

ZACHARUK, WO1 Alexander (R159388, later J88357) - **Mention in Despatches** - No.432 Squadron - Awarded as per **London Gazette** of 1 January 1946 and AFRO 497/46. Born 2 July 1923. Home in Mirror, Alberta; enlisted Edmonton, 8 May 1942 and posted to No.3 Manning Depot. To No.10 Repair Depot, 6 July 1942. To No.2 ITS, 29 August 1942. Promoted LAC, 24 October 1942 but not posted to No.1 BGS until 2 November 1942. To No.1 AOS, 6 March 1943. Graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Commissioned 30 June 1944. Missing 18 July 1944; reported safe, 23 August 1944. Repatriated 16 October 1944. To No.8 BGS, 26 November 1944; promoted Flying Officer, 30 December 1944; to No.7 Release Centre, 27 January 1945. Retired 13 February 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Public Record Office WO 208/3324 has his evasion report to MI.9. His aircraft, pilot by F/L J.H. Cooper, took off from Eastmoor at 0030 hours, 18 July to attack a German armoured concentration south of Caen. Soon after bombing the Halifax was hit by flak and set on fire. His account goes on:

I came down in the Caen area about 0600 hours (18 July). I had several wounds on my left hip. I was captured by German troops before I had time to dispose of my parachute and flying kit.

I was taken to a camp about five miles from Falaise where I met Lieutenant B.R. Browne, 9<sup>th</sup> Battalion, Parachute Regiment, Flight Lieutenant Campbell, a Spitfire pilot, 2<sup>nd</sup> Lieutenant Rudolph Augarden, an American, and a private (name unknown) who was a member of the 12<sup>th</sup> Battalion, Parachute Regiment.

On 20 July we sawed through the ceiling of the stable in which we were housed with a small key saw used for cutting bread. We pushed the board up and later that night (20 July) we got into a barn. We then lowered ourselves on a rope made from blankets and parachute ripcord on to a road which ran to the main entrance of the camp. We went off in pairs, my companion being Lieutenant Browne. The remainder of my story is told in Lieutenant Browne's report.

This supplementary document is not currently available for transcription.

The website "Lost Bombers" has the following information. Halifax NP706 (QO-J) was airborne at 0326 hours, 18 July 1944 from East Moor to bomb fortified positions facing the Allied push towards Caen. Shot down in flames by Flak. Flight Sergeant R.E. Burton (RCAF) was mortally wounded (buried at Bretteville-sur-Laine Canadian War Cemetery). This was a very experienced crew whose skipper had flown 31 operations. Apart from Burton, the crew consisted of F/L J.H. Cooper (RCAF, POW), Sergeant S.D. Wright (RCAF, POW), Sergeant H.E. Oakeby (evader), F/O R.P. Dryden (RCAF, POW), WO2 A. Zacharuk (RCAF, evader), WO1 K.E. Elliott (RCAF, POW), F/L J.H. Cooper was interned in Camp L3, POW No.7607, F/O R.P. Dryden in Camp L1, POW No.5171, WO1 K.E. Elliott in Camp L7, POW No.452 with Sergeant S.D. Wright, POW No.500.

\* \* \* \* \*

ZACOUR, F/L Norman (C85208) - **Member, Order of the British Empire** - Overseas (now MCHQ) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 14 June 1921. Home in Winnipeg; enlisted there 22 June 1939. Classified as "Clerk", 1 October 1939. Promoted AC1, 22 December 1939. To "R", 6 January 1940. Promoted LAC, 22 March 1940. Promoted Corporal, 1 June 1940. Promoted Sergeant, 15 August 1940. To "A" (possibly AFHQ), 9 October 1940. Classified as Clerk-Stenographer, 1 March 1941. Classified as Clerk/Administration, 1 April 1941 and promoted Flight Sergeant that date.. Promoted WO2, 1 April 1942. To "Y" Depot, 14 October 1942. To RAF overseas, 27 October 1942. Promoted WO1, 30 December 1942. Commissioned 23 March 1944 and granted Flight Lieutenant rank as of that date. Repatriated 8 August 1945. To No.3 Repair Depot, 17 August 1945. Retired 22 March 1946. Award presented 21 January 1948. No citation. He was an administrative officer in No.6 Group. Photo PL-32488 is a group portrait taken during a conference of squadron adjutants held at No.6 Group Headquarters; Zacour is in the front row, second from the right.

\* \* \* \* \*

ZALESCHOOK, F/O William (C45050) - **Commended for Valuable Services in the Air** - No.3 SFTS - Award effective as per **London Gazette** of 14 August 1945 and AFRO 1453/45 dated 14 September 1945. Born 22 November 1917. Home in Oshawa; enlisted in Niagara Falls, Ontario, 7 September 1940 as Elementary Pilot Instructor. Attached to St. Catharines Flying Club on enlistment. To Trenton, 8 September 1940; to No.9 EFTS, 7 October 1940. Granted Leave Without Pay, date uncertain. Recalled to RCAF, 6 November 1942 and granted rank of WO2; he was still at No.9 EFTS; posted that date from No.9 EFTS to No.5 Manning Depot. To No.6 SFTS, 5 December 1942; may have graduated 5 March 1943 but not posted to No.1 Flying Instructor School until 19 March 1943. Commissioned 23 April 1943. To No.13 SFTS, 14 May 1943. Promoted Flight Lieutenant, 23 February 1944. To No.15 SFTS, 26 October 1944. To No.3 SFTS, 17 April 1945. To Release Centre, 28 September 1945; retired 23 October 1945.

Flying Officer Zaleschook has been employed on instructional duties since December 1940. During that time he has flown over 2,900 hours, 2,700 hours of which have been spent as a flying instructor. All his flying has been accomplished without a single accident. As a flying instructor and flight commander, Flying Officer Zaleschook has set a fine example for those employed on instructional duties.

