1 I.F.S. Deseronto.

With the Navigators, R.N.A.F. Course 15 started at Little Norway on the 6th, while six graduated from Course 75 at No. 8 A.O.S. on the 17th. One Air Bomber graduated from Course 84 at No. 1 A.O.S., Malton, and one Air Gunner successfully completed Course 61 at No. 1 B. & G. School on the 20th. R.N.A.F. Course 16 entered I.T.S. at Little Norway on the 27th September.

In the month, three Officers and twenty-three other ranks moved overseas by transport and one Officer by air. Four Officers and nine other ranks arrived in Canada from the United Kingdom.

October, 1943.

The Danish Minister to the United States, Henrik de Kaufmann, accompanied by the Danish Consul D.V. Klein visited Little Norway, Muskoka, on the 1st and 2nd of October. Later in the month the Honourable Mr. Anders, Norwegian Minister of Reconstruction visited all of the R.N.A.F. Units.

At the S.F.T.S.'s, three Pilots graduated from Course 83 at No. 32 S.F.T.S. and one other was transferred to Course 85. At No. 34 S.F.T.S. ten Pilots of Course 83 received their Wings on the 1st. One other of this group was also transferred to Course 85. On the 18th, R.N.A.F. Course 13 sent two Officers and two other ranks to Course 92 on Twin-engines at No. 16 S.F.T.S. and eleven trainees for Single-engines to Course 92 at Camp Borden. The 29th witnessed the last Courses to graduate in the West, with four Pilots receiving their Wings with Course 85

at No. 32 S.F.T.S., and ten at No. 34 S.F.T.S. Altogether No. 32 S.F.T.S. graduated 6 Officers and 27 other ranks, on twin-engines, and 3 Officers and 102 other ranks on Single-engines, while No. 34 S.F.T.S. graduated 83 other ranks on Single-engines. At No. 1 G.R.S., Summerside, five Navigators entered Course 44 on the 4th, and four others graduated from Course 42 on the 15th, while at No. 31 G.R.S. three Pilots graduated from Course 102 on the 1st. Four passed and two failed in Course 106 which graduated on the 29th. On the 25th, four Pilots entered Course 114.

On the 4th, five Navigators on Course 85 at No. 6 B. & G. School progressed to Course 86 at No. 9 A.O.S., while on the 18th, six Navigation students entered Course 91 at the former unit. One Air Bomber entered Course 93 at No. 1 B. & G. School on the 17th, and one Pilot entered Course 90 at No. 1 F.I.S., on the 18th, while six Navigators graduated from Course 78 at No. 8 A.O.S. on the 29th.

From the 1st to the 29th, Captain H. Mehre visited No. 6 I.T.S. to observe their training procedure. Sergeant Halgesen visited No. 4 Wireless School, Guelph, for observation purposes, from the 12th to the 19th, while LAC Holter went to No. 20 E.F.T.S., Oshawa for three weeks for contact training. During the month, twenty-eight trainees completed Low Pressure Chamber and Night Vision Tests at Toronto. On the 25th R.N.A.F. Course 15 advanced to E.F.T.S.

Eleven Officers and thirty-four other ranks proceeded overseas by transport and one Officer by air, while one Officer and four other ranks arrived in Canada in October.

CHAPTER THIRTY-EIGHT

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RCAF Records

November, 1943

On the 1st November, two Pilots entered Course 115 at No. 1 G.R.S., three Pilots entered Course 91 at No. 1 F.I.S., graduating on the 26th. One Pilot entered Senior Instructor's Course 17 at No. 1 F.I.S. and also graduated on the 26th. One Air Gunner entered Course 68 at No. 1 B. & G. School and four trainees of Course 87 advanced to Course 88 at No. 9 A.O.S.

Other movements occurred at No. 1 G.R.S. when five Navigators graduated on the 5th, from Course 44, and seven entered Course 47 on the 15th, while two Pilots entered Course 118 on the 22nd. On the 15th, one trainee Navigator entered Course 93 at No. 6 B. & G. School. One Pilot entered Course 93 at No. 1 F.I.S. on the 29th, but ceased training because of language difficulties.

From the 8th to 18th, Sergeant Hvoslef took navigation refresher training at No. 1 A.O.S. On the 17th, R.N.A.F. Course 17 entered I.T.S. Captain Lund visited No. 8 and 9 A.O.S., on the 23rd and 24th. During the month twenty-five Trainees completed Low Pressure Chamber and Night Vision Tests.

Seven Officers and twenty-five other ranks proceeded overseas and six Officers and nine other ranks arrived from the United Kingdom in November.

December, 1943.

There were many graduations in December. On the 1st, five Navigators graduated from Course 79 at No. 9 A.O.S. On the 11th, one Air Bomber passed out of Course 88 at No. 1 A.O.S. and on the 12th, one Air Gunner successfully completed Course 67 at No. 1 B. & G. School. This was the last course attended by R.N.A.F. Air Gunner trainees. On the same day, one Link Instructor graduated from Course 11 at No. 1 I.F.S.

At No. 1 G.R.S. seven Navigators graduated from Course 47 on the 23rd, four Pilots graduated from Course 11 on the 24th, and two others passed out of Course 115, on the 30th. On the 24th three Instructors graduated from Course 91 at No. 1 F.I.S.

