

Harry Pawlik

F-105 History

21-Nov-66

531

Twenty pilots of Class 67BRS completed the 4 TFW's second F-105 RTU course 111506E at Seymour Johnson AFB NC. The class had begun on 15 July 1966 with 25 students. This was the final F-105 RTU class for the 4 TFW. The class was initially assigned to the 335 TFS and then to the 334 TFS after they had completed training Class 67ARS that graduated on 23 July 1966.

On 8 Nov 66, student pilot Maj Donald J. Hemmer was killed when he ejected from F-105F 63-8322. "The flight consisting of four aircraft, and using the call sign of Hawk, was briefed for a practice conventional weapons delivery mission on Marine Range BT-9 and Air Force Dare County Range. Major Peter H. Karalus was scheduled to lead the flight with Captain Kenneth Gardner, the instructor pilot, flying the number two position. Major Hemmer was pilot of the number three aircraft with Captain Stell as backup instructor pilot for the flight in the rear cockpit. Captain Harry Pawlik was the pilot of the number four aircraft." (USAF Accident/ Incident Report 66-11-8-1, 23 Nov 66)

The class' graduation speaker was Lt. Gen. Albert P. Clark, Vice Commander, TAC who had been a POW in Germany during WW II. As a Spitfire pilot in the 31st Fighter Group in England, "he was shot down over Abbeville, France, in July 1942 and was a prisoner of war until April 1945." (<http://www.af.mil/information/bios/bio.asp?bioid=5006>)

The F-105 pilots and their SEA assignments were:

Lt Col Richard F. B. Gimmi, Jr. - 13 TFS	Maj Harold E. "Hal" McKinney - 13 TFS
Maj Joseph Clair Austin - 34 TFS	Maj Kenneth D. Oliver - Yokota, Ryan's Raider tng
Capt Paul A. Seymour - 354 TFS	Maj Charles B. Penney - 421 TFS
Maj Earl Johnston - 34 TFS	Maj Herbert B. Schimsk - 421 TFS
Maj Peter H. Karalus - 421 TFS	Maj Jack C. Spillers - 469 TFS
Maj Clarence J. Kough, Jr. - 34 TFS	Maj William T. "Ted" Twinting - 13 TFS
Maj Francis D. Leonard, Jr. - 13 TFS	Maj Glen R. Wilson - 13 TFS
Maj Raymond L. Loislle - 469 TFS	Capt James F. Gunby, Jr. - 421 TFS
Maj Eugene L. Main - 13 TFS	Capt Harry Pawlik - 34 TFS
Maj Thomas H. Maus - 357 TFS	Capt Charles A. Priestler - 35 TFS at Yokota

Forty-five years old, Lt Col Gimmi, with over 5,000 flying hours, was the oldest graduate of his class. Gimmi had earned his wings on 30 August 1943 and by 9 November 1944 had flown 70 combat missions over Italy as a B-25 pilot. As a major in 1956 at Bergstrom AFB, he began flying F-84Fs in SAC. In 1957 he was assigned to Osan AB, Korea, where he flew the F-86. On 19 January 1966 when he was an instructor at ACSC at Maxwell AFB, he received orders to fly F-105s in SEA.

Capt Pawlik was born in Poland on Dec 19, 1929. When he was 10 years old, the Nazis invaded Poland and captured him and his family. They were sent to Mauthausen concentration camp in Austria. His family died but Pawlik survived his slave labor imprisonment and moved to the U.S. in 1947. He joined the Air Force in 1954 after graduating from the University of North Carolina. ("Concentration camp survivor to fighter pilot: 'Freedom a beautiful thing'", posted on line 6/27/2013, Air Force web site at <http://www.af.mil/news/story.asp?id=123354152>.)

4 TFW History, 1 Jul - 31 Dec 1966, USAF microfilm MO293 & "Airman. The Life of Richard F. B. Gimmi by Russell M. Gimmi, pp 11, 97 - 98, 225.

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough,

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"Domino" - Maj William E. Augsburg, Capt Coy W. Gammage, Maj William C. Eagle, Capt William W. Kennedy.

"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Hotdog 2, Capt Donald B. Aunapu was awarded the DFC for heroism. "... Captain Aunapu was a member of a flight of four F-105 aircraft on a strike against a vital army supply depot. With complete disregard for his personal safety in the face of intense ground fire and accompanying threats of surface-to-air missiles and MiG aircraft, Captain Aunapu attacked the target and shared in its destruction. ..." (Citation from Don Aunapu, 15 Apr 2013.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring accuracy on the target, causing extensive damage. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

10-Mar-67

880

On 10 and 11 March 1967, seventy-eight F-105s from Korat and Takhli and 22 F-4Cs from Ubon bombed the Thai Nguyen Iron and Steel plant, JCS 76, BE 616-00214, at location 21-33-29N and 105-52-08E in RP-6A. The Air Force had scheduled missions against this target twice each day since 24 February, when the target was first added to Rolling Thunder 54, but all missions up to today's had been diverted due to bad weather over RP-6A. (PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967.)

"The Thai Nguyen Iron and Steel Combine, located approximately three miles southeast of Thai Nguyen, was the first large plant of its kind built in NVN. According to official estimates by the NVN government, the complex would satisfy 20 percent of the country's iron and steel requirements when it was in full production. Important products produced at this plant in early 1967 included steel barges, POL tanks, and bridge trusses." (Project CHECO, Rolling Thunder, 17 November 1967, pg 7.)

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"This showpiece of North Vietnamese industrialization was located thirty-five miles due north of Hanoi and about three miles south of the small city of Thai Nguyen. The Chinese began construction of the plant in 1958 to take advantage of iron ore deposits on the northern edge of the delta. Pig Iron production began in 1963, and by 1967 the plant made barges and fuel drums out of imported steel. The plant's own steel mill was nearly ready to begin operation. There were only two other ironworks in the country, both of them much smaller. While they produced perhaps fifteen thousand metric tons a year, the Thai Nguyen works were designed to produce three hundred thousand of pig iron and two hundred thousand of steel. The complex, including its power plant, occupied two square miles along the railroad that connected it with Hanoi. About ten thousand people worked at this, the largest industrial facility in North Vietnam." ("To Hanoi and Back", pg 57).