\* \* \* \* \*

ZARY, S/L Henry Paul Michael (J9261) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. American in RCAF. Born 23 November 1918. Home in New York City; enlisted Ottawa 26 February 1941 and posted to No.1 Manning Depot. To "P", 23 March 1941. To No.3

ITS, 15 May 1941; graduated and promoted LAC, 3 July 1941; to No.11 EFTS on that date; may have graduated 20 August 1941 but not posted to No.9 SFTS until 30 August 1941; graduated and commissioned 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 13 December 1941. Disembarked in Britain, 26 December 1941. To No.5 Personnel Despatch Centre, date uncertain. Taken on strength in Egypt, 8 March 1942. To No.282 AMES, 16 May 1942. To Headquarters, Levant, 10 September 1942. To No.22 Personnel Transit Centre, 17 September 1942. Promoted Flying Officer, 1 October 1942. To United Kingdom, 24 October 1942. To No.5 (Pilots) AFU, 14 January 1943. To No.53 OTU, 23 February 1943. To No.421 Squadron, 27 April 1943. Promoted Flight Lieutenant, 21 November 1943. To Repatriation Depot, 25 August 1944. To RCAF Overseas Headquarters, 17 September 1944 for leave in Canada. Embarked from Canada, 24 November 1944; disembarked in Britain, 5 December 1944. To No.83 Group, 22 December 1944. To No.416 Squadron, 28 December 1944. Promoted Squadron Leader and posted to No.403 Squadron, 17 February 1945. Repatriated 7 July 1945. Released 11 October 1945. Died at Ste. Agathe, 11 February 1946 of pulmonary tuberculosis. Award presented to next-of-kin, 14 January 1947. Aerial victories as follows: **10 July 1943**, one Bf.109 damaged, Elbeuf; **19 September 1943**, one Bf.109 damaged, Poix; **8 May 1944**, one Ju.88 damaged, Montdidier; **28 June 1944**, one Bf.109 destroyed; **25 July 1944**, three Bf.109s destroyed (all the preceding with No.421 Squadron; the following were with No.403 Squadron); **21 April 1945**, one Bf.109 destroyed; **25 April 1945**, on Me.262 damaged plus one Ju.88 damaged (both on ground, Hagenow). RCAF photo PL-19872 (ex UK-5442 dated 7 October 1943) shows two Americans in RCAF - F/O J.D. Browne (left, Florham Park, New Jersey) and F/O H.P.M. Zary (right, New York City). Photo PL-30142 shows him beside his Spitfire. PL-43536 (ex-UK-20809, 15 April 1945) shows him with a captured German car; PL-43537 (ex UK-20810, 15 April 1945) has caption that states he was a laboratory instructor at New York University before enlistment.

This officer is a most distinguished fighter whose keenness to engage the enemy has always been apparent. In July 1944, he took part in an engagement against a superior force of enemy fighters, three of which he shot down. This officer has completed a large number of sorties and has destroyed six enemy aircraft.

NOTE: Public Record Office Air 2/9159 has recommendation drafted about 25 July 1944 when he had flown 149 sorties (232 hours 40 minutes on operations). His total flying time was given as 603 hours ten minutes. The document noted that he had joined No.421 Squadron on 4 May 1943.

On July 25, 1944, Flight Lieutenant Zary was leading a flight of No.421 Squadron when at least 40 enemy fighters were sighted above and preparing to attack. The squadron commander instructed his pilots to break into the attack and a general dogfight ensued during which Flight Lieutenant Zary personally destroyed three enemy aircraft. He is a keen and aggressive Flight Commander whose cheerful spirit and excellent fighting qualities have contributed in no small measure to his squadron's success. He has now destroyed at least six enemy aircraft and damaged two. In addition he has also carried out a large number of

successful attacks on enemy mechanical transport.

**Training:** On recruitment, interviewing officer wrote: "Ambitious, energetic type. Clean cut with fine education. All round athletic and good student. Excellent recommendations. Should be an outstanding pupil." (F/O T.G. Holley, 5 February 1941).

Course at No.3 ITS was 16 May to 21 June 1941. Courses in Mathematics (72/100), Armament (70/100), Signals (100/100), Hygiene and Sanitation (39/40), Drill (96/100), Law and Discipline (41/60). Placed 30<sup>th</sup> in a class of 175. "Good educational background, neat, alert; very pleasant person, splendid type of American; commission material."

Course at No.11 EFTS was 3 July to 20 August 1941. Fleet Finch aircraft (31.50 dual, 52.50 solo, of which 11.50 on instrument flying; logged 13.10 in Link). Scored 85 percent at 20-hour test and 84.4 percent on final. "This man started like fire. Was learning very quickly at the beginning but he gradually slowed down as far as learning fast is concerned. Likes aerobatics. Instrument flying is below average. This man has very cocky manners, but when it comes down to flying he is not. Was forced down through engine failure on a take-off, and made a good job in keeping straight. His log book keeping has been full of mistakes all through the course." (P.M. Boisvert, CFI, 22 August 1941). Ground training in Airmanship (143/200), Airframes (79/100), Aero Engines (89/100), Signals, practical (99/100), Theory of Flight (62/100), Air Navigation (132/200), Armament, oral (179/200), and graded 185/200 in "Qualities as an Officer." General remarks by CGI were, "Very keen, likeably man, ambitious, attentive and cooperative in class. Conscientious in study. Popular among other students." Placed seventh in class of 28.

