

UFFELMAN, P/O Sheldon Lloyd (J92835) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 12 January 1920 in Kitchener, Ontario; home in Waterloo, Ontario (student); enlisted London, Ontario, 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 WS; graduated 17 January 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 17 February 1941. To No.16 Explosives Depot, 25 March 1941. To overseas, 5 April 1941. Disembarked in Britain, 19 April 1941. To Uxbridge, 20 April 1941. To No.2 Radio School, Yatesbury, 28 April 1941. To No.27 OTU, 11 August 1941. To Lichfield, 25 November 1941. Promoted Flight Sergeant, 1 December 1941. To No.15 OTU, 21 December 1941. To No.215 Squadron, 26 March 1942 (31 sorties, 185 operational hours). Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Contracted dengue fever and malaria, July 1943. Proceeding to United Kingdom, 24 September 1943. Arrived in UK, 18 October 1943. To Headquarters, No.29 Group, 10 November 1943. To No.11 Air Gunner School, 16 November 1943 to instruct. To Repatriation Depot, 6 April 1944. To RCAF Overseas Headquarters, 9 May 1944. Embarked for special leave in Canada, 14 June 1944, arriving 22 June 1944. Embarked for United Kingdom, 4 August 1944, arriving 11 August 1944. To No.61 Base, 2 September 1944. To No.428 Squadron, 14 September 1944. Commissioned 29 October 1944. To No.24 OTU, 19 February 1945. Promoted Flying Officer, 29 April 1945. To Sutton-on-Hill, 16 May 1945. Repatriated 13 August 1945. To No.4 Release Centre, 21 August 1945. Retired 10 October 1945. Award presented in Hamilton, 27 July 1949. Died in Waterloo, Ontario, 22 November 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1993. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 21 March 1945 when he had flown 20 sorties (138 hours 50 minutes) on a second tour, 6 October 1944 to 1 February 1945.

This officer has shown intrepid courage and great determination as an Air Gunner throughout his two tours of operations. His great ability and confidence created a high standard of morale in his crew which undoubtedly contributed in a large degree to their efficiency.

His devotion to duty and great loyalty not only proved of incalculable assistance to his pilot but also furthered the interests of the squadron as a whole.

For his courage and fine devotion to duty I recommend the non-immediate award of the D.F.C.

The sortie list for the second tour was as follows:

- 6 October 1944 - Dortmund (6.15)
- 14 October 1944 - Duisburg (5.60 - typo - 5.50 ? or 6.50 ?)
- 14 October 1944 - Duisburg (6.25)
- 15 October 1944 - Wilhelmshaven (5.35)

19 October 1944 - Stuttgart (7.45)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (6.05)
28 October 1944 - Cologne (4.40, duty not carried out)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.15)
6 December 1944 - Osnabruck (6.50)
15 December 1944 - Ludwigshaven (6.25)
18 December 1944 - Duisburg (6.40)
21 December 1944 - Cologne (7.00)
24 December 1944 - Dusseldorf (4.45)
5 January 1945 - Hanover (5.55)
6 January 1945 - Hanse (6.35)
14 January 1945 - Merseburg (9.00)
16 January 1945 - Zeitz (8.10)
28 January 1945 - Stuttgart (8.00)
1 February 1945 - Ludwigshaven (7.40)

RCAF Press Release 1849 dated 24 June 1943 dealing with his first tour was in Far East reads:

India - Akyab, Magwe and other Japanese-occupied cities in Burma are getting a fairly heavy pasting these days by Wellington bombers of the RAF and doing his share is a Canadian wireless air gunner, Flight Sergeant S.L. Uffelman of Waterloo, Ontario.

A native of Kitchener, Uffelman went to school there before joining a meat packing firm. He entered the RCAF in May 1940, went to Britain a year later and was posted to the Middle East.

On the way out one of the propellers of the Wellington in which Uffelman was a passenger fell off into the sea, and the plane made a forced landing in the Western Desert. After two days they were discovered by fellow flyers however, and rescued.

In April of last year Flight Sergeant Uffelman was posted to India, and since that time has been on a dozen operational flights against Burma cities, has done anti-submarine patrols, and has helped to train Indian paratroops.

Notes: Form on repatriation dated 6 August 1945 notes he had flown two operational and two non-operational tours - 323 hours 50 minutes on operations (51 sorties) and 413 non-operational hours. Types experienced were Wellington (470 hours 50 minutes), Dakota (55.30), Lancaster (195.40) and Anson (15 hours). He had hoped to be given pilot training at the time of his 1944 repatriation and leave, but this did not transpire.

Training: Interviewed in London, Ontario, 22 April 1940 - "Well spoken, clean cut, bright boy who should make good in Air Crew. Careful questioning revealed applicant had considerable stability. Believe he would make a first class aerial gunner."

Course at No.1 ITS was 22 July to 14 September 1940. Marked in Mathematics (69 percent), Armament, practical and oral (74 percent), Drill (75 percent) and Law and Discipline (86 percent). Placed 49th in a class of 214. "Fine, clean-cut type. Excellent material for gunner."

Course at No.2 WS was 16 September 1940 to 20 January 1941. Spent 35 minutes in Flying Classroom as first operator, three hours 15 minutes in Flying Classroom on listening watch, and one hour 20 minutes as sole operator in two-seat aircraft. Marked in following subjects - Theory (15/100, which seems remarkably low), Practical Application (75/150), Morse, buzzer and lamp (165/200), Procedure (128/200), Signals Office Routine (60/100), Signals Organization (90/150), Drill and PT (68/100). Placed 152nd in a class of 171.

Course at No.4 BGS was 20 January to 17 February 1941. Battle aircraft (ten hours 15 minutes by day). Scored 8.5 percent hits on Beam Test, 9.8 percent hits on Beam Relative Speed Test and three percent hits on Under Tail Test. Scored 65 percent on written examination, 65 percent in practical and oral examination, scored 132/250 on "Ability as Firer" and 96/150 in "Qualities as an NCO". Placed 61st in a class of 74. Not suitable for commission - "Missed five days of course but qualified."

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ULLETT, F/O Gerald Bentham (J35740) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 2 October 1921 in Ottawa; home in Woodroffe, Ontario (ledger keeper for International Harvester); enlisted Ottawa, 30 July 1942 as Radio Mechanic Under Training. To No.1 Manning Depot, 30 August 1942. Reclassified for aircrew and posted to No.5 ITS, 9 January 1943; graduated and promoted LAC, 3 April 1943 but not posted to No.4 AOS until 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 26 September 1945. To No.3 Release Centre, 2 October 1945. Retired 2 November 1945. Commissioned September 1943. Award presented 1 December 1948. Died in North York (Toronto), 30 August 2010. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 February 1945 when he had flown 32 sorties (163 hours 40 minutes), 12 July to 25 November 1944.