Intakes absorbed six Navigators entered in Course 47 at No. 1 G.R.S. on the 11th, three Twin-engine trainees from R.N.A.F. Course 14, in Course 96 at No. 16 S.F.T.S., and nine more in the Single-engine Course at No. 1 S.F.T.S. On the same day, Lieutenant Heisholt entered a Special Navigation Course 29 for Pilots at No. 1 C.N.S. and a new R.N.A.F. Navigation Course 16 commenced at Little Norway. On the 20th, I.T.S. Course 16 advanced to E.F.T.S.

A table of results of R.N.A.F. personnel at R.A.F. and R.C.A.F. Schools appears in Chapter on Training Schedules.

CHAPTER THIRTY-NINE

January, 1944

Their Royal Highnesses Crown Prince Olav and Crown Princess Martha visited Canada from the 18th to the 22nd of January. On the 18th, His Royal Highness inspected the Island Airport, the Equipment Depot and the Barracks at 192 Bloor Street West. On that day, an Honorary Doctor's Degree was conferred upon Crown Prince Olav by Sir William Mulock at the University of Toronto. Prior to the ceremony, His Royal Highness inspected a Guard of Honor from the University C.O.T.C. and the R.C.A.F. Band from No. 1 Manning Depot, which was also in attendance. For the remainder of the visit the Royal Party sojourned to Vesle Skaugum for Winter Sports.

On the 3rd, four trainees from R.N.A.F. Navigation Course 16 entered Course 96 at No. 6 B. & G. School, while on the same day six Navigators progressed from Course 91 at that Unit to Course 92 at No. 9 A.O.S. Eleven Pilots graduated from Course 90 at No. 1 S.F.T.S. on the 14th, with one trainee transferred to Course 96. On the 26th, R.N.A.F. Course 18 entered I.T.S. at Little Norway. Two Pilots graduated from Course 118 at No. 1 G.R.S. on the 28th and one Pilot entered Course 97 at No. 1 F.I.S. on the 31st.

On the 29th January, Commander R.J. Thommessen became Camp Commandant of Little Norway. Flight Sergeant S.C. Heyerdahl visited No. 1 Manning Depot, Toronto, from the 9th to the 16th, and No. 5 Manning Depot at Lachine, from the 24th to the 29th, to study R.C.A.F. methods of aircrew selection.

During the month, eight Officers and seventeen other ranks proceeded overseas and one Officer and nineteen other ranks arrived from the United Kingdom.

February, 1944

Lieutenant Colonel Reistad pinned Wings on three graduates from Course 90 at No. 16 S.F.T.S. on the 10th February. One other trainee was transferred to Course 92. On the 14th, eight trainees of R.N.A.F. Course 15 entered Course 100 on Twin-engines at the former Unit, while eight others joined Course 100 on Single-engines at No. 1 S.F.T.S.

On the 11th, Lieutenant Heisholt successfully completed Course 29 at No. 1 C.N.S. and on the 18th, six Navigators graduated from Course 49 at No. 1 G.R.S. Five Navigators received their Wings on Course 86 at No. 9 A.O.S. on the 25th and on the same day, one Air Bomber graduated from Course 93 at No. 1 A.O.S. This was the last Bomber Course attended by R.N.A.F. Personnel.

At No. 1 G.R.S., five Pilots entered Course 131 on the 28th while three others joined Course 99 at No. 1 F.I.S. on the same day.

R.N.A.F. Navigation Course 17 got under way on the 7th, while Course 17 for Pilots progressed from I.T.S. to E.F.T.S. on the 21st.

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C-2  
SC-2  
S-1  
S-1-1  
RCAF Records

During the month thirty-seven trainees completed Low Pressure Chamber and Night Vision Tests at Toronto.

Eight Officers and three other ranks arrived in Canada from the United Kingdom in February.

March, 1944

On the 10th March, five Pilots graduated from Course 92 at No. 16 S.F.T.S. and ten passed out from Course 92 at No. 1 S.F.T.S. One other trainee had ceased training during the Course.

At No. 1 G.R.S., four Navigators entered Course 55 on the 13th, and four more entered Course 56 on the 27th. On the 13th five trainees from R.N.A.F. Navigation Course 17 entered Course 101 at No. 6 B. & G. School, while four trainees in Course 96 at that Unit moved to Course 97 at No. 9 A.O.S. Four Navigators graduated from Course 88 on the 24th.

At No. 1 F.I.S., one Instructor graduated from Course 97 on the 21st, while four Pilots entered Course 101 on the 27th. On the same day R.N.A.F. Course 19 commenced I.T.S. at Little Norway, and Quartermaster B. Johannessen entered Link Instructor Course 24 at No. 1 I.F.S., Deseronto.

Sonja Henie, noted Norwegian Skating Star visited her fellow countrymen at Camp Little Norway, to brighten their day on the 22nd March.

Two Officers and twenty-four other ranks proceeded overseas and eight Officers and fourteen other ranks arrived in Canada from the United Kingdom during March.

CHAPTER FORTY

File C-2  
SC-2  
S-1  
S-1-1  
RCAF Records

April, 1944

Among the visitors to Little Norway in April, was Air Vice Marshal A.T.N. Cowley, Air Officer Commanding, No. 1 Training Command, who took a great interest in the R.N.A.F.

At No. 1 G.R.S. six Pilots entered Course 136 on the 3rd, while four Navigators graduated from Course 55 on the 21st. On the 28th, three Pilots graduated from Course 131 while one other was held over on Course 139.

R.N.A.F. Course 16 sent eight trainees to Course 104 on Twin-engines, on the 10th at No. 16 S.F.T.S. and ten other to Single-engine Course at No. 1 S.F.T.S. On the 7th, ten Pilots had graduated from Course 96 at the latter Unit.