F-105 pilots from the 388 TFW flew the first wave in the attack.

The 469 TFS was fragged to form a flight without bombs to provide weather reconnaissance and MiG CAP to precede Korat's main strike force. The flight lineup was:

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander
- #4 - Maj Roy S. Dickey flying his 48th mission into NVN.

Maj Dickey described his mission. "The weather reconnaissance flight trolled the area for over 30 minutes and received no enemy fire whatsoever. As it turned out, the weather over target was CAVU, we saw no MiGs, and had no bombs with which to kill, maim women and children, or blow up the steel mill. It was a perfect day for putting the bombs down the stack. ... I did wish that we had bombs aboard that day." (Roy Dickey, "The Saga of the Thai Nguyen Iron and Steel Works", in his scrapbook.)

The 8 TFW from Ubon contributed F-4Cs to the mission as "Strike-Cap" flights in which the F-4s carried bombs as well as air-to-air missiles. The F-4s were assigned to strike the target but were to jettison their bombs and protect F-105s if MiGs became a clear threat on ingress. To continue their protection against MiGs, the F-4s were to follow F-105s out of the target.

The 388 TFW provided four F-105 strike flights. Korat's "... mission commander and the first three strike flights were provided by the 34 TFS." The 34th's flight lineup was:

"Chevrolet"

- #1 - Lt Col Joseph C. Austin, Mission Commander
- #2 - Capt Jack A. Phillips flying his 16th combat mission. Awarded the DFC.
- #3 - Maj Edward C. Jones flying his 95th combat mission. He was awarded the DFC*.
- #4 - Maj Harry Pawlik, awarded DFC 1st OLC*.

"Possum"

- #1 - Maj Homer T. Terry, awarded Silver Star
- #2 - Maj Dewey Lee Smith
- #3 - Maj William C. Eagle
- #4 - Capt Jackie R. Youngblood.

Maj Smith received the Distinguished Flying Cross "... for extraordinary achievement while participating in aerial flight as an F-105 Pilot near Thai Nguyen, North Vietnam on 10 March 1967. On that date, Major Smith pressed an attack through an extremely intense and deadly anti-aircraft artillery barrage to strike his target with unerring accuracy. His actions exemplify the very highest standards of bravery and professional ability. The professional competence, aerial skill, and devotion to duty displayed by Major Smith reflect great credit upon himself and the United States Air Force." (General Orders: Headquarters, Pacific Air Forces, Special Orders G-768 (1967) on line at

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<http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750.>)

"Random"

#1 - Maj Robert W. Johnson

#2 - Maj Charles E. Irwin, awarded DFC*

#3 - Maj William W. Augsburger, awarded DFC 5th OLC*

#4 - Maj Robert G. Miner, awarded DFC*

(* DFCs awarded under Hq 7 AF Special Order # G-1093)

The 469 TFS provided Korat's fourth strike flight, "Harpoon", led by Capt Charles C. "Clint" Murphy.

Unlike the earlier weather reconnaissance flight, most of these strike flights encountered enemy MiGs, AAA, and SAMs. "Enemy defense reaction was withheld until just prior to CBU release at which time the area erupted with heavy, accurate 37/57/85/100-mm. A layered barrage of light AAA formed an almost continuous carpet at 5 - 6 M. This barrage was largely suppressed when the CBUs impacted. 85 & 100-mm continued to burst at higher altitudes in the target area and up to 10 NM out along the egress route. ..." (388 TFW OPREP 3, TWX 101254Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

As "Chevrolet 3", Maj Edward C. Jones from the 34th received the Distinguished Flying Cross. "At this time pilots weren't required to fly into Route Pack VI (Hanoi) after the 95th mission. This was my 95th. Shortly after, the criteria was changed to 90 missions. I would have really been upset if I got nailed on that mission." (Ed Jones, letter to Ron Thurlow, 25 March 2001.) His award citation read, in part, "... Maj Jones delivered his ordnance with precise accuracy on the Thai Nguyen Iron and Steel complex through one of the heaviest concentrations of AAA fire ever encountered over NVN. Major Jones's task was compounded by the attack of hostile aircraft and SAMs upon his formation. ..." (Ed Jones, e-mail 26 April 2010.)

As "Possum Lead", Maj Homer T. Terry received the Silver Star for gallantry. "... Major Terry led the first attack upon the Thai Nguyen Iron and Steel Works which is in one of the most heavily defended areas known to modern aerial warfare. Major Terry's conduct during this mission displayed his total disregard for his own personal safety while under continuous and extremely heavy fire. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Later, Maj Terry described what happened to him during this mission. "We came upon some pretty fierce defenders, but again we got all 16 aircraft on and off the target without anyone being hit, although I got the scare of my life when I thought I was hit. Fuel from our droppable fuel tanks was fed into the main fuel supply by compressed air from the engine compressor. When the droppable tanks are empty, air gets into the main fuel system and causes a hammering effect just like when air gets into your water pipes at home. To avoid air getting into your main fuel supply, we had a 'saber drain' relief near the rear of the aircraft and some fuel is ejected with the air. Fuel released from the drain

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pipe causes a visible vapor that can be seen by ground defenses, ergo, we had a checklist item to turn off the external fuel flow before entering the target area. On this day, I forgot to follow the check list! As I was pulling off the target, a greater than normal hammering noise started and simultaneously, #2 called and said 'lead you are hit and on fire'. I almost swallowed my tongue. The best way to extinguish a fire is to climb as rapidly as possible and starve the fire of oxygen, so I maintained the afterburner climb and shortly thereafter my wingman called that my fire was out. My engine instruments never gave any indication of a problem. When we got into a safe area, my wingman carefully checked me over and there was no apparent damage. An after landing check confirmed 'no damage'. My wingman said that just before the fire began a cluster of AAA rounds had been tracking right up to my tailpipe. We surmised that they ignited the fuel from my saber drain." (Homer Terry, "Destroying the Steel Making Capability of the NVN", via e-mail 27 Mar 2010.)

