

# ***A Word from Willie***

## **Society of Wild Weasels Newsletter January 2021**

### **CINCWW's Corner**

Fellow Weasels,

First, while the Reunion is still planned for Phoenix, due to COVID, we had announced earlier we were slipping it until Sep/Oct. Newest stake in the sand is Wed, 6 Oct (for ADVON and a potential Desert Storm 30-year Night for Gulf War vets) and 7-10 Oct for the big reunion. Now that we have a date we can resecure hotel, transportation, and coordination with Luke AFB, etc. More to follow with a promise of everything you will need to know in the next newsletter. We also want to ensure we deconflict this event from others our members may want to attend; so please let the board know if you are aware of other events and their date.

As a 501-C3 tax exempt entity and given our military heritage and oath to defend the Constitution. we need to clearly be an apolitical society regardless of whether we are discouraged or encouraged by the November election. I am in no way trying to discourage your right to be politically involved as a citizen, but as a military related society we just cannot be taking sides politically. I do so because I have been approached a couple times with thoughts of using our YGBSM logo and the like to "festoon" apparel, and other items making a partisan political statement. We need to ensure our board emails are also free of political opinions.

There has been an actual rewrite (thanks Tom Hanton) of our By-Laws which is undergoing Board review at this time. I envision posting it in our next newsletter as a link and then have an up or down vote by membership to adopt or not by 1 Jun. In addition to the standard finance, membership, departed Weasels updates, etc., you will also find in this newsletter an update piece on inclusion of a military cancer related study in the latest National Defense Authorization Act, added tributes to Vietnam POWs by Budman/Josh, and a "special request". In addition, we have highlighted the 30th Anniversary of DESERT STORM in our history section with summaries of stories which are posted in

the stories section of the Museum. I am asking the Vietnam Veterans to tell their stories and Budman will support you at [budmanrocketsnow@gmail.com](mailto:budmanrocketsnow@gmail.com).

Those of you whose annual dues expired In Dec can renew your membership at the Weasel Home Page, To lessen the hassle for you and reduce bookkeeping for the Board, we adopted a \$30 for 3 years dues at our last reunion. If you have not renewed by mid-year you should receive an email from Chili Chelales, our keeper of membership records.

Now that the COVID vaccines are being administered I pray for all of us that 2021 will be a lot less chaotic and trying for all of us and our families. Best wishes for a great 2021 and a return to some semblance of normalcy. It is an honor to be your CINC and I hope to see all of you at our PHX 2021 Reunion.

Uke

YGBSM/FILO

CINCWW

## Fallen Wild Weasels

[Samuel O "Sam" Bakke](#), WW #1032, Pilot, F-4, 14 Sep 20

[John R Buick](#), WW #80, EWO, F-105, 26 Oct 20

[William C "Bill" Campfield](#), WW #126, A/C, F-105F, 11 Nov 20

[Joyce L Donovan](#), WW #15, Spouse, 7 Nov 20

[Glenn Lewis Farnsworth](#), WW #115, Pilot, F-100, 30 Oct 20

[Lawrence K "Kelly" Irving](#), WW #1158, A/C, F-100, F-4, 5 Sep 20

[Gerald W "Metz" Metzler](#), WW #335, EWO, F-105F, 9 Dec 20

[David B "Dave" Samuel](#), WW #1407, Pilot, F-105, 24 Sep 20

[Bob Schwarze](#), WW #1897, EWO, F-4G, 3 Nov 20

[Louis W "Lou" Turner](#), WW #760, Pilot, F-100, F-4 , 16 Oct 20

**Our Condolences to their families, friends, and brothers in arms. Hand Salute! Rest in Peace!**

Chili

## **Trip and the Shaw Team's Operational Update**

Greetings from Shaw and the 20th Fighter Wing. It has been a busy few months for the Shaw Weasels, and 2021 will be no different.

The 77 FS Gambler pilots, maintainers and support Airmen deployed to the CENTCOM theater in October. They have been flying a variety of mission types from Prince Sultan Air Base in the Kingdom of Saudi Arabia (yes, we are back at PSAB!), from combat sorties to training with regional partners. The Gamblers have been crushing it so far on a very dynamic deployment, providing Coalition forces with close air support, counter-air and precision strike capability while keeping their Wild Weasel skills sharp—ready to suppress and destroy enemy air defenses. Double Down!