At No. 1 F.I.S., three Pilots entered Course 102 on the tenth, and three Instructors graduated from Course 99 on the 21st.

Flight Sergeant Leid entered Course 32 at the School of Aeronautical Engineering, in Montreal on the 3rd of April.

Twenty-four trainees completed Low Pressure Chamber and Night Vision Tests in Toronto on the 20th. R.N.A.F. Course 18 advanced from I.T.S. to E.F.T.S. on the 26th.

Two Officers and ten other ranks proceeded overseas and ten Officers and twenty-six airmen and one airwoman arrived from the United Kingdom in April.

May, 1944

On the 5th May, three Pilots graduated from Course 96 at No. 16 S.F.T.S., while four Navigators graduated from Course 56 at No. 1 G.R.S. Three Pilots entered Course 143 at No. 1 G.R.S. on the 22nd.

Five Navigation trainees passed from Course 101 at No. 6 B. & G. School, to No. 2 A.N.S. at Charlottetown, P.E.I. on the 6th. On the 8th, one Pilot entered Course 104 at No. 1 F.I.S., while four Instructors graduated there from Course 101 on the 19th. On the same day, six Navigators graduated from Course 92 at No. 9 A.O.S.

At Little Norway, R.N.A.F., Course 18 in Navigation commenced on the 29th, while I.T.S. Course 20 was underway on the 22nd.

Five Officers and fourteen other ranks proceeded overseas, while four Officers and seventy-four other ranks arrived from the United Kingdom in May.

June, 1944

At No. 1 F.I.S., three Instructors graduated from Course 102

on the 2nd, while four Pilots entered Course 106 at that Unit on the 5th. At No. 1 G.R.S., four Pilots graduated from Course 136 on the 2nd. Two others were transferred to Course 139, which passed out on the 23rd, with three R.N.A.F. personnel successful. Five Navigators entered Course 62 there on the 19th.

With the Navigators, one trainee entered Course 107 at Mountain View. One other graduated from Course 93 on the 10th, and four from Course 97 on the 28th at No. 9 A.O.S.

Quartermaster Johannessen successfully passed as a Link Instructor from Course 24 at No. 1 I.F.S. on the 17th.

On the 9th, Course 21 commenced I.T.S. at Little Norway, while Course 19 moved on to E.F.T.S. on the 19th. On the 23rd, twenty-five trainees completed Low Pressure Chamber and Night Vision Tests at Toronto.

Three Officers and three other ranks proceeded overseas, which were the only movements during June.

CHAPTER FORTY-ONE

File C-2  
SC-2  
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S-1-1  
S-1-2  
WAF Records

July, 1944

On the 3rd July, three students from R.N.A.F. Navigation Course 118 entered Course 109 at No. 6 B. & G. School. The trainee in Course 107 progressed to No. 2 A.N.S. on the 31st. At No. 1 F.I.S., one Instructor graduated from Course 104 on the 10th, and four others successfully completed Course 106 on the 28th, while two Pilots entered Course 110 at the end of the month.

At the School of Aeronautical Engineering, Flight Sergeant Lied graduated from Course 32 on the 10th. Two Pilots graduated from Course 143 at No. 1 G.R.S. on the 21st, while one other was transferred to Course 150. Five Navigators passed out of Course 62, at the same Unit on the 28th. Navigation Course 19 commenced their training at Little Norway on the 31st.

On the 30th, Captain H. Mehre was attached to No. 1 S.F.T.S. for a two month period in which to study the R.C.A.F. system of training.

During July, two Officers and three other ranks proceeded overseas, while three Officers and forty-one other ranks arrived from the United Kingdom.

August, 1944

R.N.A.F. Course 20 advanced from I.T.S. to E.F.T.S. on the 1st August. Thirty-one trainees completed Low Pressure Chamber and Night Vision Tests at Toronto on the 4th.

At the S.F.T.S.'s, eight Pilots graduated from Course 100 at Camp Borden on the 11th, and on the 14th, ten trainees from R.N.A.F. Course 17, and twelve from Course 18, entered Course 113 on Single-engines. Eight others graduated from Course 100 at No. 16 S.F.T.S. on the 25th. One other Pilot took Conversion Training on Twin-engined aircraft at No. 16 S.F.T.S. commencing the 12th August.

2nd Lieutenants Sorensen and Holter entered Personnel Counsellors Course No. 6 at Rockcliffe on the 14th, while on the 26th, seven Navigation trainees of R.N.A.F. Course 19 entered Course 113 at No. 6 B. & G. School.

Six Officers and twenty other ranks proceeded overseas and three Officers and twelve other ranks arrived from the United Kingdom during August.

September, 1944.

At Little Norway, Navigation Course 20 commenced and I.T.S. Course 21 progressed to E.F.T.S. on the 4th September. On the same day, four trainees from R.N.A.F. Course 18 and one from Course 19 started training on Twin-engines with Course 115 at No. 16 S.F.T.S. and five Pilots entered Course 158 at No. 1 G.R.S. One Pilot graduated at that Unit with Course 158 on the 8th, while three Navigators entered Course 68 on the 11th.

Lieutenants Sorensen and Holter successfully completed Course 6 for Personnel Counsellors on the 11th. On the same day, three trainees of Course 109 at No. 6 B. & G. School progressed to Course 110 at No. 2 A.N.S. Five other Navigators graduated from Course 101 at the latter unit on the 22nd. Five Navigation trainees from R.N.A.F. Course 20 entered Course 115 at No. 6 B. & G. School on the 25th.