On egress, "... fifty miles from the target, a MiG-21 engaged 'Random' flight [led by Maj Robert W. Johnson] just after they had recovered from a SAM attack. The MiG launched one air-to-air missile at the flight, but evasive action caused the missile to burn out short of its intended target and the MiG-21 broke off his attack. No aircraft were lost or damaged during this strike." (388 TFW history)

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress route heading 270, location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft. When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

Four of Ubon's F-4Cs in a "CAP-Strike" flight that followed Random flight were involved in this MiG 21 encounter. "They first met up with the F-105s over northern Laos inbound to the target and maintained position above and behind the last F-105 flight for ingress and egress. After the MiG-21 fired its missile at Random flight, number 3 in the F-4C flight rolled inverted, nose down, and fired a Sparrow missile without a radar lockon in an attempt to divert the MiG. His missile followed a ballistic path and missed the MiG by about 1/2 mile. Later, at a point on the Red River just below Yen Bai, with the flight of F-4Cs trailing the last flight of F-105s by 3 to 4 miles, at 14,000 feet altitude, the flight spotted four MiG-21s closing in on the F-105s from 5 o'clock at the same altitude. The F-4Cs turned toward the MiGs who did a hard turn away and escaped." (Red Baron Report)

Red Baron Event III-87, pgs 97 - 98 & 388 TFW history Jan - Dec 67, AFHRA microfilm NO 583, frame 1226 & "100 Missions North", pgs 193 - 199.

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17), at coordinates 21-17-57N and 105-25-26E, for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

"Leading the 355th TFW F-105 Thunderchiefs out of Takhli Royal Thai Air Force Base, Vice Commander Colonel Jacksel 'Jack' Broughton took the familiar route, approaching the target area flying down Thud Ridge. On Broughton's wing was Captain Max C. Brestel, an F-105D fighter pilot with the 354 TFS, who two days previous became the first Air Force pilot in the Vietnam War to shoot down two MiGs (MiG-17Fs) during a single sortie (on mission #71, the raid against the Thai Nguyen steel mill). As the high ground fell away he pushed his flight of four ships down to the deck and, "going like hell", Broughton swung the leading Thuds southwest, just enough to give those on the ground the

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impression they were headed somewhere south of Viet Tri.

"Not quite abreast of the target, Broughton called the 'pop'. As the Thuds passed vertical they rolled to inverted going over-the-top, completing a giant wifferrill, attacking the PAVN AAA guns from the opposite direction. Beneath them the big gun pits were lined up, their gunners confused by the attack maneuver, and before they could work out what was happening the F-105 pilots emptied their loads of CBUs into the middle of them.

"Behind the Thuds came the USAF strike force and with the air cleared of the usual AAA flak barrage, unloaded their general purpose bombs right onto the thermal power plant. The facility was destroyed in one of the best-planned and executed raids of the Vietnam War." (TODAY IN SEA HISTORY - 12 March 1967, Bob Laymon, Scatback Scribe, e-mail 13 Mar 2013.)

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant. Flight lineup was:

"Finch"

- #1 - Maj William E. Augsburger, mission commander
- #2 - Maj John R. Whaley
- #3 - Maj Robert W. Johnson
- #4 - Capt John W. Swanson, Jr.

"Nelson"

- #1 - Lt Col Joseph C. Austin
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Maj Earl Johnston.

"Possum"

- #1 - Maj William C. Eagle
- #2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.
- #3 - Maj Harry Pawlik
- #4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

""Finch" flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder

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Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame1226

19-Apr-67

6348

Two pilots in a flight from the 469 TFS, 388 TFW, flew a mission into RP-1. The lineup was:

#1 - Maj Roy S. Dickey

#2 - Capt Charles C. "Clint" Murphy flying 59-1737 for 1:35 on his 93rd mission.

In his combat log, Clint Murphy commented on this mission. "With all the problems I have been having lately, I wondered what my problem would be today. We were scheduled to work with a FAC, so I set my MER up to drop dual bombs, which would enable me to make three passes. The FACs would prefer we use this method; however, we are unable to use this tactic unless we set up properly prior to take-off. Since we normally drop in North Vietnam or against defended targets, we want to be able to drop all ordnance on one pass. The FAC had a six-position flak site, which he had found. He marked it with his 'Willy Pete' then let us at it.

"Lead dropped all on one pass and got a direct hit on one emplacement. I dropped on three runs and got a direct hit and another was damaged. There was one other flight waiting to finish them off.

"We then went over to recce Red Route. About half way down, I spotted a huge cave at the base of a karst about a mile off the road, with a camouflaged road leading to it. We were bingo fuel, but I took the lead and went around for one strafe pass. We put 1,000 rounds of 20-mm into it. We have been wondering where they park their trucks during the day and that could be it.

"On the way home, we started a little 'Rat Race' with Major Dickey trying to shake me off his tail. It felt really good to rack the airplane around.

"I thought that I had finally broken the jinx, until I turned final. My trailing edge flaps wouldn't come down. I was too close to the runway to make the turn without flaps, so I had to take it around to make a long straight in.

"The evening gaggle got off to Package 6. They went after the barracks area west of Hanoi [the Xuan Mai barracks (JCS 22 and JCS 23)]. The weather had broken wide open. Just about all of the flights saw MiGs, but there were no significant engagements that we know of.

"One troop from the 34th TFS (Captain Pawlik) took a 37- or 57-mm hit directly in the centerline MER. That is all that saved him. Otherwise it would have gone into the bomb bay fuel tank.

"This is the second airplane that I have seen the MER save. The first one was 59-1737, which I flew this morning, and this one, 59-1743. He lost all of his ATM and hydraulics and was losing fuel. A tanker had to bring him all the way home to keep him from flaming out. When he landed, he went off the runway and collapsed the right main and ruined the wing. Fragments from the shell had penetrated his wheel well, which blew the tire. When he landed with a blown tire and no nose wheel steering or brakes, he couldn't keep it on the runway.