77FS Gamblers Deployed to Prince Sultan Air Base, Saudi Arabia

55 FS Deployed to Exercise Combat Hammer

The 55 FS deployed to exercise Combat Hammer, supporting the Air-to-Ground Weapons System Evaluation Program (WSEP) at Hill AFB, Utah. The Shooters successfully employed a variety of air-to-ground weapons, including nine HARM shots, twenty advanced precision kill weapons system (APKWS) laser-guided rockets and thirty precision-guided bombs over the Utah Test and Training Range (UTTR). Events like WSEP provide pilots and maintainers with realistic training opportunities to build, load and employ live ordnance, while at the same time improving the reliability of our weapons by providing important test and evaluation data. Roll 'em!

The 79 FS Tigers, including members of the 20<sup>th</sup> Operations Support Squadron and the 20<sup>th</sup> Maintenance Group, returned from their deployment last summer. The actions of Shaw operators, maintainers and support Airmen on 11 December 2019, defending Bagram Air Base from a terrorist attack, resulted in the 79<sup>th</sup> Expeditionary Fighter Squadron earning the Gallant Unit Citation. Their

redeployment back to Shaw was delayed due to the COVID-19 pandemic, but upon their return they immediately hit the ground running. In Fall 2020 they participated in exercise Combat Archer at Tyndall AFB, Florida, employing multiple AIM-120 and AIM-9 missiles in support of WSEP requirements.

Lt Col Blade Thornton, 79 FS/CC accepts Gallant Unit Citation on behalf of 79<sup>th</sup> Expeditionary Fighter Squadron pilots, maintainers and support personnel 79 FS at Tyndall AFB for Air-to-Air WSEP

In other news, Shaw has been designated the “Core Wing” for Red Flag 21-2 at Nellis this March. The 55 FS, 79 FS and our 20<sup>th</sup> Maintenance Group’s Fighter Generation Squadrons (FGS) will deploy to Nellis to participate. The 20<sup>th</sup> Fighter Wing will lead all deployed Air Force and Navy forces, including several fighter, bomber, ISR and tanker units. COVID-19 continues to present challenges to events like Red Flag, other deployments, and day-to-day training, but in spite of these challenges Shaw continues to build Wild Weasels, ready to do our nation’s business anytime, anywhere. Finally, Col Trip Raymond will hand off the 20<sup>th</sup> Operations Group to Col DUBS Lord in July 2021. First in, Last out!

Trip

## **Medical Report - COVID-19 Update**

Operation WarpSpeed has been successful, despite pessimistic predictions to the contrary from many quarters. Vaccines against COVID have been developed and produced and are now being distributed well ahead of historical vaccine development schedules. Whatever your politics, I think we can agree that we are fortunate that the operation was conceived and organized by an experienced businessman, not by the usual crowd of government hacks. Of course, there will be rare instances of adverse reactions to the shot, as there are to any medications and immunizations, we use in modern health care, and no doubt any such reactions will get some negative publicity. If you are particularly worried about getting the shot—maybe you’ve had problems with the flu shot in the past, or maybe you’re highly allergic to some pharmaceuticals—then do have a risk-vs-benefit discussion with your health care provider before lining up for the Covid shot. See the list of relevant websites with links below. But for the majority of us, the decision is a no-brainer, in my opinion.

I do not now have any confident intel that would suggest a preference for one manufacturer over another. There have been state-by-state administration problems, some concerns about whether the second shot will be administered on schedule. One shot is better than none. Even if you cannot be confident that the second shot will be administered according to the manufacturer's schedule, get whatever you can.

Will these immunizations be sufficient to establish "herd immunity" which, in turn will allow us to return to normal life, travel, dining out, etc? Probably, yes. Especially when added to the unknown but possibly large number of people who have had the virus and never knew it. But will that happen in time for our 2021 reunions? The originally scheduled Spring reunions were doubtful, but I'll say I'm cautiously optimistic for the Fall. I sincerely hope that the re-opening decisions will not be derailed by political considerations, but on this point I am experientially pessimistic. Stay tuned.