Course at No.9 SFTS was 1 September to 21 November 1941. Harvard aircraft (35.55 day dual, 62.00 day solo, 3.05 night dual, ten hours night solo; 20.55 on instruments, 20.00 in Link). "Good sound pilot with no outstanding faults." (F/L E.T. Webster, 21 November 1941). Rated in the following fields - Formation Flying (above average), Navigation Ability (average), Night Flying (average), Determination and Initiative (above average), Instrument Flying (average). Ground courses in Airmanship and Maintenance (141/200), Armament, written (74/100), Armament, practical (76/100), Navigation (120.150), Meteorology (45/50), Signals, written (43/50), Signals, practical (98/100). "Above average student, hard worker. Conduct and deportment good." Placed fourth in a class of 52. At the conclusion, W/C E.M. Mitchell (Chief Instructor) wrote, "Very quick to learn, exceptional spirit. Eager to fly."

Course at No.5 AFU was 14 January to 21 February 1943. Passenger in an Anson (2.55) followed by Master aircraft (3.40 day dual to first day solo, total 16.00 day dual, 15.55 day solo, 2.45 night dual to first night solo which was total night dual, 50 minutes night solo - spent nine hours in formation, 2.55 on instruments, 6.30 in Link). Flying tests in General Flying (290/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (70/100), Link (30/50). "Trained in Canada. A good average pupil. Navigation good, holds courses well but could improve in map reading and pinpointing. Formation satisfactory - I.F. sound all round, maintains course and heights, turns good. Night flying good. Is inclined to forget minor details, i.e. checking undercarriage lights. Fit to fly operational aircraft at night without further dual after day

experience on type. Is a keen pilot, full of dash and initiative. Confident in handling his aircraft." (S/L P.J. Halford, 21 February 1943).

**Further notes:** Accident, 21 December 1943, Spitfire BS200, Lympe aerodrome. Taxying for a sortie, hit very soft mud and tipped up on propellor. "That particular part of the aerodrome being unserviceable, but no sign indicated." On 24 December 1943, S/L E.L. Gimbel (CO of No.403 Squadron), wrote, "The two other aircraft taxying on the aerodrome were able to take off without much difficulty, F/L Linton being one of them, and he noticed this one particularly bad spot of mud and avoided it by going around, whereas the other pilot and F/O Zary went through it. The other pilot was fortunate enough to make his way through the mud without being caught, F/O Zary being less fortunate bogged himself and put the aircraft on its nose. In my opinion the accident could have been avoided with a little more care on the pilot's part."

On repatriation in August 1944 he stated he had flown 243 operational hours (165 sorties) and had a total of 640 hours flown.

Application for Operational Wing dated 14 September 1944 claimed 160 sorties (243 hours ten minutes), May 1943 to August 1944.

Assessment from No.421 Squadron dated 19 July 1944 when he had flown 590 hours: "A very capable pilot and Flight Commander who has discharged his duties to the best of his abilities. Settled down to the job after being with the squadron for four months and has never looked back. An excellent type to work with on operations." (S/L W.A.G. Conrad).

Assessment dated 15 June 1945 when he had flown 731 hours 35 minutes of which 85 hours had been in previous six months: "Squadron Leader Zary has done a good job of work flying against the enemy. He has destroyed at least seven enemy aircraft and accounted for numerous motor transport. As a squadron commander he was popular with those who served under him and he deserves much of the praise due to 403 Squadron for their valiant efforts during the closing months of the war in Europe." (W/C J.F. Edwards). To this is added the following: "A good operational squadron commander who has done excellent work with the squadron as well as personally; rather weak on the ground." (G/C P.S. Turner, 17 June 1945, considering Edwards' assessment too high).

\* \* \* \* \*

ZEE, P/O Jerome Arthur (J17230) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 1 July 1943 as per **London Gazette** of 13 July 1943 and AFRO 1724/43 dated 27 August 1943. American in the RCAF. Born 29 September 1915 in Norwich, Connecticut; educated at Lebanon Grammar School (Lebanon, Conn.), Norwich Free Academy (Norwich, Conn.), Aviation Institute of New York (metal aircraft, drafting, welding and construction). Home in Jewett City, Conn where he owned a grocery store. Name originally was Zezulawicz; used "Zee" for some years and formally changed it, 18 November 1940. Learned to fly Groton, Conn. and had flown 32 hours solo, nine hours dual. Enlisted in Montreal, 30 October 1940. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 29 March 1941;

posted to No.12 EFTS, 30 March 1941; may have graduated 28 May 1941 but not posted to No.1 SFTS until 9 June 1941; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941. To No.1 AGS, 7 November 1941. Promoted Flight Sergeant, 1 March 1942. To No.5 AFU, 23 July 1942. To No.3 (Pilots) AFU, 18 August 1942. Promoted WO2, 20 August 1942. To No.14 OTU, 22 September 1942. Promoted WO1, 1 January 1943. To No.1651 Conversion Unit, 8 January 1943. Commissioned 20 February 1943. To No.7 Squadron, 21 February 1943 (but sortie list begins 3 February 1943). Promoted Flying Officer, 20 August 1943. Retired 6 October 1943, on transfer to American forces. Flew B-29s with 39<sup>th</sup> Bomb Group. Award presented 31 January 1949. Died 24 October 1974.

This officer is a most capable operational captain of aircraft with many successful sorties to his credit. On several occasions he had demonstrated his possession of cool courage while pressing home his attacks on such heavily defended targets as Essen, Nuremberg, Berlin and Frankfurt. By conscientious attention to detail Pilot Officer Zee has raised the efficiency of his crew to a high level. His gallantry and devotion to duty have set a fine example to all.