This navigator has completed a tour of thirty-two attacks on enemy territory, many of which have been against the difficult targets of the Ruhr Valley. Throughout his tour he has displayed great skill as a navigator and devotion to duty well above the average. By his skill he has at all times kept his aircraft well

on track and in the concentration, thus enabling his captain to reach his target and bomb at the correct time. Flying Officer Ullett has always shown a determination to complete the task to which he has been assigned and by his skill as a navigator and his cheerfulness under trying conditions has been an inspiration to the other members of the crew. On the ground he has rendered great assistance in training other navigators and has been of great help to the Navigation Leader.

The sortie list was as follows:

12 July 1944 - Acquet (4.20)
14 July 1944 - Anderbelck (3.40)
18 July 1944 - Mondevillee (4.35)
28 July 1944 - Hamburg (5.05)
30 July 1944 - Anoye Seulle (4.00)
31 July 1944 - Conquereaux (4.25)
1 August 1944 - Le Hey (3.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - L'Hoque (4.25)
9 August 1944 - Prouville (4.15)
12 August 1944 - Brunswick (5.40)
13 August 1944 - Aisy (4.35)
15 August 1944 - Gardening (6.20)
18 August 1944 - Comnantre (6.25)
27 August 1944 - Marquis (3.40)
28 August 1944 - Fresney (4.10)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Gardening, Kiel (3.25)
12 September 1944 - Gardening, Oslo
17 September 1944 - Boulogne (3.55)
24 September 1944 - Calais (4.35)
27 September 1944 - Sterkrade (4.55)
28 September 1944 - Cap Gris Nez (4.40)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (5.45)
30 October 1944 - Cologne (6.20)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (5.05)
21 November 1944 - Gardening, Oslo (6.50)
25 November 1944 - Fredrichshaven (6.35)

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ULLRICH, F/O Louis Ernest Henry (J17513) - **Mention in Despatches** - No.1674 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Ottawa, 6 December 1921. Home in Ottawa where he attended High School of Commerce; office clerk and stenographer, 1938 onwards. Private in Canadian Ordnance Corps, 11 September 1940 to 28 January 1941. Enlisted in RCAF, Ottawa 29 January 1941. To No.2 Manning Depot, Brandon, 31 January 1941. To No.1 Manning Depot, Toronto, 1 March 1941. To No.1 Equipment Depot, Toronto, 28 April 1941. To No.4 WS, Guelph, 6 July 1941; promoted LAC, 7 August 1941; to No.1 BGS, Jarvis, 23 November 1941; graduated and promoted Sergeant, 22 December 1941. To "Y" Depot, Halifax, 24 December 1941. To RAF Trainee Pool, 7 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.1 Signal School, 24 February 1942 (Domini, Rapide and Proctor aircraft). To No.3 Radio School, 15 April 1942 (Botha aircraft). To No.3 (Coastal) OTU, 9 June 1942 (Anson and Whitley aircraft). To No.502 Squadron, 4 August 1942 (Whitley and Halifax aircraft). Promoted Flight Sergeant, 1 February 1943. Commissioned 29 April 1943. Promoted Flying Officer, 29 October 1943. To No.1674 Conversion Unit, 1 February 1944 (Halifax and Fortress aircraft). Repatriated 19 October 1944 on special leave. To No.3 Release Centre, Rockcliffe, 16 February 1945. Retired 20 February 1945. He had married a British WAAF who arrived with his six-month old daughter in January 1945 (marriage ended in divorce or widowerhood, as he was described on retirement as having "four children by his first wife"). Newsclippings in DHist biographical file say that he survived four crashes overseas (in one of which the aircraft broke into three pieces) and that he flew a total of 86 sorties ! Served in Ottawa police after the war, retiring as Detective Inspector, 1 May 1981. Also engaged in RCAF as Air Cadet Officer, 4 May 1951 (300689) and commanded No.211 Air Cadet Squadron in rank of Flying Officer to 30 April 1952 and Flight Lieutenant from 1 May 1952 onwards, serving to 23 October 1968; awarded Canadian Forces Decoration (CD), 1959. Died in Ottawa 31 August 1981.

Notes: Repatriation form dated 13 October 1944 stated he had flown 56 sorties (659 hours 45 minutes) and total flying time overseas was 944 hours 50 minutes.

Application for Operational Wing dated 10 February 1944 stated he had flown 65 sorties (659 hours), 4 August 1942 to 1 February 1944.

Interview Report on release noted, in part, "While overseas completed an operational tour as Wireless Operator in a Halifax squadron (660 hours operational with Coastal Command); mentioned in despatches for outstanding work as signals training officer."

Crash, 1 January 1943: Member of crew of Whitley VII, serial Z9372, 1 January 1943, just outside boundary of St. Eval aerodrome, Cornwall. Mission described as "Shipping patrol". Report of incident stated, "Aircraft was hit by flak during patrol putting hydraulics out of action. W/T operator unable to make contact with diversion aerodrome (Chivenot) so Captain decided to maintain contact with St. Eval and attempt QGH procedure there, as petrol was getting low. Wheels were lowered by emergency system and aircraft broke cloud at about 100 feet. Even at a low altitude, only occasional glimpses of the ground could be obtained, and on the third

attempt to get in when port fuel gauge registered 30/50 gallons, visibility improved. Aircraft was then north of aerodrome. Setting course for aerodrome at low altitude to get in the port engine cut and Captain made crash landing dead ahead.”

Aircraft was hit by flak from enemy ship which rendered hydraulics unserviceable, hence the need to pump down the undercarriage manually; flaps could not be lowered at all. Aircraft had been airborne 11 hours 15 minutes when petrol exhausted. “It is considered that the Captain carried out an excellent crash landing in difficult circumstances resulting in only minor injuries to members of his crew.”