Relevant websites:

Good [CDC guidance](#) on vaccinations with underlying conditions

Comprehensive link for updates on [VA Vaccine distribution](#)

Good link for [individual sites for vaccine distribution](#)

Comprehensive [TRICARE link for vaccine information](#) and distribution

Phil (Quack Bear) Steeves

## **Desert Storm - 30th Anniversary**

**Editor's Notes:** In honor of the 30<sup>th</sup> Anniversary of Desert Storm starting on 17 Jan 2021 we have written summaries of stories from the veterans. The full adventure is under Stories of the Wild Weasels in the Virtual Museum.

### **Commanding a Weasel Squadron in Desert Storm**

JohnBoy Walton

## Getting There

On 16 August 1990, the 561st Fighter Squadron departed Seymour-Johnson AFB in North Carolina, headed east to the Middle East. Operation Desert Shield had begun for our squadron, as it had for so many. Two weeks earlier, Saddam Hussein decided to invade Kuwait and make it another province of Iraq. The world wasn't ready to accept Saddam's action but only one country was willing to lead a coalition to counter him.

I was to take command of the 561st just days after Saddam invaded. Squadron command is an honor and rare privilege that all fighter pilots dream of. Although I had concerns that world events might affect this change of command, it went ahead as scheduled on Friday, 7 August 1990 and the responsibility I was to assume was seriously magnified....take command of a fighter squadron and lead them to war. Fortunately, the fighter world is all about trust. Even though I assumed command of this Squadron and only knew a few of the people in it, I trusted each of these guys, their training, their desire to get the job done right, and their motivation to succeed. I was never disappointed. We left George AFB, California on 11 August and staged all 24 squadron aircraft for departure from Seymour-Johnson AFB (SJAFB) in North Carolina.

Our destination in the Middle East changed 4 or 5 times in as many days while we awaited our turn to depart. Finally, on the day we were to leave, I was told we were going to Sheikh Isa AB, Bahrain. None of us had ever heard of it. I was certain we could find our way to Bahrain, a small island in the Persian Gulf, between Qatar and Saudi Arabia. But there was absolutely no information available about Sheikh Isa AB. All I had was a satellite photo of a newly finished Air Field at the southern tip of this 25 mile long island. That had to be enough.

Our departure was at 09:00 on Thursday morning, 16 August. So began a 15.5 hour flight following these tankers and others down track. Across the Atlantic, through the Straits of Gibraltar, across the Mediterranean, down the Nile River, left at Luxor, and then straight across Saudi Arabia to Bahrain. Refueling was at predetermined intervals. Altogether, some twenty one times and almost 120 thousand pounds of jet fuel (JP-4) for each aircraft.

As we passed into the night, we could see the lights of Gibraltar on the left and the coastal lights of Morocco on the right. There was no moon so it was dark and much easier to see the lights framing the islands off the coast of Spain and on to Sardinia. The tanker guys made some comment on the radio about his concerns about Libya (Gadafi had allied with Hussein by then). I think we made a comment that he wasn't to worry. We were packing...two AIM-7s

(radar air-to-air missiles) each. I think the most tired I had ever been (up to that time) was when the Sun came up as we approached Cairo. I was exhausted. Not much sleep the night before we left and after almost 12 hours of flying. Prior to the flight we were given two pills. A “no-go pill” and a “go-pill”. Drugs, right? The first one (a sleeping pill) was to help you sleep the night before we left. The second was to give you a boost if you got tired during the flight. Yes...it was an amphetamine. I had had eight previous ocean crossings and drugs always scared me. So, I usually flushed them down the toilet. Don't tell the environmentalist, please. This time, I hung onto the “go-pill” just in case, and sure enough, I needed it. Somewhere south of Cairo, I popped the one and only pill I had, and I have to say, it worked ... well! I felt great for the rest of the trip.