"The Iron Hand was recycled on a RESCAP and we understand it was a Takhli bird."

The downed Iron Hand was "Kingfish 02", F-105F 63-8341, from the 357 TFS. The crew, Maj Thomas

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Mark Madison and EWO Maj Thomas James Sterling, became POWs.

"An F-4 was shot down in Laos this morning only 15 miles from where we were. He was bombing a flak site, also. This shows just how we are winning. When I first got here, there were no guns in Laos, now they are everywhere. It is starting to get as bad as Package 1. They got the upper hand during Tet. In fact they are still suffering from [the] Tet truce. Now I see that we are pushing for another truce during the latter part of this month."

(NOTE: There was no F-4 lost on 19 April 67.)

"A report from Takhli came in later this evening stating that they had encounters with 28 MiG-17s in 17 different engagements. They confirmed one kill and had five probables. They had preceded our bunch in. That explains why our troops had not been engaged and had seen MiGs on the runway. They were out of fuel and landing already.

"The excitement is at a high pitch and everyone is fighting trying to get on the schedule again for tomorrow's mission. I am just as excited, but here I sit over the 90-mission mark, not being scheduled for Package 6 anymore. That would be just my luck for the MiGs to start getting active again, just as I am finishing."

The Takhli MiG action in RP-6 that Capt Murphy described was the mission for which Wild Weasel pilot, Maj Leo K. Thorsness from the 357 TFS at Takhli, was awarded the Medal of Honor. His EWO, Capt Harold E. Johnson, received the Air Force Cross.

Clint Murphy, mission log.

25-Apr-67

6353

Three pilots in a flight from the 469 TFS, 388 TFW, flew a mission into RP-1. The lineup was:

- #1 - Maj Samuel Henderson Martin III
- #2 - Capt Gale B. Anstine
- #3 - Capt Charles C. "Clint" Murphy flying 61-0157 for 2:10 on his 97th mission.

"I was actually scheduled as a spare; however, after take-off, Major Martin was having trouble with his afterburner, so he launched me. Actually he had been talking about launching me, so I thought he was just faking trouble. After I got airborne, he got the trouble straightened out, so we pressed on as a flight of three. We were carrying two 2,000-pound bombs, with a 650-gallon centerline. Cricket sent us to recce Package 1 until he got a FAC on station in Laos for us to work with. We searched every nook and cranny to no avail. We even recce'd Package 2 until we started to get some SAM cuts on our Vector gear.

"We were finally assigned a FAC; however, when we got to his location, the target had clobbered over. We were going to go back to the Package, but Cricket sent us to work with another FAC. All he had was a road for us to cut. We did, but it sure felt like we had wasted some good 2,000-pounders.

"While we over there, we kept hearing MiG calls on guard by the airborne GCI site. That was at the same time our Package 6 force was due on the target, so we knew it was a MiG day, as predicted. Pretty soon we heard someone say on Guard, 'I think I can control it', and we heard some others trying to join up with him. We knew he was in trouble and, as it turned out, it must have been the Navy.

"Our force had their target changed to the large railroad marshalling yard just one mile outside of the city limits. We felt last night that that is what would happen.

"When I found that out, I certainly wished I could have been on that flight. I feel that would have been a fitting ending to a good tour. They were carrying two 3,000-pound bombs each. They really did

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some good work. When they left the area, smoke was rising to 7,000 feet. Major Pawlik [Maj Harry Pawlik, 34 TFS] was the Mission Commander for this one. He was the only member of the force to get hit. He took a direct hit in his 650-gallon centerline. He was the one who took a hit on his centerline MER a few days ago. It blew his tank off and did quite a bit of damage to his bomb bay area, but he managed to get back to Udorn

"Takhli was fraged against the central power plant at the same time. They lost one airplane directly over the target. The pilot bailed out, but we haven't heard who it was or what happened yet." The plane was "Crab 02", F-105D 62-4294 from the 354 TFS. 1Lt Robert L. Weskamp was KIA.

"The force came in high over Hanoi and rolled in to the north. Just as the force rolled in, they almost collided with a four-engine Russian-built civilian airliner. He was probably headed for Gia Lam. I'll bet there was one shocked group of passengers tonight if they made it down alive, because just at that time, the sky began to light up with the usual heavy flak barrage.

"Both Ray Bryant's flight and Dick Moser's were tapped by MiG-17s during the bomb run. One got on Ray's tail, and when Ralph Kuster came off behind Ray, he was flying almost in close wing formation with the MiG. They saw each other just about the same time, and Ralph said they just looked at each other eyeball to eyeball for a while before they made a move. Finally Ralph broke into him trying to get behind him, and the MiG broke off.

"Karl Richter got off a quick head-on shot at a MiG, which had made a pass at Dick Moser, but he had gotten no hits. Evidently, Takhli had some encounters also, but we haven't heard the results yet. This was in fact a MiG day just as we felt it would be.

"Being rough targets, the F-4s didn't take part in the bombing either, as we knew they wouldn't. They went back to their MiG CAP role for today's missions. On the way out, one of the flights flew over Phuc Yen and saw large transports taking off, but they didn't attempt to shoot them down, which I can't understand. They are fair game.

"Actually, what did our hearts the most good is the fact that, for the first time in a good while, the fellows in the Hanoi Hilton got a chance to see some F-105s, and I know they couldn't miss hearing the explosions. The target was about one and a half miles from their quarters. We hope they were outside, so they could see the whole raid. I can imagine that is a real morale booster for them to hear the sound of friendly jets overhead and feel that finally, maybe, we are starting to hit them hard. Their only chance of regaining their freedom is for us to bring North Vietnam to their knees. Maybe they will all sleep better tonight.