NOTE: Public Record Office Air 2/8964 has recommendation (draft date not on form) when he had flown 18 sorties (108 hours 15 minutes). Sortie list and submission as follows:

3 February 1943 - Hamburg (6.20)  
4 February 1943 - Turin (8.20)  
21 February 1943 - Bremen (6,15, pathfinder duties)  
24 February 1943 - Wilhelmshaven (4.50, pathfinder duties)  
25 February 1943 - Nurneburg (5.50, pathfinder duties)  
28 February 1943 - St. Nazaire (5.05)  
3 March 1943 - Hamburg (6.05)  
5 March 1943 - Essen (3.50)  
8 March 1943 - Nuremberg (8.30)  
9 March 1943 - Munich (7.50)  
12 March 1943 - Essen (3.50)  
27 March 1943 - Berlin (7.50, pathfinder duties)  
28 March 1943 - St. Nazaire (5.10, pathfinder duties)  
8 April 1943 - Duisburg (5.05, pathfinder duties)  
10 April 1943 - Frankfurt (2.00, pathfinder duties, incomplete ?)  
14 April 1943 - Stuttgart (6.45, pathfinder duties)  
16 April 1943 - Mannheim (6.00, pathfinder duties)  
20 April 1943 - Stettin (8.40, pathfinder duties)

Pilot Officer Zee has completed 18 operational sorties, ten of them with the Path Finder Force. He is a most capable operational captain with many successful sorties to his credit. He has on several occasions demonstrated cool courage in pressing home his attacks on heavily defended targets. He has by conscientious



attention to detail raised the efficiency of his crew to a very high level.

The Officer Commanding, Station Oakington, added the following comment:

This officer is a very cool and efficient operational pilot and an excellent captain, who has trained his crew thoroughly well and inspired them with a high degree of confidence.

**Training:** Interviewed 15 July 1940 by F/O M. Janin, Montreal. "Very good material for pilot, pleasant lad - neat and smart - sold his business in Connecticut to join the RCAF. Very anxious to join. Has good education. Is a clean-cut lad, very healthy and well built. Highly recommendable."

Course at No.1 ITS was 21 February to 29 March 1941. Courses in Mathematics (73/100), Armament, practical and oral (88/100), Signals (94/100), Drill (95/100), Law and Discipline (51/60) and Hygiene and Sanitation (35/40). Placed 28<sup>th</sup> in a class of 77. "Self reliant, calm and methodical. Easy going man who is a fast thinker when it is needed."

Course at No.12 EFTS was 29 March to 16 May 1941. Finch II aircraft (33.20 dual, 39.55 solo - 16.40 on instruments). Logged 12 hours in Link. "Good all round pilot, has some previous time; instrument flying very good. Recommended for multi-engine aircraft. Ground courses in Airmanship (150/200), Airframes (72/100), Aero Engines (65/100), Signals, practical (70/100), Theory of Flight (81/100), Air Navigation (152/200), Armament, oral (168/200), Qualities as Officer (144/200). Placed 17<sup>th</sup> in a class of 27. "Reliable student, carried out all orders well and easy to teach. Clean and neat. Conduct good. Slightly overconfident."

Course at No.1 SFTS was 9 June to 20 August 1941. Harvard aircraft (31.30 day dual, 24.05 day solo, 2.50 night dual, 7.10 night solo) and Yale (5.50 day dual, 23.20 day solo). Flew 21 hours on instruments. "A good average pilot who needs more practice on compass turns." (F/L B.C. Andrew). Ground school marks in Airmanship and Maintenance (121/200), Armament, written (74/100), Armament, practical (67/100), Navigation and Meteorology (114/200), Signals, written (52/100), Signals, practical (46/50). Placed 27<sup>th</sup> in a class of 60. "This pupil has shown keenness in all phases of his training. He is well disciplined and neat in appearance."

Course at No.3 (Pilots) AFU was 22 July to 18 August 1942. Flew Masters and Hurricanes - 7.50 day dual, 3.35 day solo. Logged 2.10 on instruments and 5.30 in Link.

Course at No.14 OTU was 22 September to 15 December 1942. Deemed "Above Average" in Natural Aptitude and Night Flying, average in all other fields - landing, airmanship, aerobatics, instrument flying, formation flying, map reading and flying for bombing. Dropped 39 bombs by day and 38 by night. Above Average in Sense of Responsibility, Leadership, Method and Self Control. "Recommended for heavy bombers. A very capable and conscientious pilot with a good crew. Recommended for a commission."

At No.1651 Conversion Unit flew 5.05 day dual, 6.00 as first pilot, then 1.50 night dual and 8.00 night as captain. Described as Above Average - "A sound skipper. Recommended for a commission."

\* \* \* \* \*

ZIMMER, F/L Marcellus Eugene (J25030) - **Mention in Despatches** - No.418 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 January 1921. Home in Kitchener, Ontario; enlisted there 11 March 1942. To No.1 Manning Depot, 20 April 1942. To No.6 ITS, 29 August 1942. Graduated 23 October 1942 (promoted LAC). To No.1 AOS, 7 November 1942; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943. To RAF, 16 May 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated 5 August 1945. To No.5 Release Centre, 9 August 1945. Released 17 September 1945. Certificate sent to Kitchener, 10 August 1948. Unit identified in AFRO only as "Overseas"; see **The RCAF Overseas: The Sixth Year**, pp.320 and 341. Photo PL-44248 shows F/L Chuck Redecker (Windsor, Ontario, signing scroll), F/L J. Eckert (Seaforth, Ontario) and F/O Mark Zimmer (on right).