Two Pilots received Conversion Training on Twin-engines at No. 9 S.F.T.S., Centralia, from 18th September to the 21st of October, while on the 25th two Instructors graduated from Course 110 at No. 1 F.I.S.

On the 28th of September, four N.C.O.'s of the R.N.A.F. Police entered a Service Police Course at Trenton.

During September, Lieutenant Colonel Reistad and Lieutenant Omholt-Jensen proceeded overseas by air, while twelve Officers and nineteen other ranks arrived from the United Kingdom.

CHAPTER FORTY-TWO

File C-2  
SC-2  
S-1  
S-1-1  
RNAF Records

October, 1944

Eight trainees from R.N.A.F. Course 19, entered Course 118 on Single-engines at No. 1 S.F.T.S. on the 2nd of October, while nine others from R.N.A.F. Course 20, entered Course 121 on the 30th at No. 16 S.F.T.S. Eight Pilots graduated from Course 104 on the 20th, and five trainees from R.N.A.F. Course 19 and four from Course 20 joined Course 120 on Twin-engines on the 23rd. On the 20th, Lieutenant Heisholt was attached to No. 9 S.F.T.S. Centralia for a Refresher Course.

At No. 1 G.R.S., three Navigators graduated from Course 68 on the 20th, and four others entered Course 71 on the 23rd.

On the 21st, one Corporal joined a Link Instructor Course at No. 1 I.F.S., Deseronto, while at Little Norway, Course 21 in Navigation was started on the 23rd.

During October, three Officers and eleven other ranks proceeded overseas, while nine Officers and eighty-three other ranks arrived from the United Kingdom.

November, 1944

Three R.N.A.F. N.C.O.'s graduated from a Service Police Course at R.C.A.F. Station Trenton, on the 1st November.

On the 3rd, six Pilots entered Course 158 at No. 1 G.R.S., while on the 6th, eight Pilots entered Course 167 at No. 1 G.R.S. Seven trainees of Course 113 at No. 6 B. & G. School, advanced to Course 114 at No. 2 A.N.S. and nine R.N.A.F. trainees comprised of one from Course 19, six from Course 20 and two from Course 21, entered Twin-engine Course 122 at No. 16 S.F.T.S.

Flight Lieutenant Wainwright was succeeded as R.C.A.F. Liaison Officer on the 18th November by Flight Lieutenant H.W. Looseley. On the 20th, one Instructor entered Senior Flying Instructors Course 20 at No. 1 F.I.S., while on the same day ten Pilots graduated from Course 104 at No. 1 S.F.T.S.

During the month, two Officers, sixteen other ranks and two airwomen proceeded overseas.

December, 1944

Four Navigators graduated from Course 71 at No. 1 G.R.S. on the 1st December, while on the 4th, six Pilots entered Course 120 at No. 1 F.I.S. Five trainees of Course 115 at No. 6 B. & G. school advanced to Course 117 at No. 2 A.N.S., while ten Navigation trainees from R.N.A.F. Course 21 entered Course 120 at No. 6 B. & G. School.

On the 15th, one Navigator graduated from Course 107 at No. 2 A.N.S. and one Senior Flying Instructor graduated from Course 20 at No. 1 F.I.S. on the 21st.

Lieutenant Colonel Reistad and Lieutenant Ombolt-Jensen returned to Canada in December. The total movements were five Officers and thirty-five other ranks outwards and seven Officers and twenty other ranks moved inwards from the United Kingdom.

CHAPTER FORTY-THREE

File C-2  
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S-1-1  
S-1-2

January, 1945.

From the 3rd January to the 1st February, one Pilot was attached to No. 9 S.F.T.S. for Conversion Training on Twin-engined aircraft. Corporal Bjornvik successfully completed Course 39 for Link Instructors at No. 1 F.I.S. on the 6th.

At No. 1 G.R.S., one Navigator entered Course 76 on the 8th, while on the 19th, eight Pilots graduated from Course 167. One Pilot entered Course 178 but due to hospitalization was transferred to Course 187. Six Instructors successfully passed out of Course 120 at No. 1 F.I.S. on the 19th.

Lieutenant Colonel Reistad was invited by Group Captain Harvey, Commanding Officer of No. 1 S.F.T.S. to pin Wings on twenty-two R.N.A.F. graduates of Course 113, on the 25th. The New Zealand High Commissioner was also present on this occasion.

Three Officers, sixty-five other ranks and one airwoman proceeded overseas, and six Officers arrived from the United Kingdom during January.

February, 1945.

Sergeant Johansen graduated from a Link Instructor Course at No. 1 F.I.S. on the 5th February. On the same day, ten trainees in Course 120 at No. 6 B. & G. School progressed to Course 121 at No. 2 A.N.S.

Three Navigators graduated from Course 110 at No. 2 A.N.S. and one other from Course 76 at No. 1 G.R.S. on the 16th, while three Navigators entered Course 79 at the latter Unit on the 19th.

The 16th of February was the day chosen by the R.N.A.F. to say "Thank you" to Canada, at a ceremony at Camp Little Norway.

While training was still in progress at this time, definite instructions had been received in regard to the discontinuance of training under the British Commonwealth Air Training Plan. Orders were received that when the present courses were completed, all future R.N.A.F. training would be given in the United Kingdom at Winkleigh, where a new Norwegian Camp was being established. Because of the significance of the ceremony, it is covered in detail in a separate Chapter, "Farewell to Canada".