Somewhere around Luxor, we turned east again and headed direct to Bahrain. As we approached Bahrain, we could see the island full length from north to south, and I took a wag (wild ass guess) at a heading to where I thought Sheikh Isa might be. Descending below 8,000 feet, I could see the air base as we approached it from the west, and a voice comes up on Guard Channel (emergency radio frequency that we monitored all the time). It was an American voice who said, “F-4s approaching Sheikh Isa, come up my frequency.” Now I knew we were home free. The airfield looked huge and it was. They told us to land north which was also slightly uphill. The ramp was completely empty as we taxied in. There was one Bahraini enlisted guy with a pile of sandbags (make shift wheel chocks) and two others, both U.S. One was the U.S. Ambassador Hostler, the other was a one star, whom I did not recognize at first. It turned out to be BG “Buster” Glosson. I had met him once, ten years earlier, and he had changed. But don't we all as we get older. It was hot, it was humid, and we were tired. We still had to get all our down gear on the airplanes and prep them as well as we could. We were still fueled and we were armed, but these guys wanted to chat. It was all I could do to keep from asking them to leave us all alone. We still had work to do. It was the Ambassador who seemed to sense the effort we were having to make, and suggested to BG Glosson they should leave us to it. The airplanes came first, and there were three more cells yet to arrive.

So began Operation Desert Shield for the 561st Fighter Squadron Black Knights.

## **Commanding in War: Night One Baghdad**

Desert Storm began, 17 January 1991. This date has a lot going on for all of us who were there.

Mine is only one story. Everyone who was there has a story to tell, and this is only the best that I can recall. I remain immeasurably proud of the Squadron I had the honor to lead 30 years ago. Thanks to all who were a part of this...one of the most successful Air Campaigns in aviation history.

We started the brief a little before midnight going into the 17th of January. I briefed the twelve ship (12 pilots and 12 EWOs) the standard "crap": start, taxi, takeoff, Joker/Bingo, and all the stuff that we pretty much had in the can since September. This took about 20 minutes and I closed with a final thought: Things are going to be busy for most of the next 4 hours and change. Part of it will be boring but as you get closer to the target, the intensity will climb and it is likely that fear on some level will raise its ugly head. When that happens, remember one thing...find something to do, to get it out of your head. Wind the clock! We had a tiny little analogue clock in the cockpit that probably worked maybe half the time, but it had a tiny little knob in the upper right-hand corner that supposedly kept the clock working. Wind the clock! It was something to do.

We split to individual 4-ship briefings (Coors 31, Lonestar 41, and Michelob 51). I thought the beer call signs were a nice touch. Distinctive, recognizable, unforgettable, and as the Air Campaign progressed...folks would know who the Weasels were. The call signs came up a few days prior to the beginning of Desert Storm. I received a phone call from one of the planners in Riyadh, who asked what we would like to use. I thought for a few seconds, remembered we had been without beer or alcohol of any sort for months, and asked if we could use beers as our call signs. He responded, why not.

We stepped at 00:25, for a 00:55 start, and planned to have all 12 airplanes armed and on the runway for a 01:25 takeoff. Emotions were high as all of us taxied past the Flag at the end, just prior to the arming area. Just seeing Old Glory for the first time since we arrived on this little island, I am quite certain we were all proud, determined, and very ready at that point. My biggest concern was the communication plan. As much as I wanted to simplify the frequencies and keep things as basic as possible, it seemed that every time I looked at the Frag for the previous four months, they would add something new to complicate the process. So I drew up a "Thumbnail Sketch" that had all this data on a basic map, going to and from our pre- and post- refueling, and another from the Fence into the Target and back out. As dark as the cockpit was, I could at least put this info on my knee with the red flood light aimed at it, to keep things straight. The red light protected night vision after all. Right?

Without a word on the radios, and at least three automatic frequency changes, we departed Sheikh Isa, as we headed west to our refuelers (Tuna 64 flight), about 400 miles into the Saudi desert. "Budman" Redmond, my Pitter, ran a



very slick stern conversion to the lead tanker that rolled us out at about a half mile, directly behind our tanker. Like clockwork, we refueled at FL210. We finished with a lot more gas than we had planned. Better too much than too little.

Dropping off the tanker, we descended trading altitude for airspeed, did our final Fence check: frequencies, lights (all external lights went off except formation lights which were visible to each other but not from the ground). We spread our formation to attack and headed for our individual. It's amazing how fast an F-4 can go in Military power at 20,000 feet with three bags and a full load of weapons.