\* \* \* \* \*

ZIOMKO, Sergeant Walter John (R207226) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born in Narayow, Poland, 18 March 1924; family migrated from Poland, 1926-1930 (see Notes); home in Montreal where he was a lathe worker. . Enlisted there 26 November 1942. To No.5 Manning Depot, 22 February 1943. To No.3 Flying Instructor School (guard duty), 23 March 1943. To No.9 Pre-Aircrew Education Unit, 30 May 1943. To No.1 Air Gunner Ground Training School, 25 June 1943. Promoted LAC, 7 August 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943, the date he embarked from New York. Disembarked in England, 16 October 1943. To No.24 OTU, 16 November 1943. To No.61 Base, 28 February 1944. Detached to Battle School, 28 February to 8 March 1944. Attached to No.1659 Conversion Unit, 8 March to 10 April 1944. To No.432 Squadron, 10 April 1944. . Commissioned 8 July 1944. To No.82 OTU, 25 September 1944 as Instructor. Award presented by King George VI, 11 August 1944. Promoted Flying Officer, 14 January 1945. Repatriated 22 January 1945. To No.9 BGS, 5 March 1945. To Release Centre, 31 March 1945. Released 6 April 1945. Photo PL-32406 shows him (though spelled "Ziemko and initials given as W.S.) Photo PL-35136 is a portrait. Cited with Sergeant D.H. Wright (which see above for citation). Photo PL-29935 shows him with Sergeant D.H. Wright being interrogated after a raid on Bourg Leopold; PL-35080 is a homecoming picture with P/O Wright, posed with Ziomko's mother (all in front row); behind are Mrs. M. Parkin, Olga Savicz and a Mrs. Panasuk (all apparently sisters of Ziomko).



RCAF file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation by W/C W.A. McKay for an immediate award, drafted 6 May 1944, when he had flown two and on-third sorties (twelve hours 55 minutes):

This Non-Commissioned Officer was mid-upper gunner on an aircraft detailed to attack Montzen on the night of 27/28 April 1944. The Halifax was damaged by flak crossing the Belgian coast, necessitating a second run over the target to manually release the bombs. This evidently attracted the attention of enemy fighters, and an Me.110 attacked with machine and cannon fire. This gunner, together with the rear gunner, probably destroyed the enemy aircraft which was seen going down in a steep dive with the bullets still pouring into it. On leaving the target, three more fighters in quick succession attacked the Halifax, and this Non-Commissioned Officer scored hits on two of them, and by his skilful directions to the pilot helped to successfully evade them. A fourth fighter which trailed the now crippled aircraft was also evaded by the careful watch of the two gunners.

For his remarkable coolness in the face of fire, his exceptional ability as a gunner, and for his devotion to duty, this Non-Commissioned Officer is strongly recommended for an immediate award of the Distinguished Flying Medal.

**Notes:** Interviewed for recruitment, 21 November 1942 by F/O L. Lendermann who wrote, "Keen - alert - solid type - seems rather enthusiastic about aircrew. Doubt his academic ability for aircrew. Good physical specimen for Air Gunner. Driven a car about 100 miles. Father came to Canada from Poland in 1926 - Halifax - labourer, Canada Cement Company. Applicant and mother came to Canada in 1930. Family still belongs to Polish society called White Eagle. Has two aunts and grandfather in Poland. Had algebra - no geometry - definitely wants air - air gunner."

Course at No.9 BGS was 9 August to 17 September 1943. Flew 24 hours 50 minutes in Fairey Battle aircraft with Bristol turret. Used Vickers Gas Operated guns in air, Vickers Gas Operated and Browning guns on the ground. Used Bristol, Boulton-Paul and Frazer-Nash turrets on ground. Fired 1,000 rounds on 25-yard range, and spent 15 hours in turret manipulation. Fired 400 rounds air-to-ground, 3,150 rounds air-to-air and exposed three rolls of cine film. Scored 2.7 percent hits in air-to-air work. Ground school subjects were Guns, Pyrotechnics and Ammunition (written, 128/200), Guns, practical (72/100), Sighting, practical (221/250), Turrets, practical (169/200), Aircraft Recognition (101/150), Signals (95/100). Placed 98<sup>th</sup> in a class of 117. "Very good student. Has no outstanding qualifications but conscientious."

Course at No.24 OTU was 18 November to 7 February 1944. Whitley aircraft flying 48.10 by day and 26.45 by night. Fired Browning machine guns (air and ground), operated Fraser Nash turret in air, Fraser Nash and Boulton Paul on ground. "A keen type of Air Gunner who has worked well and obtained good results. Should be an asset to his crew." Ground courses in Aircraft Recognition (166/200), Guns (168/200), Reporting and Fighting Control (120/200), Sighting

including practice if GTST (150/200), Turrets, drill and components (150/200). Air work consisted of eight cine-gun exercises completed by day, 57 cine gun assessments, two air-to-air firing exercises by day, two air-ro-air firing exercises by night,

Assessed at No.82 OTU, 10 January 1945, he was described as having flown 328 hours (140 in previous six months). "Has a pleasant manner and possesses average ability. With more zeal and energy he could improve his standard of efficiency." (W/C R.M. Cox).

On Repatriation Form dated 8 January 1945 he stated he had flown 35 sorties (153 hours 40 minutes on operations, the last on 9 September 1944) plus 174.35 on training. Listed training stations overseas as RAF Honeybourne (from 2 November 1943, Whitleys, 13 hours) and Long Marsont (from 14 December 1943, Whitleys, 61.55); Halifax conversion had been 36.55.

However, application for Operational Wing dated 26 September 1944 gave 36 sorties (149.30), from 27 April to 9 September 1944).