Air Cadet Officer: An undated report (but circa 1952) by George A. Perley (Chairman, Civilian Committee, No.211 Squadron) is revealing of the man and the Air Cadet Movement:

Due to the fact that L.E. Ullrich became attached to this squadron late in the spring training season it is possible this report of his activities to date may not do him justice that would be merited. When Mr. Ullrich took over the command of the Squadron, records, equipment and training were in a sad state. His ability to quickly judge a situation was evidenced by the immediate reorganization of records, office administration and to pick up and carry through the training programme for the few remaining weeks. While still not posted or confirmed in his command he took a small band of good Cadets to camp on his own holiday. It was also the first time that the entire officer personnel attended summer camp and it was the edict of Mr. Ullrich which brought about this condition. As he has always been vitally interested and successful in committees and organizations devoted to boys' work, his prime interest in their welfare has been established. From personal observations of this officer in despatching his office there is no doubt of his sincerity in getting the best out of the Cadets and the best he can from them. In addition to parade which he attends regularly, Mr, Ullrich spends a number of evenings at the barracks [Beaver Barracks] on Cadet work. His cooperation with the Civilian Committee is excellent and it is this reporter's honest opinion that the enthusiasm displayed by him has already created an impetus for the committee itself.

Mr. Ullrich in civilian life is a detective with the Ottawa Police Department and is very popular with all his fellow officers. The fact he has risen to his present position in six years tells a story, as his promotions were on his own and without any political support. Mr. Ullrich is a very neat dresser and in his uniform sets a very high standard of neatness and bearing such that if all the Cadets emulated him we could have the smartest turned out Squadron in Canada.

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UMPERSON, F/O William Earl (J23698) - **Croix de Guerre (France)** - No.502 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1672/45 dated 2 November 1945. Born 4

December 1918. Home in Poland, Ontario; in family lumber business before and after the war; enlisted Ottawa, 4 December 1941. Granted leave without pay until 28 December 1941 when posted to No.1 Manning Depot. To No.6 SFTS, 31 January 1942 (guard duty); to No.1 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.20 EFTS until 1 August 1942; graduated 25 September 1942 when posted to No.9 SFTS; graduated and commissioned 9 February 1943. To No.1 GRS, 12 February 1943; to "Y" Depot, 24 April 1943; to RAF Trainee Pool, 26 May 1943. Promoted Flying Officer, 9 August 1943. Promoted Flight Lieutenant, 1 June 1944, Repatriated 2 August 1945. Retired 18 September 1945. Farmer and lumberman. Died in Perth, Ontario, 24 August 2012. PL-43930 dated 6 May 1945 has following caption: "Perched high on the nose of a Halifax bomber, these Canadian pilots are top scorers in RAF Coastal Command attacks on enemy shipping in the Skaggerak. Among them, the trio already have rolled up 22 attacks. From left to right they are: Flight Lieutenants Frank Rush, DFC, Spiritwood, Saskatchewan, eight attacks; W. Earl Umpherson, Perth, Ontario, seven attacks, and J. Spence Shiach, DFC, seven attacks". Photo PL-43941 dated 6 May 1945 has the following caption: "These Canadian pilots fly with the night-prowling Halifax bombers of Coastal Command which are driving away enemy shipping from the sea lanes to Norway. From left to right they are F/L J. Spence Shiach, DFC, Winnipeg, F/O C.A. McLennan, Birtle, Manitoba, F/L W. Earl Umpherson, Perth, Ontario, F/O Gordon Ormston, (pointing), Unionville, Ontario, F/O K.J. Thompson,, Vancouver, F/O L.G. Thacker, Saint John, New Brunswick, and Warrant Officer (1) Alan Dallas, Winnipeg." RCAF Photo PL-43936 (ex UK-18684, circa 6 May 1945) is captioned as follows: "These Canadian pilots made three attacks on enemy shipping in eight days in the Bay of Biscay, then transferred to a Coastal Command base in northern Scotland to harass Nazi ocean communication between Norway and the Reich. There they made four more attacks, including a Nazi ammunition ship that blew up and sank. The motorcycle belongs to F/O C.A. McLennan of Birtle, Manitoba (left), co-pilot with F/L W. Earl Umpherson, Perth, Ontario (right)." Public Records Office Air 2/9645 has citation.

Flying Officer Umpherson, as captain of aircraft, has displayed great courage, skill and tenacity throughout the campaign in operations off the northwest and western coast of France. On 13th August, 1944, whilst flying a Halifax he sighted three U-boats and four escort vessels off the mouth of the Gironde. In spite of the concentrated fire which could obviously be expected from an enemy force of this composition he pressed home his attack with iron determination although the aircraft was twice hit during the bombing run. He has also engaged in several other attacks on enemy under-water and surface ships in the face of intense anti-aircraft fire.

Excerpts from Coastal Command Operational Summaries (DHH 181/003 folio D.886):

Halifax K/502 - F/O Umpherson - 0030, 5th August 1944 - 47.32 N 03.42 E., southwest of Brest. Aircraft on A/U patrol, after investigating radar contact five miles, attacked surfaced U-boat, dropping five 600-lb anti-submarine bombs, spaced 120 feet, from 1,600 feet. Rear gunner saw two explosions but not the U-boat in relation to them. The U-boat made an extremely tight turn towards

these explosion pools. On second circuit U-boat had disappeared and radar contact was lost and not regained.

Halifax K/502 - F/O Umpherson - 0655, 13th August 1944 - 45.40 N 01.15 W, Gironde Estuary. Aircraft on anti-shipping patrol sighted three U-boats and four escort vessels as above [sighting by E/58, F/L McFadyen], also witnessed the attack by E/58. "K: climbed to 7,500 feet and attacked in a dive to 5,000 feet, releasing five 600-lb anti-submarine bombs, spaced 120 feet, no results being observed owing to evasive action. Severe flak was encountered on the run in from the vessels and both banks of the Gironde; the aircraft being hit and the rear gunner receiving serious injuries.

Halifax F/502 - F/O Umpherson - 0225, 23rd October 1944 - 58.24 N 09.02 E, Skagerrak. Aircraft on anti-submarine patrol sighted one M/V of 2,000 tons and attacked from 4,000 feet with six 500-lb M.C. bombs, spaced 75 feet, one of which hung up. Bomb flashes were seen but no results were observed.

Halifax H/502 - Captain F/O Umpherson - 1930, 17th November 1944 - 57.42 N 11.28 E, west of Gothenburg. Aircraft on anti-shipping patrol obtained radar contact 10 miles ahead, homed and sighted a convoy consisting of two merchant vessels and four escort vessels. Aircraft attacked the larger of the merchant vessels (approximately 4,000 tons) releasing six 500 lb M.C. bombs, air burst pistol, in pairs from 3,000 feet. Bomb flashes were seen by the stern of the vessel and after the attack a thick pall of smoke was seen down wind of the ship.

Halifax V/502 - Captain F/L Umpherson - 2015, 13th January 1945 - 57.08 N 11.53 E, Kattegat. Aircraft on anti-shipping patrol sighted four vessels believed to be T.T.A.s in live astern (course and speed unknown) and attacked from 6,000 feet with six 500-lb M.C. bombs, nose plugged, .025 seconds tail delay, but no results were observed.