Prior to the ceremony, His Royal Highness, Crown Prince Olav pinned the Wings on nine Pilots of Course 118 from No. 1 S.F.T.S. who had completed their training but were not scheduled to graduate until 1st March. This event was especially arranged.

During February, seven Officers and one hundred and eight other ranks proceeded overseas as the basic staff of the new R.N.A.F. Training Centre in England at Winkleigh. Two Officers and one airwoman arrived from the United Kingdom.

March, 1945

Commander R.J. Thommessen proceeded overseas by air on 1st March. He was succeeded as Camp Commandant by Captain L. Brannvoll. Course 118 which was scheduled to graduate on the 1st had already received their Wings on the 16th February.

On the 16th March, Course 115 with five R.N.A.F. personnel and Course 120 with nine Norwegians were scheduled to graduate together. The combined courses created quite a problem by their numbers, for the pinning of Wings. This was solved by Wing Commander Ingram, Commanding Officer, by enlisting the services of Lieutenant Colonel Reistad, also the Chief Flying Instructor and "Winging" the graduates three at a time.

Captain Wessel, Senior R.N.A.F. Instructor at No. 16 S.F.T.S. pinned Wings on the eight graduates of Course 122 on the 29th, while Lieutenant O. Olsen, acting in the same capacity at No. 1 S.F.T.S., graduated nine Pilots from Course 121 on the same day.

These were the last S.F.T.S. Courses in Canada for the R.N.A.F. Altogether No. 1 S.F.T.S. graduated one Officer and eighty-eight other ranks with only one failure, while No. 16 S.F.T.S. successfully trained seven officers and forty-three other ranks without any failures at all.

On the 29th March, Lieutenant Colonel Reistad visited Ottawa, and in the Air Council Chamber presented illuminated addresses to Air Marshall R. Leckie, Chief of the Air Staff, in appreciation of the co-operation of the Officers and airmen of the R.C.A.F. to the Honourable Colin Gibson for the Governmental Departments and the People of Canada, and to Air Vice Marshall L.D. McKean for the United Kingdom Air Liaison Mission.

Later in the afternoon, Lieutenant Colonel Reistad was a guest at Uplands at the final Wings parade of the B.C.A.T.P. in which airmen of all nationalities were included. Representing the R.N.A.F. was LAC L. Volder of Course 121 at No. 1 S.F.T.S. who with many others, received his Wings from the hand of His Excellency the Governor General of Canada, the Earl of Athlone.

On the 30th, six Navigators graduated from Course 114 at No. 2 A.N.S. while one other trainee was transferred to Course 117.

Nineteen Officers and one hundred and twenty other ranks proceeded overseas, while three Officers and three other ranks arrived from the United Kingdom during March.

CHAPTER FORTY-FOUR

April 1945.

Following the closing of the B.C.A.T.P. the only Courses affecting the R.N.A.F. were at G.R.S. and A.N.S.

On the 2nd of April, two Navigators graduated from Course 79 at No. 1 G.R.S. with one hospitalized and transferred to a later course, while six others graduated from Course 117 at No. 2 A.N.S. on the 27th.

From 1st April, Captain Brannvoll became Officer Commanding the R.N.A.F. in Canada, Lieutenant Colonel Reistad leaving for the United Kingdom by air, on the 4th. Captains Treschow and Jorstad with Lieutenants Ulstein, Roesland and Larssen also proceeded overseas by air. Three Officers and forty-eight other ranks moved by transport. Four Officers and one other rank arrived in Canada. Most of the incoming movements after 31 March were officers on special duties or personnel for discharge in Canada.

By the end of April, the contraction of the various sections had begun. Aircraft was flown from Little Norway as fast as the Island Airport could overhaul them, and crate them for overseas. The work of winding up was well under way.

May 1945.

In May, there was only one graduate, when the Navigator hospitalized while in Course 79 at No. 1 G.R.S. passed out of Course 87 at No. 1 R. & N.S., on the 25th.

Three Officers, nineteen other ranks and four airwomen proceeded overseas while one Officer arrived in Canada from the United Kingdom.

June 1945.

One pilot graduated from Course 187 at No. 1 R. & N.S. on the 1st June and the last Norwegian graduates passed out of Course 121 for Navigators with flying colours. In this final course the R.N.A.F. personnel displayed the same persistence shown through their whole stay in Canada. The ten graduates finished First, Second, Third, Fourth, Fifth, Sixth, Ninth, Eleventh, Twelfth and Eighteenth.

During June, seven Officers, one Nursing Sister, ten other ranks and three airwomen proceeded overseas, while five other ranks arrived in Canada.

July 1945.

July saw the plans laid for the winding up of all R.N.A.F. Sections. The Equipment Depot had been vacated, Vesle Skaugum had been sold in June. The aircraft were all packed. Little Norway held only a handful of personnel and arrangements were made to bring all Headquarters sections under Captain O. Omejer in the Consul's Office at 341 Church St. The R.C.A.F. Liaison Detachment was disbanded at the end of the month, but Captain Omejer had been introduced to several Heads of Directorates at Air

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S-C-2  
S-1  
S-1-1  
S-1-2

Force Headquarters, in the case that their assistance was required.

During the month, two Officers, eleven other ranks and one airwoman proceeded overseas and arrangements made for another group to go in August. The remainder in Canada would eventually go on Norwegian Vessels or be discharged here.