"I hope we have finally had our restrictions lifted; however, this will do no good until Haiphong is closed to shipping. The last time we struck that close to the city, they cried foul and claimed we struck at the civilian population. You can bet your bottom dollar they will cry about this. They will make all sorts of claims to the effect that we dropped bombs inside the city and that we bombed their international airfield. In all probability, we did drop some CBUs on the airfield since a large portion of the active flak sites are located there.

"We feel that McNamara actually meant what he said when he recently claimed we would not hit the airfields. However, after the SEATO Conference, he was forced by higher authority to direct the strikes.

"At any rate, the pilots on the raid today seemed to feel that they were completely off guard. Many things pointed to this fact:

- "1. The flak wasn't as heavy as expected.
- "2. The airliner being in the air.

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"3. The transports taking off from Phuc Yen.

"If McNamara did in fact plan to hit these targets, but choose to remain silent, he made a strategically brilliant move; however, the consensus of opinion is that he was sincere in his statements about not hitting the airfields. The only mistake was that they were not all hit at the same time. Phuc Yen was left untouched. The lack of MiG-21s in the air today indicated they may have gone to China.

"The rear-seat F-4 pilot that was left in the mountains two days ago was finally picked up okay."

Clint Murphy, mission log.

25-Apr-67

1466

On 25 and 28 April, F-105s from the 388 TFW, dropping 500-, 750-, and 3,000-pound bombs, struck the Hanoi railroad car repair shops (JCS 20) (BE 616-00022) two and one-quarter miles east-northeast of the city's center at 21-02-52N and 105-53-08E on the Northeast Rail Line (RR 2). Pilots reported seeing 52 rail cars in the shop area. "This target was previously struck inadvertently during raids against the Yen Vien railroad classification yard (JCS 19) in early December 1966." (4, 12, or 14 December 1966).

"F-105s ... hit the rail repair area, the largest of its type in North Vietnam, at 10 a.m. The complex contains repair facilities, marshalling yards, and petroleum tank cars. The impact of 3,000 and 750-pound bombs on the central portion of the area ignited several instantaneous fireballs that gave way to large smoke clouds that rose almost immediately to 3,000 feet."

From the 34 TFS, "Opal" flight, led by Maj Harry Pawlik, struck the Hanoi railroad car repair shops, located just two miles from Hanoi. The flight was composed of the following pilots: Lead and mission commander - Maj Harry Pawlik, #2 - Maj James N. McClelland, #3 and Deputy Mission Commander - Capt Jack A. Phillips, #4 - Capt Donald M. Majors from the 13 TFS. This was Capt Phillips' 45th combat mission into NVN. He was awarded the DFC.

Approximately 15 nautical miles from the target the weather became scattered and allowed visual acquisition of the target. Intense barrages of 85/100-mm AAA began immediately, succeeding in destroying an aircraft from another flight. The flight continued their roll-in and delivered their 3,000-pound bombs on target with unerring accuracy.

"During pull-off, Maj Pawlik's aircraft sustained a direct hit which knocked the 650-gallon belly tank from its station and tore a gaping hole in the lower aft portion of the fuselage. Having sustained major battle damage, the flight lead attempted to engage three MiG-17s directly in front of him. Battle damage took its toll and he was not able to accelerate enough to join the attack. During this same period of time, two SAMs were fired at his flight. Despite this activity, the flight rejoined and egressed without further mishap. ... Lead and #3 were honored by attending a press conference held in Saigon immediately after this raid. Maj Pawlik was forced to recover at a forward base [Udorn] due to the severity of battle damage incurred on this strike." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frames 0068 - 0069.)

The three pilots who flew on this mission from Korat flew in a T-39 to Hq 7th Air Force at Tan Son Nhut to participate in the press conference where they were grilled by news reporters. The pilots were Maj Harry Pawlik and Capt Jack A. Phillips from the 34 TFS and Maj Richard E. Moser from the 421 TFS. (Jack Phillips, mission log via e-mail 18 Mar 11)

Maj Donald F. Fryauf, Capt David C. Carter, Capt Jack L. Spearman, and Maj Clarence J. Kough, Jr. from the 34 TFS were awarded the Distinguished Flying Cross for heroism on a mission they flew on this day. (7 AF SO G-970, 8 Jul 67)

"I saw some of the best bombing that I think I've ever seen ... " flight leader Maj Ray H. Bryant [469

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TFS] said. 'I saw smoke going up to 7,000 or 8,000 feet. By that time I was only 35 miles away from the target.'

"Fire from 37-, 57-, and 85-mm AAA sites was extremely heavy in this area. An estimated four emplacements were silenced by one flight of Thunderchiefs."

Post-strike photos from 25 April showed the following damage to the shops:
Area A - 4 buildings destroyed; 3 buildings with moderated structural damage.
Area C - 4 pieces of rolling stock destroyed.
Area D - 9 buildings destroyed; 4 buildings with moderate structural damage.
Area E - 1 building destroyed.
Area F - 3 buildings destroyed.
Area J - 1 building destroyed.
Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

A night photo taken after the 25 April strike showed 48 buildings destroyed and 26 damaged along with 6 rail cars destroyed and 2 locomotives damaged.

Maj Ralph L. Kuster, Jr. from the 469 TFS received the Distinguished Flying Cross for a mission he flew on this day. ("I Always Wanted to Fly -- Hambone 02", pgs 267)

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air missile complex. Persevering in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

PACAF Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1473 & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.

13-May-67

938

In the afternoon, with clearer weather over North Vietnam, the 388 TFW struck the Vinh Yen Army Barracks (North) (JCS 34) in RP-6A at coordinates 21-19-25N and 105-36-21E. The barracks had three areas targeted by the F-105s. Area 1 was the barracks buildings. Area 2, south of the barracks, was being used for storage and support, while Area 4 was another barracks and support area. The attack destroyed or damaged 14 buildings. (Project CHECO Report, Rolling Thunder, 17 Nov 1967, pg 19.)

The Alpha force consisted of three strike flights (with call signs "Muskrat", "Ragtop", and "Tamale") and a flak suppression flight (with call sign "Kimono"). Each of these four flights had four F-105Ds. The mission was supported by an Iron Hand Wild Weasel flight (using call sign "Lincoln") consisting of two F-105Fs and two F-105Ds.