Halifax T/502 - Captain F/L Umpherson - 1945, 25th January 1945 - Aalosund (south anchorage). Aircraft on anti-shipping patrol attacked M/V, 6,000 tons, one of three ships all stationary, dropping six 500 lb M.C. bombs, tail fused from 6,000 feet. Bomb flashes seen but no results observed. No flak experienced.

Halifax A/502 - Captain F/L Umpherson - 2345, 7th March 1945 - 57.40 N 11.35 E, Kattegat. Aircraft on anti-shipping patrol obtained radar contact, homed and sighted three M/Vs and three escort vessels course north, speed 10 knots. Aircraft attacked an M/V of 3,000 tons dropping seven 500-lb M.C. bombs nose plugged .025 seconds tail delay from 5,500 feet. No results observed owing to evasive action. After the attack one vessel was stationary and white smoke was seen issuing from it.

Halifax D/502 - Captain F/L Umperson - 2350, 11th March 1945 - 58.12 N 10.39 E. Skagerrak. Aircraft on anti-shipping patrol was directed to the convoy attacked at 2128/11 [a reference to a convot attacked by X/502, F/L Hutchinson, seven vessels including three destroyers]. Homed on radar contacts at 18 miles and attacked one of three destroyers escorting the convoy, dropping seven 500-lb M.C. bombs, tail fused, spaced at 80 feet from 5,000 feet. No results seen owing to evasive action from intense flak.

Halifax Q/502 - Captain F/L Umpherson - 2317, 27th March 1945 - 58.44 N 09.34 E, Skagerrak - Aircraft on anti-shipping patrol obtained radar contact, homed and sighted three destroyers with two medium M/Vs course 070 degrees, 18 knots. Aircraft attacked the three destroyers in line from 4,500 feet with seven 500-lb M.C. bombs, nose plugged, .025 seconds tail delay spaced at 80 feet. Crew estimate hit as the vessel was enveloped in white greyish smoke as aircraft turned away.

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UNDERHILL, S/L Cameron Cruden (J5112) - **Commended for Valuable Services in the Air** - No.164 Squadron - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. Born in Blackville, New Brunswick, 19 June 1914. Home in Moncton, New Brunswick; enlisted there, 17 July 1940 and posted to No.1 Manning Depot. To No.22 Magazine Depot, Debert, 16 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.4 EFTS, Windsor; may have graduated 23 December 1940 but not posted to No.8 SFTS, Moncton until 29 December 1940; graduated and promoted Sergeant, 7 April 1941. Subsequently commissioned, 11 April 1941. To Manning Depot, Debert, 19 April 1941. Subsequently to Halifax. To overseas, 30 May 1941. To No.53 Squadron, Limavady, Ireland, December 1941. Promoted Flying Officer, 11 April 1942. Subsequent servive in No..53 Squadron, took him to North Coates (March to June 1942, St. Eval (June-July 1942), Trinidad (July to December 1942) and reportedly Greenland (February 1943 to April 1943). Promoted Flight Lieutenant, 11 April 1943. To No.5 (Coastal) OTU, 21 April 1943. Repatriated via No.31 Personnel Depot, Moncton, 12 June 1943. To Rockcliffe, 19 June 1943. To No.31 GRS, Charlottetown, 21 July 1943. To No.31 OTU, Debert, 31 August 1943. Promoted Squadron Leader, 1 March 1944. To Eastern Air Command Headquarters, 16 May 1944. To No.164 (Transport) Squadron, 27 July 1944. To No.435 Squadron, 29 August 1946. Retained rank of Squadron Leader in postwar RCAF (19714). To No.9 (Transport) Group Headquarters, 18 March 1947. To Staff College, Toronto, 10 October 1947. To Maintenance Command Headquarters, Ottawa, 28 July 1948. To RAF on exchange duty, 16 September 1949. To Winnipeg, 20 June 1951. To No.2 Air Navigation School, Winnipeg, 1 August 1951. Promoted Wing Commander, 1 June 1952. To Tyndall Air Force Base, Florida, 5 September 1952. To No.33 ACW Squadron, Falconbridge, 3 December 1952. To No.11 TSU, Montreal, 17 February 1953. To No.14 ACW Squadron, Parent, Quebec, 16 May 1953 (first Commanding Officer). To No.3 (Fighter) Wing, 30 June 1955. To No.6 TACC, Metz, 8 April 1958. To Station Senneterre, 6 August 1959. Retired 1 August 1963. Obituary said he had been engaged in an icecap rescue in Greenland with Bernt Balchen. Awarded Queens Coronation Medal, 23 October 1953, while

Wing Commander and OC No.14 ACW Squadron. Died 22 November 1972. Ancestry website states he died 29 November 1972 and is buried in Blackville, New Brunswick.

This officer's devotion to duty as a flight commander and now second in command of the transport squadron is beyond reproach. His knowledge of transport work both as a pilot and checking-out officer, has proven such that the senior captains and co-pilots are always without doubt at the peak of efficiency which go to make up an efficient squadron which operates in an area where adverse weather conditions exist at all times.

This began as a recommendation for an Air Force Cross dated 19 November 1945 by the Commanding Officer, No.164 Squadron. He had flown 1,900 hours to date (300 in previous six months) of which 300 hours had been instructional (50 in previous six months). He was credited with 103 sorties (535 operational hours). Text as follows:

Squadron Leader Underhill's devotion to duty as a flight commander and now second in command of the transport squadron is beyond reproach. His knowledge of transport work both as a pilot and checking-out officer, has proven such that the senior captains and co-pilots are always without doubt at the peak of efficiency which go to make up an efficient squadron which operates in an area where adverse weather conditions exist at all times.

An earlier recommendation (for either an AFC or Mention in Despatches) was raised on 26 July 1945 by W/C R.W. Godwin, noting that he had flown 1,736 hours (406 in previous six months) of which 245 had been instructional (none in past six months). This one gave his operational flying as 110 sorties (1,130 hours) - a very great discrepancy from the above-noted submission. Text was as follows:

This officer, by his keenness, drive and devotion to duty has made himself a primary asset to his squadron and the Air Force. His knowledge of the work, great flying ability and intelligent approach to the subject have combined to make him a transport pilot of such excellence that he serves as an example to which others may strive.

This was endorsed by G/C P.G. Baskerville on 27 July 1945 but went no further.