Timing was perfect. The Cruise Missiles and the F-117s were targeted to poke the hornet's nest and wake up the Air Defense network so that we had radars to shoot at. As we approached Baghdad, I could see explosions, maybe a half dozen or so, followed 30 seconds to a minute later by an ever increasing crescendo of AAA being randomly fired like a water hose, spraying the night sky. Radars came up, one at a time, all over the city. Budman and I had an SA-2 and an SA-3 designated to us on the east and northeast side of the city. Magically, the SA-2 came up just as though they knew our TOT and didn't want us to miss it. Budman locked, the missile was happy with it, I confirmed, and away went the missile. I forgot to close my eyes and sure enough, it was extremely bright at night and I was blinded by the rocket motor coming off the rail on our right side. Night vision returned eventually and Budman was already looking to find our other "target". Budman spotted the SA-3, in about the right area, so he locked, we confirmed and away went missile number two. I was smarter this time and looked away as it came off the left side. With our missiles gone, I made a hard turn to the right to our egress point. Lots of ground fire now but as far as I could tell, none of it aimed. I always thought it convenient that every seventh round was a tracer bullet so you could see where the fire hose was spraying the bullets.

Budman picked up a radar contact on the nose at maybe 20 miles, headed at us at high aspect and low altitude. He was located in about the position of the EF-111 (Drill 71), but Drill should have been above us. Could it be Quaker 11 (F-15 Sweep on our east)? I asked Budman not to lock him and keep searching above and below the contact. If he's a bad guy, I'm thinking he ain't alone. Remembering that, 20 miles at high aspect is 60 to 80 seconds to "merge plot", 30 seconds later, I'm asking Budman to come back and lock the guy up which he did at about 8 miles at left 11 o'clock. We still can't confirm good or bad, so I start a turn into him. It was just about that time, closing to the nose and maybe three miles, our contact became a fireball. Turns out, this was a lone Mirage F-1 that was coming after us, and our eastern sweeper,

Quaker 11, had launched a max range stern shot on the guy, and he was gone.

Our next order of business was to return to egress, join the Coors flight crossing the Saudi border, and find the tankers for post refuel. Lonestar and Michelob were doing the same behind us. Once we had our fuel, we headed home to Sheik Isa. My personal, next thing, as I am sitting in the "hotpits" refueling was to count the returning airplanes. All twelve of ours landed. All missiles fired and no losses...so much for the computer models that had given me a fairly bleak view of the first wave. We had beaten the odds. It was time to get a little rest, and get ready to go back.

## **My Most Satisfying HARM Shot Ever**

It was 20 Jan 1991 (night 4) of the Gulf War and Lt Col Gelwix and I, as Michelob 61, were leading a 4-ship of F-4Gs supporting Boston 30, a three-ship cell of B-52s attacking the Medinah Republican Guard Div. HQ located just outside the NW border of Kuwait. We had talked with Boston 30 on the STU III so we knew their TOT and the attack axis was 150 with an egress to the South.

We had already stepped and were checking the flight in at engine start time when we got a call from squadron ops informing us our tanker for the night had aborted and Riyadh said there were no spares. Knowing the Buffs had already departed Cairo West and were flying across the barrens of Wester Iraq we were betting they were unaware of our dilemma. We were already going to be well beyond planned Joker/Bingo with no chance of a post attack refueling and it would mean landing short at one of the coalition bases just South of the Kuwait border.

To cover the Buffs vulnerability period in the threat ring we decided on breaking the flight into 4 singles with 20 mile in-trail spacing to extend our collective on-station time. Once airborne it all went pretty much as planned and as we approached the target from the South we were able to find Boston 30 on radar, still about 15 miles from the threat ring. Less than a minute later an SA-6 target tracking radar is up and we start working him. As the Buffs are still outside the threat ring and betting the SA-6 is focused on the Buffs we delay the shot for a few seconds. We shoot, make the perfunctory Magnum call and verify the Time to Impact cue looks good. Just as the SA-6 missile guidance radar comes up we get an excited call from the lead Buff EWO

informing us he thinks they're going to shoot and I'm able to tell him OK, HARM Time to Impact is x seconds as they are launched on. He doesn't need to tell me, we're seeing it too as the flyout cue soon goes :00 and 4 seconds later the SA-6 "goes dotted". Boston 30 is one happy Aircraft Commander who promises us a case of scotch...still waiting. "Zoom for the moon" for fuel, do our best imitation of a space shuttle descent and able to make it back to Shaikh Isa logging a single bag 1.9.