As the first to attack at 3:20 PM, pilots of "Muskrat" flight dropped twenty-four 750-pound bombs and six 500-pound bombs on Area 1. They encountered heavy but inaccurate white bursts of 37/57-mm AAA two miles from them and saw two SAMs explode without endangering the flight. However, as described in the day's intelligence report, they were menaced by five MiGs.

"As Muskrat flight pulled off (the target) in a defensive fingertip formation, they jinked slightly right and then hard left ... In the hard left break, two silver MiG-17s ... in trail, made a closing left turn on the flight and passed immediately in front of them. Proximity was so close that Muskrat 2 saw the spoilers on one MiG. Muskrat flight turned hard left into the MiGs to close, lead riveted his attention to line up on the MiGs for firing. Almost simultaneously three silver MiG-17s in an echelon with Muskrat 2 and 3 slightly behind Muskrat 1, ... made a quartering stern attack on Muskrat lead from 4 o'clock high. The

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first MiG-17 commenced firing across lead's left wing high. Muskrat 2 said, 'Muskrat Lead break hard right'. Lead broke immediately and the rest of the flight followed. The right break caused the MiGs to overshoot. They went over the flight to the south and were not seen again. The first two MiGs - the 'bait', had initiated a hard climb once they had brought the F-105s around behind them. ... No damage incurred or inflicted."

Three minutes after "Muskrat" flight hit Area 1, pilots of "Ragtop" flight dropped twenty-four 750-pound bombs on Area 2. The flight encountered seven more MiGs.

"Lead observed a silver MiG-17 at 5 o'clock level approximately 1500 - 2000 feet behind him during pullout from target. Lead broke right and Ragtop 4 went after the MiG. MiG was firing at lead. Ragtop 4 fired on MiG but no hits observed. MiG broke off to right. Ragtop 4 then started after another MiG-17 that was in a descending left turn. (This) MiG went into steep dive at 4 - 5000 feet and Ragtop 4 broke off. Ragtop 2 (in F-105D 60-0494) observed a silver MiG-17 with a red star at 5000 feet during target pullout. (The) MiG was at 5 o'clock level and approximately 2000 feet from Ragtop 2. Ragtop 2 maneuvered into position and fired 170 rounds at the MiG. No hits were observed. (The) MiG then broke down and left. Ragtop 3 (Maj. Ralph L. Kuster from the 469 TFS in F-105D 61-0069) observed three MiG-17s at 9 o'clock high. All three MiGs overshoot Ragtop 3. These MiGs were observed chasing an aircraft that had bottomed out after the strike. Two MiGs were following Ragtop flight down the slide. Pilot comments: MiGs appeared to be aware of target and were waiting for strike force. Well coordinated MiG attacks. One pilot reported this to be the second time he has observed MiGs orbiting a target area."

The mission against the Vinh Yen target was the 56th combat mission to North Vietnam for Capt Jack A. Phillips from the 34 TFS. "Pack 6; Vinh Yen Army barracks and POL storage, 10 miles NW of Hanoi (JCS 34.00); flight lead. ... got jumped by MiGs but couldn't get a good shot although I hosed off a few rounds at a 17. Mo Seaver ... was leading a flight behind me and shot one down. Lots of flak again, but we didn't lose any." Phillips was awarded the Silver Star for gallantry. "...Captain Phillips led a flight of F-105s on a strike against a vital army barracks and training area. Despite numerous hostile aircraft, intense ground fire and multiple surface to air missiles, Captain Phillips calmly directed his flight to a successful attack on the target. ..." (Jack Phillips Mission Summary, e-mail 18 & 21 Mar 11.)

Pilots of "Tamale" flight dropped twenty-four 750-pound bombs on Area 4 and saw three or four strings of bombs hitting directly on the target. The flight carried a total of six QRC-160 ECM pods to jam AAA radar. As they rolled in, Tamale 4 saw black bursts of inaccurate 85-mm AAA. A SAM, launched from the Phuc Yen area, exploded about 30 miles ahead of the flight.

Lt Col Mervin M. Taylor from the 34 TFS was one of the pilots on this mission and was probably in this flight. His bombs scored a direct hit. His mission lasted 3 hours 55 minutes and he was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross. (BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000.)

Tamale flight also encountered a MiG. "Just as Tamale Lead (Maj. Maurice E. Seaver from the 44 TFS in F-105D 60-0497) dropped his ordnance on (the target), he observed a camouflaged MiG-17 with a red star pass in front of him. Tamale Lead pulled off the target on a heading of 282 degrees, at about 6 - 7 thousand feet, speed 550 knots, and started to follow the MiG which was turning left. The MiG then turned to the right with Tamale Lead in trail. Tamale Lead got a good long burst of 20-mm cannon into the MiG and shortly thereafter a large ball of flame erupted from the right wing of the MiG near the fuselage. The MiG then broke down and to the right sharply. Tamale Lead couldn't follow so he turned left and climbed to break off the action. Meanwhile, Tamale two (in F-105D 60-0421) coming off the target observed an aircraft on fire. He thought that Tamale Lead had been hit and was on fire. While seeing this, he was turning right as a preplanned post-target jink maneuver and then turned back to the left. As he did so, Tamale Lead came up in front of him. They joined and exited

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together."

Major Seaver was initially credited with destroying this MiG-17. However, on 5 December 1967, the 7 AF Enemy Aircraft Claims Evaluation Board, withdrew the credit along with the credit they initially approved for three other MiG-kill claims by F-105 pilots. Eventually, three of the four pilots received credit for their claims.

Supporting the three strike flights with flak suppression, the four pilots of "Kimono" flight dropped 16 CBU-24s on a target one mile south of Area 1. Just prior to roll-in, a SAM burst with an orange fireball at 2 o'clock about 300 feet from Kimono 4 but did not disturb the flight's bomb run. This flight encountered several more MiGs.