CHAPTER FORTY-FIVE

le C-2  
S-C-2

For the R.N.A.F. during their stay in Canada, R.A.F. and R.C.A.F. Schools graduated 6 Officers and 254 other ranks as single-engine Pilots and 13 Officers and 153 other ranks as twin-engine Pilots. The nine listed as ceased training, included the casualties.

Twenty Officers and 152 other ranks successfully completed Navigation Courses with five failures. One Officer and 69 other ranks passed as Air Gunners and nine Air Bombers were Winged without any failures. All graduates were winged with Norwegian insignia.

Many of the above personnel proceeded to G.R.S. and O.T.U. training where they were equally successful.

Twenty-three of the forty deaths in Canada were the result of flying accidents.

In the next Chapter will be found a Schedule of R.N.A.F. Personnel passing through R.A.F. and R.C.A.F. Schools.

Schedule of R.N.A.F. Personnel Passing Through  
R.C.A.F. and R.A.F. Schools

The first 2 columns below represent Officers and other ranks who graduated, while 3rd column represents personnel ceased training.

Course	1940			1941			1942			1943		
	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.
G.R. Pilots							3	37	2	6	36	1
No. 31 G.R.S.												
No. 1 G.R.S.												
G.R. Navigators								10		5	49	
No. 31 G.R.S.												
No. 1 G.R.S.												
Pilots												
No. 32 S.F.T.S.												
Moose Jaw												
Twin-engine									10	6	17	3
Single-engine				3	56	4			46			
Pilots												
No. 34 S.F.T.S.												
Medicine Hat												
Twin-engine					23				60			
Single-engine									4	2	61	1
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				1944			1945			TOTAL		
				Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.
G.R. Pilots				6	16	1	4	5		19	94	4
No. 31 G.R.S.												
No. 1 G.R.S.												
G.R. Navigators					26			4		5	89	
No. 31 G.R.S.												
No. 1 G.R.S.												
Pilots												
No. 32 S.F.T.S.												
Moose Jaw												
Twin-engine										6	27	3
Single-engine										3	102	4
Pilots												
No. 34 S.F.T.S.												
Medicine Hat												
Twin-engine											83	
Single-engine										2	65	1



Schedule of R.N.A.F. Personnel Passing Through  
R.C.A.F. and R.A.F. Schools (Continued)

Course	1940			1941			1942			1943		
	Off.	O.R.	C.T.									
Navigators				4	8	4	2	10		4	55	1
31 ANS - 6 AOS												
7 B&GS - 9 AOS												
6 B&GS - 1 CNS												
2 ANS - 8 AOS												
Air Gunners				8			1	33			28	
# 1 B&G												
# 4 B&G												
Instructors and Senior Flying Instructor Trenton, Ont.							1	3		5	14	2
Conversion												
#34 SFTS - Rockcliffe							10			2		
#32 SFTS - 1t SFTS												
# 9 SFTS												
Air Bombers												9
Aero Engineer												

	1944			1945			TOTAL		
	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.
Navigators	4	23			25		14	121	5
31 ANS - 6 AOS									
7 B&GS - 9 AOS									
6 B&GS - 1 CNS									
2 ANS - 8 AOS									
Air Gunners							1	69	
#1 B&G									
#4 B&G									
Instructors and Senior Flying Instructor Trenton, Ont.	19	6	1				25	23	3
Conversion				3					
#34 SFTS - Rockcliffe					1		16		
#32 SFTS - 1t SFTS									
# 9 SFTS									
Air Bombers								9	
Aero Engineer		1						1	

Schedule of R.N.A.F. Personnel Passing Through  
RNAF and R.A.F. Schools (Continued)

Course	1940			1941			1942			1943		
	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.
Link Instructor				2			1				1	
Equipment Assistant				1								
Aircraft Recognition								2				
Personnel Coun.												
Service Police												
Armourers (bombs)								15				
" (Guns)				1	3						1	
" (Instructors)											1	
Anti Gas								4				
Administration				1	1			3			1	
	<hr/>											
	1944			1945			TOTAL					
	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.	Off.	O.R.	C.T.
Link Instructor	3						1	6				
Equipment Assistant								1				
Aircraft Recognition								2				
Personnel Coun.	2							2				
Service Police				3	1			3	1			
Armourers (bombs)								15				
" (Guns)							1	4				
" (Instructors)								1				
Anti Gas								4				
Administration							1	5				

## CHAPTER FORTY-SEVEN

### Results

The production of the R.N.A.F. Training Centre in Canada was absorbed in the manning of No. 330 Squadron in Iceland which was later moved to the United Kingdom, No. 331 and 332 Fighter Squadrons in R.A.F. Fighter Command, also a Mosquito Flight and Sunderland Flight operating in Coastal Command.

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G-3 V-4

Following the old adage that "The proof of the pudding is in the eating", the results of training in the Royal Norwegian Air Force are shown in an official letter from the London Headquarters, dated 11th June, 1941 in which it gives an authentic report showing that R.N.A.F. Squadrons and Norwegian personnel in R.A.F. Squadrons, destroyed 252, probably destroyed 42, and damaged 151 German aircraft. 5 U-boats were definitely sunk, 4 probably sunk, 19 badly damaged and 7 suffered minor damages. They also sunk 44,000 tons and damaged 43,000 tons of enemy transports.

In the course of their operations, they destroyed a considerable number of enemy aircraft on the ground, factories, locomotives. They also shot up German E-boats. Norwegian Pilots flying Mosquitos in Coastal Command operated almost daily over the Norwegian coast and Kattegat.