This was supported on 4 December 1945 by Air Commodore John Plant. However, on 21 January 1946, Air Commodore M. Costello signed off as follows - "Recommended for King's Commendation for Valuable Services in the Air."

Notes:

Assessment dated 26 April 1943 by W/C J.H. Leggate, No.53 Squadron. Described him as having flown 927 hours (206 in previous six months). "Very quiet and unassuming though inside a pleasant exterior, he is remarkably tough and tenacious. In the corner, he is one of the coolest

and most clear thinking men. One of the best operational pilots one could hope to have in a squadron. Knows his job and carried it out with most reliable judgement.

Accident, 19 May 1943 at No.5 (Coastal) OTU, Long Kesh, Beaufort DD894. Others in crew were J21624 P/O W.I. Post (pilot) and 1081352 Sergeant J. Booth (WOP/AG). Instructional flight, landed in strong cross-wind and ran into boggy ground.

Accident, Beaufort AW370, 20 May 1943 at No.5 (Coastal) OTU. Following an air test, landed but was inexperienced in braking, ran off runway into soft ground. He was accustomed to Hudsons with harsher brakes. Logbook endorsed.

A summary of his flying to 30 June 1952 listed the following types and hours: Fleet Finch (49.45). Anson (111.55), Hudson (957.55 of which 55.40 were as captain), Beaufort (11.55), Lodestar (96.25), Dakota (1,240.55), Beechcraft (130.15), Tiger Moth (29.30), Chipmunk (30.00), Proctor (26.55), Botha (27.45), Blenheim (6.15), Fairchild C-82 (1.45). Total flying was 2,731 hours and 30 minutes.

Another document on file lists his flying as follows:

No.4 EFTS - Fleets - 25.45 dual, 24.00 solo
No.8 EFTS - Anson - 51.20 dual, 53.25 as first pilot
No.3 GRS - Anson - 2.05 dual, 2.00 as second pilot
No.3 GRS overseas - Botha - 1.40 dual, 26.05 as second pilot.
No.3 GRS overseas - Blenheim - 6.15 as second pilot.
No.6 OTU - Hudson - 14.50 dual, 46.05 as captain, 74.25 as second pilot
No.53 Squadron - Hudson - 597.50 as captain
No.31 (C) OTU - Hudson - 224.45 as captain
No.5 OTU - Beaufort - 9.40 as captain, 2.15 as second pilot
Transport Conversion Squadron - C-45, Expediter - 12.30 dual, 8.30 as first pilot, 9.40 as second pilot.
No.164 Squadron - C-60 Lodestar - 15.05 as captain, 81.20 as second pilot.
No.164 Squadron - C-47 Dakota - 29.55 dual, 351.35 as captain, 274.05 as second pilot.
TOTAL - 138.05 dual, 1,330.55 as captain, 476.10 as second pilot (1,945.05 in all)

Further types of flying broken down as follows:

Cloud Flying - 189.15
Simulated Instrument Time - 104.55
Total Instrument Time - 294.10
Radio Range Time - 219.00
Total Link Time - 109.50

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UNDERHILL, F/O William Joseph (J35081) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 8 September 1921 in St.Thomas, Ontario; home there (student); enlisted in London, Ontario, 19 August 1942 and posted to No.1 Manning Depot. To No.9 SFTS, 21 January 1943 (guard duty); to No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; to No.1 BGS, 1 May 1943; graduated and posted to No.4 AOS, 24 July 1943; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 21 February 1945. Retired 21 March 1945. Rejoined RCAF (service number 27940) from 26 May 1947 to 15 December 1948. Medal sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1750 (PAC RG.24 Vol.20608) has recommendation dated 16 December 1944 when he had flown 31 sorties (161 hours 45 minutes):

This air bomber's work both in the air and on the ground has been outstanding. Very accurate in his bombing, he has also by his keenness acquired navigational skill of a high order. His enthusiasm and skill has been of great assistance in ground training. A very fine officer and an asset to any squadron.

The sortie list was as follows:

14 August 1944 - Bons Tassilly (4.30)
15 August 1944 - Brussels/Melsbroeck (4.05)
18 August 1944 - Bremen (5.30)
25 August 1944 - Mimoyceques (3.20)
28 August 1944 - Brest (4.20)
31 August 1944 - Ile de Cezembre (5.15)
9 September 1944 - Le Havre (4.25)
10 September 1944 - Le Havre (4.10)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Wanne Eickel (4.50)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.10)
30 September 1944 - Sterkrade (4.35)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (5.50)
12 October 1944 - Wanne Eickel (5.15)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.50)
15 October 1944 - Wilhelmshaven (4.20)
23 October 1944 - Essen (5.45)
25 October 1944 - Hamburg (5.15)

28 October 1944 - Cologne (5.35)
30 October 1944 - Cologne (6.30)
21 November 1944 - Casttrop Rauxel (6.55)
27 November 1944 - Neusse (4.55)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (6.55)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.10)

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UNDERWOOD, WO1 James Henry Colston (R225592) - **Medal for Bravery (Czechoslovakia)** - No.422 Squadron - awarded as per **Canada Gazette** dated 24 January 1948, AFRO 81/48 dated 6 February 1948. Born in Bristol, England, 13 November 1912; came to Canada in 1922; farming in Canada, 1927-35 and in paper mills, 1935-39. To England, November 1938. Enlisted in Royal Air Force, 2 February 1939 as an Aircraft Hand; his service included time with No.242 Squadron in 1940. Remustered and trained as a Flight Engineer, 14 July 1942; simultaneous posting to No.422 Squadron, with which he served until 30 June 1944, when posted to No.4 (Coastal) Operational Training Unit. Transferred to RCAF in London, England, 26 January 1945; repatriated to Canada, date uncertain; to "Y" Depot, 14 April 1945; to United Kingdom again, 1 May 1945. Repatriated 13 August 1945. To No.8 Release Centre, 21 August 1945; released 3 October 1945. Home in Vancouver. Died in Burnaby, British Columbia, 10 July 1990 as per British Columbia Vital Statistics. On a form dated 16 July 1945 he reported having flown one operational tour. He gave his flying time as 803 operational hours (62 sorties) plus 275 non-operational hours; aircraft experience was on Lerwick (40 hours), Catalina (25 hours) and Sunderland (1,013 hours) flying boats. This award was related to the sinking of the German blockade runner **Alsterufer**, 27 December 1943; see entry for F/L W.Y. Martin.