"Immediately after pull off from the target at an altitude of 6,000 feet, ... a silver MiG-17 pulling several Gs passed between Kimono 1 and 2. (Maj. Harry Pawlik from the 34 TFS was "Kimono 2" in F-105D 58-1169.) As the MiG-17 passed in front of him, Kimono 2, turned to pursue it. As Kimono 2 could see the orange star on the MiG-17, he fired 440 rounds of 20 mm at the MiG-17. It is believed some of these rounds struck the MiG-17. However, no smoke or flame was observed coming from the MiG-17. Gun camera film should present an accurate evaluation of this encounter."

The gun camera film did not confirm the MiG was destroyed and Major Pawlik was not credited with shooting down this MiG-17.

The Wild Weasel "Lincoln" flight, began trolling for SAM radar signals about 10 minutes prior to the strike force reaching the barracks target. (Lincoln 1 was F-105F 63-8302, flying its second sortie of the day.) As they approached the target, a SAM passed 500 to 1,000 feet over the flight but did not detonate. The flight detected four Fansong radar signals and fired two AGM-45 Shrike missiles but the signals did not stop. Two minutes later the flight dropped twelve 500-pound bombs and four CBU-24s on buildings and a parking area with three or four vehicles. There was no noticeable damage to the vehicles, but the bombs did result in a large fire from a building complex with black smoke rising to 10,000 feet. The Fansong signal went off the air 15 to 20 seconds after the flight dropped the CBU-24s. Before heading home, Lincoln flight remained in the area for ten minutes after the strike flights dropped their bombs on the target.

The 13 TFS Wild Weasel pilot and Ops Officer, Lt Col James E. McNerney, Jr., was awarded his second Silver Star in two days. "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Silver Star to Lieutenant Colonel James Eugene McNerney, Jr., United States Air Force, for conspicuous gallantry and intrepidity in action against the enemy while serving as Pilot of an F-105 Thunderchief of the 13th Tactical Fighter Squadron, 388th Tactical Fighter Wing, Korat Royal Thai Air Base, Thailand, in action in Southeast Asia on 13 May 1967. On that date, Colonel McNerney led a surface-to-air missile suppression flight of F-105 Thunderchiefs in support of a large strike force. Despite intense and accurate anti-aircraft fire and an attack by surface-to-air missiles, Colonel McNerney led a devastating attack resulting in the destruction of a hostile missile complex. By his gallantry and devotion to duty, Colonel McNerney has reflected great credit upon himself and the United States Air Force." General Orders: Headquarters, 7th Air Force, Special Order G-1390 (September 2, 1967) (<http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=3606>)

388 TFW JOPREP/OPREP messages, 13 May 1967 & National Archives Gun and Strike Camera Film List, Control Number NWDNM(m)-342-USAF-41720B & Fairchild Hiller memo, 6 Feb 68, quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.

31-Aug-67

3825

The 34 TFS history for the month of August 1967, reported that, "... numerous targets were struck by pilots of the squadron in the Chicom Buffer Zone and within the Hanoi restricted area. A marked increase was noted in all modes of defense (AAA, SAMs, MiGs) due primarily to the sensitivity of the targets." Squadron pilots flew 411 combat missions during the month, 407 to North Vietnam and 4 to

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Laos for a total combat time of 1063:20 hours.

"Combat pilot strength stood at 36 line pilots. During the month of August, four squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Maj Harry Pawlik, Maj Donald F. Fryauf, Capt Jack A. Phillips [on 2 Aug] , and Capt David C. Carter. [Not listed in the squadron history for completing his 100th mission this month was Maj John O. Rollins II.] No losses were suffered during this month and 13 replacements arrived during this period of time. Two officers, Captains Skoglund and Shulmister, that had been on temporary duty with the squadron from Kadena Air Base, Okinawa, returned to their home station."

Maj Pawlik last flew the F-105 in February 1968. He had accumulated 436.1 hours in the aircraft.

The 13 pilots arriving in the 34th in August were: Maj William M. Blakeslee, Maj Kenneth W. Mays, Maj Donald Eugene "Digger" Odell, Maj James L. Taylor, Maj David C. Dickson, Jr., Maj William J. King, Maj Raymond Walter Vissotzky, Capt Robert M. Elliot, Capt Robert B. Middleton, Capt Lawrence R. Klinestiver, Capt Douglas A. Beyer, and 1Lt Lee E. Hollingsworth.

The Squadron Commander was Maj George G. Clausen. Maj Roderick Gene Giffin was the Operations Officer and Maj William M. Blakeslee the Executive Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, 1 - 31 Aug 1967, microfilm NO584, frame 0080 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

01-Aug-16

7714

Lieutenant Colonel Harry Pawlik USAF (Ret), 86, passed away peacefully, surrounded by family on August 1, 2016 at Vidant Medical Center in Greenville, NC.

Lt. Col. Pawlik was born on December 19, 1929 in the Province of Lower Silesia, Poland. On September 1, 1939, at the age of 9, German Nazi forces invaded Poland, where Harry was captured and separated from his family. Harry never saw his family again and it was later confirmed by the U.S. Army CID and the American Red Cross, that he was the only survivor. Throughout the next four years, Harry was sent to multiple Concentration Camps throughout Germany, Czechoslovakia, and Austria. In the summer of 1944, he boarded a train of cattle cars alongside 600 additional prisoners, headed west. He arrived in Mauthausen and Gusen II, a slave labor camp, where he was held captive and enslaved. The following fall he was shipped to the Western Front in the vicinity of France and Luxembourg. In December of 1944, he was liberated by a Polish detachment with General Patton's 3rd Army and 11th Armored Division and was later adopted by the Military Police, Combat Command A, 11th Armored Division, 3rd Army. Fighting alongside U.S. military forces at the age of 14, during the Battle of the Bulge, he was struck by shrapnel near his left eye but continued to travel until the end of the war. At the time he couldn't speak English, but learned within 3 months and aided as an Allied Forces interpreter. In Steyr, Austria from August 1945 to September 1947 he served as a freedom fighter with the 505th and 796th Military Police.