\* \* \* \* \*

ZLOTNIK, F/O Harold (J35028) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born in Vancouver, 17 June 1922; home there and Winnipeg; enlisted Vancouver 17 August 1942. Former sales clerk. To No.3 Manning Depot, 30 August 1942. To No.3 SFTS (non-flying duties), 14 November 1942. To No.2 ITS, 9 January 1943; graduated 3 April 1943 and promoted LAC; to No.5 AOS, 17 April 1943; graduated and commissioned 3 September 1943. To "Y" Depot, Halifax, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Award presented by King George VI, 11 August 1944. Repatriated 23 April 1945. To Western Air Command, 8 May 1945. To No.5 OTU, 12 June 1945. To No.9 Release Centre, 12 September 1945. Released 14 September 1945. Postwar insurance entrepreneur and philanthropist. Died in Vancouver, 23 May 2008. 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". Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 29 sorties (164 hours), 23 July 1944 to 16 January 1945. Photo BYG-2467 was a portrait taken in June 1945; it is not certain whether this negative still exists (consult National Archives of Canada).

class=WordSection2>

23 July 1944 - Kiel

25 July 1944 - Coquereaux

12 October 1944 - Frederik Hendrik

14 October 1944 - Duisburg

14 October 1944 - Duisburg

19 October 1944 - Stuttgart

23 October 1944 - Essen

25 October 1944 - Essen  
28 October 1944 - Cologne  
31 October 1944 - Cologne  
2 November 1944 - Dusseldorf  
4 November 1944 - Bochum  
6 November 1944 - Gelsenkirchen  
9 November 1944 - Wanne Eickel  
11 November 1944 - Dortmund  
21 November 1944 - Aschaffenburg  
27 November 1944 - Freiburg  
3 December 1944 - Urft Dam - bombs brought back on Master Bomber's orders.  
4 December 1944 - Karlsruhe  
6 December 1944 - Merseburg-Leuna  
12 December 1944 - Essen  
15 December 1944 - Ludwigshafen  
17 December 1944 - Ulm  
21 December 1944 - Bonn  
27 December 1944 - Rheydt  
5 January 1945 - Hanover  
7 January 1945 - Munich  
14 January 1945 - Merseburg-Leuna  
16 January 1945 - Zeitz

class=WordSection3>

Flying Officer Zlotnik is the Canadian navigator of a Lancaster crew and has now almost completed his first tour of operations having completed 29 sorties and flown 164 operational flying hours.

He has navigated his aircraft with the utmost coolness and deliberation on operational flights over Stuttgart, Essen, Cologne, Dortmund and Gelsenkirchen. His skill and persistence have been evident throughout the whole of his operational tour.

On several occasions Flying Officer Zlotnik has had to combat extremely severe weather conditions. Nevertheless, his high standard of skill has invariably resulted in most accurate track keeping and timing and has brought most successful results.

He is a most persistent and painstaking member of his crew, is not disturbed by enemy opposition, and he has carried out his job with a complete disregard for external conditions.

A cool clear headed and meticulous worker, he has set a magnificent example to

the rest of his squadron, and he is strongly recommended for an award of the Distinguished Flying Cross.

\* \* \* \* \*

ZORYCHTA, LAC Herbert (R176701) - **Mention in Despatches** - No.164 Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 25 July 1922. Home in Glace Bay, Nova Scotia; enlisted Halifax 24 September 1942 in wireless trade. To No.8 SFTS, 15 January 1943. To No.5 Manning Depot, 19 February 1943. To School of Technical Training, St. Thomas, Ontario, 25 March 1943. Promoted AC1, 16 June 1943. To No.164 (Transport) Squadron, 17 June 1943. Promoted LAC, 1 October 1943. To Release Centre, 13 October 1945. Released 18 October 1945. Certificate sent to unit, 29 June 1945. Postwar he attended St. Francis Xavier University, graduating in 1948. Degree in mining engineering, 1950. Employed by Nova Scotia Department of Mines in 1951; spent two years in western Canada on coal research. Moved to Springhill, Nova Scotia; awarded Carnegie Gold Medal and Bronze Plaque for work during Springhill Disaster (1958). To Glace Bay in 1959 (senior research scientist for ten years); then to Elliott Lake (same time of work). To Nova Scotia again, 1973 as Director of Mining Engineering and Inspection for the province. General Manager, Coal Division, DEVCO, 1975-1981. Instrumental in establishment of Mining Museum (Glace Bay). Died in Dartmouth, Nova Scotia, 14 February 1999.

This airman has been employed as a crew man for the past four months. During this period he has flown 140 hours on trans-Atlantic and other long over-water flights. His work has been excellent at all times. On one occasion his initiative and quick action in securing an aircraft in a sudden gale saved a valuable transport from serious damage.

\* \* \* \* \*

ZULAUF, FS Franklin Roy (R90297, later J17205) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 23 June 1922 in London, Ontario but raised in Milverton, Ontario (apprentice furniture maker); enlisted in London, Ontario, 21 February 1941. To No.1 Manning Depot, 13 March 1941. To No.4 Manning Depot, 8 April 1941. To No.1 Wireless School, 22 April 1941. To No.3 ITS, 9 June 1941; graduated 16 August 1941 when promoted LAC and posted to No.7 AOS; to No.3 BGS; 8 November 1941; graduated 20 December 1941 when promoted Sergeant and posted to No.1 CNS; graduated 19 January 1942. To "Y" Depot, 20 January 1942. To RAF, 8 February 1942. Taken on strength of No.3 PRC, 20 February 1942. To No.10 AOS - later called No.10 (O) AFU - 25 May 1942. To No.22 OTU, 23 June 1942. To No.78 Conversion Flight, 25 August 1942. To No.1658 Conversion Unit, 1 October 1942. To No.78 Squadron, 20 October 1942. Commissioned 3 March 1943. To No.1658 Conversion Unit to instruct, 9 April 1943. Promoted Flying Officer, 3 September 1943. Award presented by King George VI 12 October 1943. To No.427 Squadron, 12 February 1944. Missing, presumed dead, 30/31 March 1944 (Halifax LV898, No.427 Squadron). Photo PL-19709 shows the following personnel after