The R.N.A.F. finished operations against the common foe on the 15th May 1945, when their last aircraft landed from the hunt for German U-boats, which had not surrendered.

The letter also quoted the numbers of decorations awarded R.N.A.F. personnel, but these numbers will be increased by awards made subsequent to 11th June. At that time they were as follows:

#### British Decorations and Awards.

1	K.C.B.
1	C.B.
8	O.B.E.
4	M.B.E.
4	D.S.O.
3	D.S.C.
61	D.F.C.
11	Bars to D.F.C.
1	2nd Bar to D.F.C.
3	A.F.C.
1	D.S.M.
5	D.F.M.
1	A.F.M.
2	B.E.M.
1	Commendation
26	Mentioned in Despatches.

#### Norwegian Decorations and Awards

21	Norwegian War Cross with Sword
1	Bar to the above
42	St. Olav's Medals
293	Norwegian War Medals
13	Bars to the War Medal

The honours and results did not accrue to the R.N.A.F. without losses however, and casualties to the 7th of June 1945 were as follows:

Killed on Active Service and Personnel	
still missing	292
Died in Hospitals	15
Executed Prisoners of War	2
Prisoners of War, now safe	31
Missing Personnel, now safe	11

As in training, the spirit of war was tempered in the personnel of the R.N.A.F. by the fact that they had been in their country under German domination. Their determination was great. If brought down in enemy territory they knew exactly what to do. Many had experience with the underground in Norway, which was of great assistance to them.

Window  
dressing.

CHAPTER FORTY-EIGHT

From the R.N.A.F.  
Records and  
Lieutenants  
Reed-Olsen's  
Rulleblad (Service  
Record)

An R.N.A.F. Type

Exemplifying the product of the Royal Norwegian Air Force Training Centre in Canada, is Oluf Reed-Olsen.

His story begins on the 14th of September 1940, when he and two other boys, hunted by the Gestapo for their secret service activities in Norway, disguised themselves as fishermen and succeeded in leaving their country in an 18 foot boat, built in 1910 with a rotting bottom and a useless engine. They carried with them information valuable to the British concerning mine fields along the Norwegian coast, and the location of German fortresses.

About half way through the territorial waters, they were stopped by a German torpedo boat and searched by officers who found them to be just poor fishermen. That meant they had to stop and fish for a day, in order to avoid suspicion. The next day, they reached the territorial limit but had to stop and continue fishing because of the presence of German aircraft patrols. They had succeeded in crossing the mined waters, and that night, with a good wind they headed for England.

Although the boat leaked badly, they had fine weather for a few days, followed by a calm and then a storm which damaged the sail and started to blow the small craft towards Norway. The wind turned, however, but the heavy seas overturned the boat and threw them overboard three times. The boat was well ballasted and righted itself. They had tied themselves to the mast with long ropes and were able to pull themselves aboard. The water bottles were smashed and all but their canned food was spoiled by sea water. The pump was also destroyed, although their greatest danger was from drifting mines. At last, they were sighted by a Hudson Bomber to whom they signalled. They received a reply by light signals. Shortly afterwards, they were picked up by a British destroyer and, on being given food and their position, asked to continue to England on their own. Later, another destroyer picked them up, but this time the Captain insisted that they stay on board because of the British mine fields they had to cross, and so to England.

Reed-Olsen was enlisted into the Royal Norwegian Naval Air Force and left England on 31st October, 1940, arriving in Montreal on 8th November, 1940.

Upon arrival in Toronto, he was quartered on the S/S "Iris" until 25th November 1940. He then entered the Second Naval Course at the Toronto Flying Club for familiarization and elementary training. On the 10th of March, 1941, the Course returned to Little Norway for ground instruction. He was flying Stinsons until June, when the Course transferred to Northrops. The Course graduated 15th August, 1941 when Reed-Olsen stood first in flying and third in Ground School.

Following graduation and promotion to Petty-Officer, he was posted to the Norwegian Naval Reconnaissance Squadron 330 in Iceland on flying duties, and commissioned as Sub Lieutenant on 15 August 1942. He was posted

to England in charge of the Transit Camp just outside of London on the 1st November 1942 until 29th December 1942. Then he was attached to the British Intelligence Service for special training until the 15th April, 1943.

On the 20th April, he parachuted into Norway to re-organize a special branch of the underground in Southern Norway. On the jump, his pack fouled the hatch of the Halifax and he was towed for approximately 50 miles. He suffered a dislocated knee and a back injury. The dispatcher cut him free and he regained consciousness in a pine tree. So closely were his movements covered by the underground that he was actually treated for his injuries in a hospital controlled by the Germans.

Supplies of food and technical equipment, code books, etc. were dropped by parachute on pin points for the use of the special branch. On the occasion now related, it happened that supplies were to be dropped at a point not far from a group of large farms. One of these farms was occupied by the community leader, who was a Quisling, and right at the time the supplies were dropped was returning to his farm and saw what was happening. He gave an alarm, unbeknown to the underground group, who in the meantime divided the supplies into two groups, one for secret and important items, the other for food and unincriminating supplies.

The first group was secreted in a cave, halfway up the sheer wall of a mountain. By 5 A.M. it was all hidden and the food distributed by other members of the group. At about 0915 hours the Germans opened fire. The whole countryside was under patrol and it took Lieutenant Reed-Olsen and the remainder of his group, who had not returned to Oslo, three days to escape.