Harry came quickly to realize that Europe was not for him and aspired to become an American. He started absorbing everything American: movies, lectures, classes, books, and magazines, even comic books. He let it be known he wanted to go to the states, and 15 friends said they would sponsor him. The first person who submitted papers was Lt. Raymond Carpenter from Albemarle, NC.

In July 1947, there were 2.5 million applicants awaiting VISAs to come to the U. S. Harry's connections and powerful recommendations allowed his VISA to be moved to the head of the list. He received approval from the required 6 different countries in less than 2 months. Harry arrived in New York Harbor on September 22, 1947. He set foot on Ellis Island with 2 suitcases and \$120 in his pocket (\$1 for each pound that he weighed). On September 30, 1947 he departed for Albemarle, NC. When Harry arrived in Albemarle he was met by Mrs. Carpenter, her 3 children, some other family members and neighbors from the community.

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Harry began school in the 10th grade and worked multiple jobs, including a milk route and as an associate at A&P Food Store and then later at a Drug Store. Just before Harry's senior year in high school the Carpenter family needed to relocate due to Captain Carpenter's reassignment to Fort Bragg. Harry wanted to stay in Albemarle for his senior year. During his time at Albemarle High School, Harry had made a good friend named Bob Barringer. Due to this relationship, the Barringer family took Harry in as one of their children. The Barringers became Harry's new adopted parents. He graduated from Albemarle High School in 1950.

Harry made a positive impression on many people. One of the most important in his life was an Albemarle Business Man named "Chuck" Daniels who paid for Harry's first year in college. He chose UNC because of the then famous Tar Heel halfback and Heisman Trophy Runner-up Charlie "Choo Choo" Justice. He graduated in 1954 with a Bachelor's of Arts in Science degree.

After graduation, Harry attended Air Force ROTC Summer Camp at Tyndall AFB in Florida and was commissioned a 2nd Lieutenant in the Air Force. He went back to UNC to work towards his Master's Degree in Education. He held down 4 jobs to finance this degree. Harry ended up a few courses shy of finishing the degree due to being called in to active service by the U. S. Air Force.

In March 1955, Pawlik departed for USAF pilot training. While serving in the Air Force, Pawlik piloted over 7 different aircraft including the infamous B-52 Bomber and the coveted F-105 Thunderchief.

In November of 1966, he received orders to Korat RTAFB as part of the 34th Tactical Fighter Squadron where the unit was expected to fly 100 missions. On February 20, 1967 he was promoted to Major.

On August 6, 1967 Pawlik flew his 100th and 101st missions in Vietnam. In 1972, Pawlik attended the prestigious Naval War College in Newport, Rhode Island. He graduated the following year with his Master's Degree in Military History and Political Science and was assigned orders to RAFB Upper Heyford, England where he was the Commander of the 79th Fighter Squadron. In 1977 he received his second Master's Degree in Business Administration from Webster University in St. Louis, MO. In 1980, Lt. Col. Pawlik retired from the United States Air Force and was presented with the Meritorious Service Medal by Arizona Senator and 1964 Republican Presidential Candidate, Barry Goldwater.

Throughout Lt. Col. Pawlik's career he flew 101 missions over North Vietnam, 21 missions over Laos, 33 missions in Route Pack Six, 12 of which were "Wild Weasel" missions and absorbed enemy fire on 7, one of which, his aircraft was struck by enemy fire over 130 times. Route Pack six was recognized as one of the most dangerous sections of North Vietnam.

Lt. Col. Pawlik received countless awards and commendations including; The Silver Star, 7 Distinguished Flying Crosses, 2 Purple Hearts, Meritorious Service Medal, 15 Air Medals, The Vietnam Gallantry Cross with Palms in addition to 28 other awards and commendations.

In 1970, the Daughters of the American Revolution requested the honor of Lt. Col. Pawlik to present a brief speech to newly naturalized citizens. The title of the speech was "The Privilege of Being an American." His presentation was so impressive that Congressman Walter S. Baring, from Nevada, read his speech in to the Congressional Record which instantly became etched in American History and is now a part of the National Archives in Washington, DC.

Lt. Col. Pawlik retired to Greenville, NC, married, and "adopted" his eldest step-daughter Gwen. In 1987, he had his first, and only child, Elizabeth. Harry was an avid golfer, participated in numerous VA tournaments throughout the United States and could often be seen on the links of Brook Valley Country Club sharpening his craft with his young infant daughter in tow. Harry was a survivor, a decorated veteran, and the truest definition of an American Hero. His life will be remembered and his legacy shall remain for generations to come.

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Lt. Col. Pawlik is survived by his daughter Elizabeth Pawlik of Winterville, NC, step-daughter Gwendolyn Mitchell and husband Neil of Cocoa Beach, FL. Granddaughter, Kayden Taylor of Winterville, NC and step-grandchildren Alexander, Elise, Cheyenne and Charlotte Mitchell, all of Cocoa Beach, FL. The mother of his daughters, Muriel Raker, of Hampstead, NC.; Foster brother, Bob Barringer and wife Kim McQueen, of Asheville, NC; foster sisters Rayceine Reardeon of MS, Delores Schmidt of VA and Dawn Carpenter of CA and numerous friends and family throughout the world. He is preceded in death by his foster parents, Anne and Howard Barringer of Albemarle, NC and foster parents Verdie and Raymond Carpenter.

Visitation will be held on August 3rd, 2016 at Wilkerson Funeral from 6-8pm. Funeral Services will be held on August 4th, 2016 at 4pm at Wilkerson Funeral Home and will be officiated by Reverend Raymond Hoggard. Burial services will be held at Arlington National Cemetery at a future date. In lieu of flowers, donations may be made to The Red River Valley Fighter Pilots Association (www.river-rats.org) in Honor of Lieutenant Colonel Harry Pawlik.

<http://www.legacy.com/obituaries/reflector/obituary.aspx?n=lieutenant-colonel-harry-pawlik&pid=180913187&fhid=8067>