investiture at Buckingham Palace: P/O D.R. Pearce, DFM (Edmonton), P/O E.C. Stewart, DFM (Camrose, Alberta), FS D.J. McCoy, DFM (Napanee, Ontario), P/O R.A. Shannon, DFM (Winnipeg), and P/O F.R. Zulauf (Milverton). Photo PL-19710 shows six Ontario personnel following investiture - Sergeant D.V. Smith (Toronto), P/O R.B. Charters (Brampton), P/O F.R. Zulauf (Milverton), P/O R. Dorland (Islington), F/L C.D. Perkins (Fonthill) and FS H.J. O'Connor (Napanee). Photo PL-19712 taken 5 November 1943 shows the following after investiture at Buckingham Palace: **Front Row** Warrant Officer W.G. Evan of Makinak, Manitoba (no award but accompanying friends), FS H.J. O'Connor DFM of Napanee, Sergeant D.V. Smith DFM of Toronto, Warrant Officer E.A. Taylor DFM of Vancouver, FS D.J. McCoy DFM of Carruthers, Saskatchewan, P/O F.R. Zulauf DFM of Milverton, Ontario; **Back Row**: P/O R.B. Charters DFM of Brampton, Ontario, P/O E.H. Thomas DFM of New Westminster, P/O R. Dorland DFM of Islington, Ontario, F/L C.D. Perkins DFC of Fonthill, Ontario, P/O D.R. Pearce DFM of Edmonton, P/O E.C. Stewart DFM of Camrose, Alberta, and P/O R.A. Shannon DFM of Winnipeg. PL-21663 is a formal portrait.

Flight Sergeant Zulauf has always shown the keenest desire to proceed on operations. A highly efficient bomb aimer, he has consistently displayed great determination and courage in pressing home his attacks on some of the enemy's most heavily defended targets.

NOTE: Public Records Office Air 2/8951 has recommendation dated 24 March 1943 when he had flown 26 sorties (165 hours ten minutes).

class=WordSection4>

- 17 November 1942 - NICKELS (9.16)
- 20 November 1942 - Turin (9.11) - Many fires seen in town
- 26 November 1942 - GARDENING (4.00)
- 28 November 1942 - Turin (9.40) - Many large fires seen
- 2 December 1942 - Frankfurt (3.15) - Small scattered fires seen
- 14 December 1942 - GARDENING (3.44) - Parachutes seen to open
- 17 December 1942 - GARDENING (7.00) - Low cloud; unable to pinpoint; vegetables brought back.
- 14 January 1943 - Lorient (5.25)
- 27 January 1943 - Dusseldorf (5.15) - Incendiaries seen to be well alight.
- 29 January 1943 - Lorient (6.01)
- 2 February 1943 - Cologne (5.08) - Town lit up by numerous fires.
- 3 February 1943 - Hamburg (7.09) - Glow of fires seen through cloud.
- 7 February 1943 - Lorient (5.02) - Terrific fires; glow observed from English coast.
- 11 February 1943 - Wilhelmshaven (5.09) - Very large explosions followed by fires.
- 13 February 1943 - Lorient (5.31) - Fires seen in dock area.
- 14 February 1943 - Cologne (5.05) - Glow of many fires seen through cloud.
- 16 February 1943 - Lorient (5.17) - A very large area of fires; huge conflagrations.
- 18 February 1943 - Wilhelmshaven (5.17) - Bomb bursts observed; very successful operation.

19 February 1943 - Wilhelmshaven (4.57) - Many fires observed.  
25 February 1943 - Nuremberg (8.37) - Incendiaries seen starting fires.  
26 February 1943 - Cologne (6.06) - Whole town covered with fire.  
28 February 1943 - St.Nazaire (6.05) - Many bursts observed in target area.  
3 March 1943 - Hamburg (6.00) - Nine large fires counted in target area  
5 March 1943 - Essen (5.58) - Large explosions followed by many fires  
8 March 1943 - Nuremberg (7.49) - Bomb bursts distinguished around marker fires.  
9 March 1943 - Munich (8.23) - Many fires seen starting in target area. Terrific explosion also seen.

class=WordSection5>

A very efficient Bomb Aimer who has consistently displayed great determination and courage in pressing home his attacks on some of the most heavily defended areas in the world. He has now completed 26 sorties and is considered really worth of the award of the Distinguished Flying Medal.

To this the Commanding Officer, RAF Station Linton-on-Ouse, adds (24 March 1943):

This Canadian Non-Commissioned Officer is always cheerful and always showed the keenest desire to proceed on operations. His enthusiasm, courage and determination to press home his attack have been largely responsible for the excellent morale of his crew.

**Training:** Interviewed 6 February 1941 in London, Ontario by F/L J.M. Roberts - "Applicant is a bright boy, having Senior Matriculation at 18 years of age. He is a cheery type. Would appear resourceful and very intelligent." Recommended for Observer.

Course at No.3 ITS was 9 June to 15 July 1941. Courses and marks as follows: Mathematics (63/100), Armament, practical and oral (86/100), Signals (94/100), Drill (80/100), Law and Discipline (38/60), Hygiene and Sanitation (30/40). Placed 19<sup>th</sup> in a class of 26. "Keen, alert, very bright. Intelligent. Cheerful. Confident. Well spoken. Good appearance. Good personality."

Course at No.7 AOS was 18 August to 8 November 1941, on Ansons (36 hours 40 minutes as first navigator by day, 24 hours ten minutes as second navigator by day, 35 minutes as first navigator by night, 40 minutes as second navigator by night.). "Better than average air work." Ground courses and marks as follows: DR Plotting (98/150), DR and DF, W/T, written (135/200), Signals (75/100), Maps and Charts (59/100), Meteorology (50/100), Photography (75/100), Reconnaissance (65/100). "Somewhat weak on all ground subjects - steady worker." Placed 26<sup>th</sup> in a class of 41.