However the technical equipment was badly needed and Reed-Olsen made two successful trips on a bicycle to the cave as a berry-picker, and removed the most necessary and important items. On the third trip, he was proceeding on his bicycle at about 4 A.M., when a German Police Car passed him, returned and followed about ten yards behind him. This was a procedure often used by the patrols in order to study the reaction of their quarry. Reed-Olsen knew this and continued at the same pace. Finally on a long bridge the car passed, stopped crosswise on the bridge, and the four occupants got out of the car. The first was a Quisling Policeman, then two German civil police and one S.S. Trooper. As they turned their flood light on him Reed-Olsen jumped off his bike, drew his revolver and fired three shots, dropping the Quisling. He threw his bicycle at the next two, tripping one and in the confusion was able to jump over the bridge into the river. Swimming underwater to avoid the fire of machine pistols, he made the shore downstream, only to hear the remaining policemen in hot pursuit. He hid, and the Germans raced past while Reed-Olsen doubled back to the car, pulled the wires out of the generator, and made his get-away. The balance of the equipment was retrieved later by a group of persons posing as singers and berry-pickers.

As his activities had become known, he escaped to Sweden and returned from there to England in February 1944, when he was awarded the Norwegian War Cross and Sword, the highest Norwegian Military award. He had already been promoted to a full Lieutenant, and one month later he was awarded the Distinguished Service Cross for his service to the British Intelligence.

In the two months leave that followed, he returned to Toronto and married a Canadian girl.

On 28th April, 1944, he again parachuted into Norway and continued his work. This stay ended the following December when his Headquarters, an apartment, was surprised by a German raid. Two managed to escape by a secret door to the next apartment. They listened to the intentions of the German Police, who, when they marched the group on to the roof to shoot them, were themselves shot by the two escapees who had reached the roof first.

This terminated Reed-Olsen's underground career as he was now known to the German authorities, so again he returned to England and Canada, after a total of 19 months in Norway.

This chapter is not designed to extol the qualities of any one man - The experiences of dozens of others would prove to be equally courageous - but Lieutenant Reed-Olsen, Norwegian War Cross with Sword, DSC is a product of the Royal Norwegian Air Force Training Centre in Canada.

CHAPTER FORTY-NINE

Farewell to Canada

While the last R.N.A.F. trainee did not graduate until the end of June, and the rear party did not leave until some time after that, the official "Farewell to Canada" took place on the 16th February, 1945.

Invitations were sent out in advance, to the Federal and Provincial Governments and Consulates, to the Chief of the Air Staff, members of the Air Council, Directorate Heads, the Air Officer Commanding, No. 1 Air Command and many Commanding and other Officers.

Naval, Military and Municipal officials together with representatives of institutions and organizations, with whom the R.N.A.F. had been associated, were also invited. All R.N.A.F. personnel were permitted to invite guests.

On the morning of the 16th a special train left Toronto for Gravenhurst and upon arrival there, two huge convoys transported the guests to the Camp. At the same time, a formation of aircraft put on a flying exhibition over the moving vehicles, for the benefit of over a thousand guests.

The first part of the program was given to an open inspection of the Camp. Following which Their Royal Highnesses Crown Prince Olav and Crown Princess Martha arrived. They were received by a Guard of Honour and, following the inspection of the personnel, Crown Prince Olav pinned Norwegian Wings on the graduates of Course 118 from No. 1 S.F.T.S.

The official party and guests then gathered in the hangar, which had been appropriately decorated for the occasion. Lieutenant Colonel Reistad made the opening address and was followed by the Honourable Daniel Steen, the Norwegian Minister to Canada.

His Royal Highness, Crown Prince Olav thanked the Canadian Government, the R.C.A.F. and the Canadian people, for their co-operation and kindness. The message from the Prime Minister of Canada to the R.N.A.F. was delivered by Mr. George Panter of Gravenhurst, while the Minister of National Defence for Air was represented by his Parliamentary Assistant, the Honourable Cyrus MacMillan. The Lieutenant Governor of Ontario, the Honourable Albert Matthews followed, and concluded his address by introducing Mrs. Matthews, who presented the Crown Princess Martha with a Canadian Emblem.

Air Vice Marshall W.A. Curtis, the Air Member for Air Staff, represented the Royal Canadian Air Force. Air Vice Marshall Curtis assured the R.N.A.F. that the splendid co-operation that had worked both ways between the two Services would always be remembered and presented them with an R.C.A.F. ensign and a silver-framed regimental crest.

Then followed a presentation to the R.C.A.F. of the first Norwegian Flag to fly over Little Norway in Toronto and Muskoka. The District of Muskoka presented the R.N.A.F. with an oil painting depicting the type of Canadian scenery to which the Norwegian had become accustomed. The Mayor of Toronto, Mr. R.H. Saunders, presented a large silver tray, suitably inscribed. These gifts were accepted by Lieutenant Colonel Reistad on behalf

of the R.N.A.F. Commander Thommessen then returned these compliments by presenting Norwegian banners to the Mayors of Bricebridge, Gravenhurst, Huntsville and Toronto. Following this, the Canadian Legion and the Rotary Club of Gravenhurst presented Crown Princess Martha with a golden maple leaf studded with diamonds.

To the tune of the recently composed Victory March of Norway, played by the R.C.A.F. Central Band, the guests then left the hangar and assembled on the parade ground to watch the official lowering of the R.N.A.F. Flag and R.C.A.F. Ensign which had flown side by side for so long.

With the ceremonial over, the guests adjourned to the various messes, where a smorgasbord was prepared following which a dance was held in the hangar.

The Royal Norwegian Air Force had said "Farewell to Canada".