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UNGERMAN, F/O David (J27698) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 21 June 1915. Home in Toronto (circulation department, **Evening Telegram**); enlisted there 12 August 1940 for General Duties. Remustered to Service Police, 19 October 1940. Promoted Corporal, 19 October 1940. To Technical Training School, St. Thomas, 22 October 1940. To Newfoundland, 8 July 1941. Promoted Sergeant, 1 May 1942. To Technical Training School again, 15 October 1942. Remustered to aircrew and posted to No.1 ITS, 7 November 1942; may have graduated 22 January 1943 but not posted to No.1 BGS until 22 February 1943; graduated 14 May 1943 and posted next day to No.1 AOS; graduated and commissioned 23 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 28 October 1944. To No.4 BGS, 14 December 1944. To No.4 Release Centre, 29 January 1945. Retired 21 February 1945. Medal sent by registered mail 30 March 1949. Died in Toronto, 17 December 1997. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations

against the enemy." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 18 September 1944 when he had flown 35 sorties (164 hours 55 minutes) in tour from 9 May to 31 August 1944.

A Bomb Aimer of outstanding ability, Flying Officer Ungerman has recently completed a tour of operations with No.425 Squadron. He has had sorties which included highly defended targets such as Stuttgart, Hamburg and Kiel.

On the night of 25th/26th July 1944, when detailed to attack Stuttgart, it was necessary to orbit twice. Finally, when the run was made to the target, it was covered by smoke. The bombs were released and from the explosions in the target area, as well as from the pictures taken, it was proved that the mission had been carried out successfully.

Throughout his tour of operations, Flying Officer Ungerman has shown a remarkable tenacity and keenness both in the air and on the ground. His untiring devotion to duty has resulted in exceptional precision bombing. This officer has been a source of inspiration to the other members of his crew.

His exceptional ability, his dogged determination and outstanding cool courage are highly commendable and worthy of a recommendation for the "Non-Immediate" award of the "Distinguished Flying Cross".

The sortie list was as follows:

9 May 1944 - Calais (3.35)
10 May 1944 - Ghent (4.10)
12 May 1944 - Louvain (4.55)
31 May 1944 - Au Fevre (4.50)
2 June 1944 - Neufchatel (4.05)
5 June 1944 - Houlgate (5.25)
6 June 1944 - Coutances (4.20)
7 June 1944 - Acheres (5.00)
9 June 1944 - Le Mans (5.15)
12 June 1944 - Cambrai (5.20)
14 June 1944 - St. Pol (4.10)
16 June 1944 - Sautrecourt (3.40)
17 June 1944 - Oisemont Neuville (4.40)
24 June 1944 - Bemieres (4.10)
27 June 1944 - Foret d'Eary (5.10)
1 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (3.35)
7 July 1944 - Caen (3.55)
12 July 1944 - Thiverny (4.40)
25 July 1944 - Stuttgart (8.25)

28 July 1944 - Hamburg (5.50)
30 July 1944 - Amaye-sur-Seulle (4.50)
31 July 1944 - Oeuf-en-Ternois (4.50)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Cassan (4.50)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Foret de Chantilly (5.05)
9 August 1944 - Foret de Nieppe (3.50)
12 August 1944 - Foret de Montrichard (5.50)
15 August 1944 - Brussels (3.55)
16 August 1944 - Kiel (5.25)
25 August 1944 - Brest Corneolles (4.45)
27 August 1944 - Marquis Mimeyecques (3.40)
31 August 1944 - Ile de Cezembre (4.50)

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UPCOTT, FS Robert Fairful (R187858) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 24 August 1923. Home in Ruthven, Ontario; enlisted Windsor, 20 October 1942. Granted Leave Without Pay until 1 November 1942 when posted to No.1 Manning Depot. To No.1 ITS, 15 January 1943; to No.5 Manning Depot, 25 March 1943; to No.1 Manning Depot again, 23 April 1943; to No.1 ITS, 15 May 1943; graduated and promoted LAC, 23 July 1943; posted next day to No.7 EFTS; graduated 18 September 1943 when posted to No.6 SFTS; graduated and promoted Sergeant, 11 February 1944. To No.4 Aircrew Graduate Training School, 23 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Commissioned 13 March 1945. Repatriated 5 August 1945. Retired 19 September 1945. Medal sent by registered mail. Served in postwar auxiliary forces (221991) and awarded CD. Died 26 August 2001 age 78 at Windsor, Ontario.

In March 1945, this airman piloted an aircraft detailed to attack Cologne. Intense enemy fire was encountered over the target and the bomber was hit in both the starboard engines. In spite of this, Flight Sergeant Upcott pressed home his attack. On the return journey the two damaged engines became completely unserviceable and it was necessary to feather the propellers. Despite these difficulties, Flight Sergeant Upcott brought the aircraft and crew safely back to base. Some days later, this airman made a successful attack on Essen despite the failure of one of his engines on the outward journey. His fine qualities of leadership, resolution and devotion to duty have been most praiseworthy.

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URQUHART, F/O Robert Alexander (J9763) - **Distinguished Flying Cross** - No.50 Squadron (now dead) - Award effective 15 May 1943 as per **London Gazette** dated 20 July 1945 and AFRO 1453/45 dated 14 September 1945. Born 2 August 1919 in Moose Jaw; home there. Educated at King George Public School, Central Collegiate, and Technical High School. Call boy for CPR work crews, six months; jewellery engraver and clerk for two years. Private, 2nd Battalion, Seaforth and Gordon Highlanders, 9 October 1940 to 7 November 1940. Enlisted in RCAF, Vancouver, 9 January 1941 and posted that date to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, 21 February 1941 (guard duty); to No.2 ITS, Regina, 11 April 1941; graduated and promoted LAC, 27 May 1941; to No.6 EFTS, Fort William, 28 May 1941; ceased training, 14 June 1941 and posted to Trenton; to No.6 AOS, Prince Albert, 4 August 1941; graduated 25 October 1941 and taken on strength of No.5 BGS, Dafoe, 26 October 1941. On 30 October 1941 he was aboard Battle 2037 which made a forced landing at Aborfield, 100 miles northeast of Dafoe, 1715 hours following oil leak; no injuries. Pilot was Sergeant J.W. Tomlinson. The aircraft had pilot, one passenger and three student gunners aboard, which seems excessive. Graduated and promoted Sergeant, 6 December 1941; to No.1 ANS, 7 December 1941; graduated and commissioned 4 January 1942. To "Y" Depot, Halifax, 7 January 1942. Embarked from Canada, 8 January 1942. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.2 (O) AFU, 24 April 1942. To No.14 OTU, 19 May 1942. To No.50 Squadron, 24 August 1942 (but see sortie list). Non-effective (sick) 12 September 1942. To No.50 Squadron again, 23 September 1942. To No.617 Squadron, 25 March 1943. Killed in action 16/17 May 1943 with No.617 Squadron (Lancaster ED937). Medal sent by registered mail to his mother, 7 November 1949.