Course at No.3 BGS was 10 November to 22 December 1941, Fairey Battles (12 hours 30 minutes day bombing, two hours night bombing, six hours day gunnery). Dropped 49 bombs high level and 18 bombs low level. Fired 1,660 rounds in the air. Assessed as 121/150 in written



bombing tests, 109/150 in practical bombing tests, 77/100 in written gunnery tests, 74/100 in practical gunnery. Placed 13<sup>th</sup> in a class of 31.

Advanced Navigation Course at No.1 ANS was 22 December 1941 to 19 January 1942 on Ansons (Three hours ten minutes as first navigator by day, three hours ten minutes as second navigator by day, ten hours 25 minutes as first navigator by night, 14 hours 20 minutes as second navigator by night.).

**Notes:** Applied for Operational Badge, 31 January 1944, at which time he claimed 28 sorties (185 hours), 17 November 1942 to 29 March 1943.

Assessed at No,1663 Conversion Unit, 16 February 1944, at which time it was noted he had flown 551 hours 30 minutes as aircrew (50 in previous six months). "A keen and conscientious officer who has shown great prowess on this unit."

The website "Lost Bombers" provides the following on his loss. Halifax LV898 (ZL-D), 30/31 March 1944, target Nuremberg. This was one of three No.427 Squadron Halifaxes lost on this operation; the others were LV923 and LW618. Airborne at 2220 hours, 30 March 1944 from Leeming. Outbound, shot down by a night- fighter, crashing at Herhahn, 4 km NNW of Schleiden. All were buried at Herhahn. Their graves are now located in the Rheinberg War Cemetery. Full crew was S/L J.M.Bissett, DFM, RCAF; Flight Sergeant K.F.Shoener, RCAF, Sergeant V.S.Holloway; F/O R.J.White. DFM, RCAF; F/O F.R.Zulauf, DFM, RCAF; F/O J.J.H.G.G.Leclaire, RCAF; P/O W.C.Hall, RCAF; F/O R.A.Shannon, DFM, RCAF. All the RCAF recipients of the DFM had previously served in No.78 Squadron.

\* \* \* \* \*

ZWICKER, WO2 (now P/O) Ronald Eugene Clyde (R153224/J88733) - **Distinguished Flying Cross** - No.138 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Halifax, Nova Scotia; 7 April 1923 (obituary notice); home there; enlisted there 20 April 1942; trained at No.3 ITS (graduated 25 September 1942), No.1 AOS (graduated 5 February 1943), and No.1 BGS (graduated 18 December 1942). At No.161 CU when award made. Obituary notice said he had flown two tours. Upon release in 1945, he attended Dalhousie U where he received his BSc. in 1948. After a year with Johns-Manville in Asbestos, Quebec, rejoined the RCAF (18207). A graduate of the NATO Defence College in Paris, he served eight years in Europe and at many units across Canada. After 30 years service, he retired in 1974 with the rank of Wing Commander (Lieutenant-Colonel). Photo PL-104719 is portrait taken December 1958; photo PL-34344 is wartime. Died in North Bay, Ontario, 12 November 2002 as per **Legion Magazine** of March 2003. General citation: "...completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9026 has recommendation dated 16 July 1944 when he had flown 35 sorties (183 hours 40 minutes). In sortie list for second tour the mission is described only as ""Operations as ordered" with no objective other than country.

S/Ops = Special Operations

class=WordSection6>

30 November 1943 - GARDENING, Bordeaux (8.10)  
4 December 1943 - GARDENING, Frisians (3.50)  
22 December 1943 - Special (PFF), France (3.05)  
4 January 1944 - Special (PFF), France (2.50)  
14 January 1944 - Special (PFF), France (3.35)  
21 January 1944 - Special (PFF), France (3.40)  
27 January 1944 - GARDENING, high level, Heligoland (3.15)  
5 February 1944 - Special (PFF), (4.25)  
19 February 1944 - GARDENING, high level, Kiel Bay (5.30)  
25 February 1944 - GARDENING, high level (5.20)  
3 March 1944 - Special (PFF), France (8.05)  
5 March 1944 - Special (PFF), France (7.40)  
13 March 1944 - Special (PFF), France (8.15)  
15 March 1944 - Amiens (4.10)  
16 March 1944 - Amiens (4.45)  
18 March 1944 - GARDENING, high level, Heligoland (4.35)  
23 March 1944 - Laon (5.45)  
25 March 1944 - GARDENING, Brest (4.40)  
26 March 1944 - Courtrai (3.40)  
5 April 1944 - Special (PFF), France (8.10)  
6 May 1944 - Nantes Gassicourt (3.20)  
28 May 1944 - S/Ops, France (4.55)  
1 June 1944 - S/Ops, France (5.40)  
2 June 1944 - S/Ops, France (6.00)  
4 June 1944 - S/Ops, France (5.45)  
7 June 1944 - S/Ops, France (4.35)  
13 June 1944 - S/Ops, France (4.40)  
14 June 1944 - S/Ops, France (5.45)  
16 June 1944 - S/Ops, France (5.25)  
17 June 1944 - S/Ops, France (5.35)  
29 June 1944 - S/Ops, France (5.20)  
3 July 1944 - S/Ops, France (5.20)  
8 July 1944 - S/Ops, France (5.20)  
9 July 1944 - S/Ops, France (5.15)  
11 July 1944 - S/Ops, France (5.20)

This Non-Commissioned Officer has now completed 35 sorties as a Bomb Aimer, 21 of which were with Main Bomber Force. These operations have required much skill and many on this squadron have been undertaken in adverse weather

conditions and over enemy territory heavily defended by the enemy. Despite this, Warrant Officer Zwicker has at all times been of the greatest assistance to his crew and has carried his duties cheerfully and with enthusiasm.

[www.bombercommandmuseumarchives.ca](http://www.bombercommandmuseumarchives.ca)