Since joining this squadron, Flying Officer Urquhart has flown on many operations. At all times his navigation has been of the highest order and the successes he achieved are due in no small measure to his skill. This officer took part in the daylight raids on Le Creusot and Milan and at other times on many heavily defended German targets. On one occasion during a low level raid on a target in North West Germany he was wounded by anti-aircraft fire but continued to navigate with accuracy. By his skill and determination Flying Officer Urquhart has set a high standard among his fellow navigators.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 26 April 1943 when he had flown 28 sorties (182 hours 15 minutes).

31 July 1942 - Dusseldorf
28 August 1942 - Nuremburg
2 September 1942 - Karlsruhe
4 September 1942 - Bremen
8 September 1942 - Frankfurt
10 September 1942 - Dusseldorf
5 October 1942 - Aachen
6 October 1942 - Osnabruck
13 October 1942 - Kiel
17 October 1942 - Le Creusot (daylight)

22 October 1942 - Genoa
24 October 1942 - Milan (daylight)
6 November 1942 - Genoa
7 November 1942 - Genoa
15 November 1942 - Genoa
17 November 1942 - Saltau
21 January 1943 - Essen
27 January 1943 - Dusseldorf
30 January 1943 - Hamburg
2 February 1943 - Cologne
4 February 1943 - Turin
11 February 1943 - Wilhelmshaven
13 February 1943 - Lorient
14 February 1943 - Milan
3 March 1943 - Hamburg
9 March 1943 - Munich
12 March 1943 - Essen
22 March 1943 - St. Nazaire

This officer was posted to this squadron with effect 23 September 1942 and has carried out 28 sorties and 182.15 hours operational flying. At all times his navigation has been superb and the success of his crew is due in no small measure to his skill. On 17 October 1942 and 24 October 1942 he took part in the daylight raids on Le Creusot and Milan, and at other times on many heavily fortified German cities. While on a low-level raid to Soltau he was injured by flak, but continued to navigate with accuracy.

At all time he has shown a marked keenness for operations and has set a high standard among other navigators of his squadron. For his skill, determination and success on operations, I consider he is worthy of the non-immediate award of the Distinguished Flying Cross.

Note: The website "Lost Bombers" has the following on his loss. Lancaster ED937 of No.617 Squadron (AJ-Z) on Operation Chastise (dams raid), 16/17 May 1943. ED937 was a Mk.III and was delivered to No.617 Squadron from No.39 Maintenance Unit on 14 May 1943. It was part of the first wave in Operation Chastise; lost on its first operation with a total of seven hours - one of eight No.617 Squadron Lancasters lost on this operation (the others were ED864, ED865, ED887, ED910, ED925, ED927 and ED934. Airborne at 2159 hours, 16 May 1943 from Scampton heading for the Eder Dam. Crippled by the detonation of its own weapon and while trying to make base was hit by light flak, crashing 0236 hours 17 May 1943 at Netterden, three km E of Emmerich. Crew (all killed) were S/L H.E.Maudslay DFC, Sergeant J.Marriott, DFM, F/O R.A.Urquhart, DFC, RCAF, P/O M.J.D.Fuller, WO2 A.P.Cottam, RCAF, F/O W.J.Tytherleigh, DFC and Sergeant N.R.Burrows.

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USHER, P/O Charles Joseph (J18430) - **Distinguished Flying Cross** - No.467 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born in Vancouver, 2 February 1921; home there and was an Air Cadet, January 1939 to January 1941; enlisted there 27 June 1941. To No.2 Manning Depot, 2 August 1941. To No.12 SFTS, Brandon (guard), 14 September 1941. To No.2 ITS, Regina, 11 October 1941; graduated and promoted LAC, 6 December 1941; posted next day to No.3 AOS, Regina. Ceased observer training and posted to Composite Training School, Trenton, 19 February 1942; to No.6 BGS, Mountain View, 29 March 1942; graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 29 April 1942. To RAF Trainee Pool, 31 May 1942. Arrived in United Kingdom, 11 June 1942. Taken on strength of No.3 PRC, 12 June 1942. To No.3 AGS, 31 July 1942 (Blackburn Botha aircraft, three hours 20 minutes). To No.19 OTU, 24 August 1942 (Whitley aircraft, 31 hours 55 minutes). Promoted Flight Sergeant, 27 October 1942. To No 1654 Conversion Unit, 15 November 1942 (Lancaster aircraft, 37 hours 40 minutes). To No.467 Squadron, 28 January 1943. To No.306 FTU, 10 May 1943. Commissioned and reposted to No.467 Squadron, 5 August 1943. To No.1661 Conversion Unit, 16 December 1943. Promoted Flying Officer, 5 February 1944. Boarded medically unfit (vision problems) and embarked for Canada, 2 December 1944. To Lachine, 29 January 1945. To No.8 Release Centre, Vancouver, 5 February 1945. Retired 15 February 1945. Medal sent by registered mail 19 May 1945. Posted to No.467 Squadron as a Sergeant, 28 January 1943. Died in Richmond, British Columbia, 6 June 1984 as per **Legion Magazine** of September 1984.

Pilot Officer Usher has completed a number of successful sorties as rear gunner against many major targets, including three attacks on Berlin. His aircraft has been attacked by enemy fighters on several occasions. In June 1943, over Bochum, by his skill and determination an attacker was driven off and probably damaged. In July 1943, Pilot Officer Usher's turret was rendered unserviceable and the heating system damaged by severe anti-aircraft fire over Cologne. Though suffering from intense cold, he remained at his post until the sortie was completed. On another occasion, as the aircraft was leaving the target area over Hanover, it was attacked and severely damaged by enemy fighters. Pilot Officer Usher continued to give instructions to his captain as the enemy came in to attack. He then rendered all possible assistance to the wounded mid-upper gunner. Throughout his tour of duty this air gunner has displayed the utmost skill, fortitude and initiative.

Public Record Office Air 50/269 has two Combat Reports which bears upon his career:

12/13 June 1943: Lancaster M/467, ED532. Target was Bochum. Crew consisted of Flight Sergeant Wallace Colin Malcolm Wallace (pilot, RNZAF, awarded DFM), Sergeant Walter William George Calderhead (flight engineer, RAF, awarded DFM), Flight Sergeant Kennedy (air bomber), Sergeant Birch (navigator, believed to be Eugene William Gordon Birch, RAF, awarded DFM as a Flight Sergeant, 7 December 1943), Sergeant Geoffrey (WOP), Sergeant

James W. Ritchie (RCAF, mid-upper gunner, awarded DFM, 19 November 1943) and Sergeant Charles Joseph Usher (rear gunner, RCAF, awarded DFC as Pilot Officer, 19 November 1943).

On the night of June 12/13 whilst en route for Bochum, Lancaster ED532, letter M, we were attacked by Me.109. Our position was 5230 0555 at 0122 hours at 19,000 feet. Me.109 sighted below in port quarter and approaching at an angle of 60 degrees. Range approximately 800 yards, closing to 400 yards. The fighter was showing a pale yellow light in the nose.

The rear gunner [Usher] fired an eight-second burst and the mid-upper gunner [Ritchie] a ten second burst followed by a five second burst; the rear gunner then fired another eight-second burst, also a four second burst (Range at which both gunners opened fire approximately 500 yards.

The light in the aircraft was extinguished and the fighter was then seen diving into light cloud; three explosions followed.

Cross fire from both gunners was seen to enter aircraft upon pilot turning to port. Pilot also witnessed the aforesaid three explosions as well as the gunners.

Light corkscrew defensive manoeuvre was carried out the whole duration of the combat.

Aircraft claimed as probable.

18/19 October 1943: Lancaster C/467, JB130, target Hanover. Crew consisted of Flight Sergeant Wallace Colin Malcolm Wallace (pilot), Sergeant Walter William George Calderhead (flight engineer, RAF), Sergeant Birch (navigator, believed to be Eugene William Gordon Birch, RAF), Flight Sergeant Evans (air bomber) Flight Sergeant Jeffrey (WOP/AG, possibly the "Sergeant Geoffrey" of earlier combat), Warrant Officer James W. Ritchie (RCAF, Mid-upper gunner) and Pilot Officer Charles Joseph Usher (rear gunner, RCAF).

At position 5200 North 0930 East at 2028 hours, height 21,000 feet. Rear gunner reported twin-engine aircraft at 1,000 yards, astern and slightly up. Rear Gunner and Mid-upper Gunner fired a long burst. When aircraft was at about 700 yards Rear Gunner gave Pilot instructions to do Barrel- Corkscrew to Port. Upon the change, enemy aircraft opened fire, putting rear turret, oxygen and intercom unserviceable. Mid-Upper Gunner continued to fire until aircraft broke away on the roll. It was then seen to be a Ju.88.

A few seconds later Monica gave the presence of another aircraft and Rear Gunner spotted what appeared to be the same aircraft below about 900 yards on Starboard quarter. Enemy aircraft opened fire as Rear Gunner gave evasive

action by call lights for pilot to do a diving turn to Starboard. Enemy aircraft broke away right after opening fire.

Then Monica once again gave indications of aircraft and Rear Gunner spotted him on fine Port quarter below about 800 yards. With call lights, diving turn to Port was given. Enemy aircraft opened fire but was in such a position Mid-upper Gunner could not see him. Enemy aircraft obtained hits on aircraft on all three attacks.

On the last two attacks enemy aircraft kept in such a position that Mid-upper Gunner could not draw a bead on him.

Cessation of combat 2035 hours, height 17,000 feet, Mid-upper Gunner and Flight Engineer injured.

Notes: Crewman (slightly injured) when Whitley aircraft N1393 crashed at No.19 OTU, Forres, Morayshire, 22 September 1942. Other RCAF casualty was Sergeant Michael William Mazier (pupil air bomber, killed). Others in crew (all killed) were 657185 Sergeant L. Bacon (pupil pilot), 1320525 Sergeant G.W. Catling (pupil navigator), 1379120 Sergeant W. Brown (pupil WO/AG), 971578 Sergeant J. Simpson (screened WOP/AG), 69429 F/O J.S.M. Helme (screened pilot). Starboard engine had cut and aircraft undershot while attempting emergency landing.

Upon repatriation he stated he had flown 26 sorties (180 operational hours), the last sortie being on 17 September 1943. He had flown 120 hours in training and on subsequent instructional duties he had flown 43 hours 15 minutes.

Assessment dated 29 September 1944 from No.1661 Conversion Unit: "An exceptionally efficient officer who has done very good work at this unit." (G/C J.H. Woodin)

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UTAS, F/O Milton Gerard (J14240) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 1923 in Shipman, Alberta; home in Lacombe, Alberta (bank clerk). Trained at No.4 ITS and No.2 AOS. Commissioned 1942. Served in postwar RCAF (19774); Colonel as of 1969. Photo PL-28520 (ex UK-9454 dated 3 April 1944) shows him at navigator table with "Ruthless Robert", mascot of this Lion Squadron crew; "Ruthless is shown in full operational surroundings on his perch above F/O Utas' table. He has made many sorties to German targets and is regarded by his flying mates as indispensable." Photo PL-35125 is a wartime portrait. No citation in AFRO other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded to Station Leeming, 22 June 1944 when he had completed 30 sorties (194 hours 20 minutes).

This Navigator has completed thirty trips of which twenty-four have been on major targets. He has shown commendable courage and devotion to duty and his work generally has been excellent. His cheerful confidence has inspired a high standard of morale in the crew.

The sortie list was as follows:

15 September 1943 - Montlucon (7.25)
27 September 1943 - Hanover (6.25)
29 September 1943 - Bochum (5.45)
4 October 1943 - Frankfurt (7.10)
8 October 1943 - Hanover (5.30)
23 October 1943 - Kassel (6.50)
3 November 1943 - Dusseldorf (5.25)
18 November 1943 - Mannheim (8.00)
19 November 1943 - Leverkusen (6.15)
22 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.30)
26 November 1943 - Stuttgart (8.30)
3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.20)
20 January 1944 - Berlin (7.40)
15 February 1944 - Berlin (6.15)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (7.30)
25 February 1944 - Augsburg (7.45)
13 March 1944 - Le Mans (5.05)
15 March 1944 - Stuttgart (8.15)
18 March 1944 - Frankfurt (5.20)
20 March 1944 - Frankfurt (5.50)
24 March 1944 - Berlin (7.25)
30 March 1944 - Nuremberg (1.25, duty not carried out)
27 April 1944 - Aulnoye (4.40)
7 May 1944 - St. Valery en Caux (3.50)
11 May 1944 - Boulogne (4.30)
12 May 1944 - Louvain (4.50)
22 May 1944 - Le Mans (4.50)
31 May 1944 - Au Fevre (4.25)