Uke

## **30<sup>th</sup> Desert Storm Anniversary call out to the Developers and Testers**

The F-4G was a unique weapon system and it reached combat peak in Desert Storm. Part of what made it great were the Vietnam Veterans who realized they needed a constantly improving platform to keep up and overtake the threat. They initiated the F-4G, upgraded it with the new computer, added the more lethal High Speed Anti-Radiation Missile (HARM) and developed the tactics to optimize the weapon system's advanced capabilities. From digital conversions, software threat and operator updates, new HARM modes, and to improvements for the F-4G/F-16 fighting team these guys rocked! Their support from Desert Shield through Desert Storm and beyond saved aircrews and made the F-4G dominant in this combat. Here is a call out for some of the people who gave their sweat and hours to make sure that the F-4G was ready anytime/anywhere.

Fred Westover, an ASD Engineer played a role from early inception through Performance Update Program. The McDonald Douglas hardware and software development contractor team of John Parks, Jim Terry, Joe Anders from St. Louis were supported by Bernie Conway and Larry Scott on the flight line. WRALC Engineer Jim "E.F." Hundley entered the program in 1976 to transition the hardware and software to government support. E.F.'s team of software engineers would coordinate well with Fred and the contractor team from the start of the original F-4D/APR-38 through the end of PUP. WRALC's Court Smith updated the ranging software to maximize the accuracy and range for both the Shrike and HARM shots.

For flight test the contractor and development teams supported the operational testing lead by Sonny Lane, John Bremer, T. Bear Larson, and Jim Winzell.

Test Pilots include Wendy Turner (sadly, RIP), Ric Rash, Jerry Linn (sadly, RIP), Denny Larsen, Jay Suggs, and Bill Hillman.

Testing Bears-- Joe Middleton (F'4D APR-38//F-4E/APR-38- Prototype. Clive Bevan, Denny Haney (F-4E Prototype/F-4G Flight Test & Operational), T. Bear Larson, Jim Uken and Dudley Whitaker flew Ops Testing and Tactics Development sorties, launched HARMs and documented the shortfalls, changes to requirements, and updated tactics.

All of these folks worked together as a team to optimize the entire system – coupling the Maverick seeker, optimizing HARM range known, fine tuning the Shrike launch window, and updating/tailoring the threat tables took all of them working together. If you want a better contractor-government team dedicated to one thing—combat effectiveness I challenge you to find it!

Thanks to T. Bear Larson for the assist

## **Virtual Museum on Our Website Update**

We are almost finished with the MIA/KIA and the POW section and have added sections in Stories of the Wild Weasel with Desert Storm. Really would like to get more Vietnam stories.

**Budman – [budmanrocketsnow@gmail.com](mailto:budmanrocketsnow@gmail.com)**

## **Tribute to the F-100F—The First of the Best**

**F-100 leading a SAM attack courtesy of Bob Breault**

## **A Nickel on the Grass for the F-100F Crews**

## **Wild Weasel History Update**

## **Book Review**

Book Review: **“McDonnell-Douglas F-4 Phantom II at George AFB, California 1964 – 1992.”** by Tom Hanton. One of this year’s Christmas Gifts was this book by Don Logan. For anyone stationed in the F-4 at VCV between those dates and would prefer a lot of great F-4 photos rather than a lot of reading, this is the one for you! Thirty-six of its 93 photo pages are of the F-4C and F-4G (not many F-4C). You G Weasels will have flown at least one of those pictured. Not just pretty pictures as there’s more to the book than photos – it contains a short base history with a lineage of the F-4 Wings and Squadrons, many facts about the base and F-4 itself that had escaped me. Such things as F-4 block number listing, unit A/C Tail Codes (colors), and a F-4 MDS equipage comparison table. A great concise reference and a wonderful addition to one’s collection. Full disclosure – the author is a friend whom I spent some time with in Southeast Asia.

## Other Books about Flying/Fighting

Brungess, James R. Lt Col USAF	Setting the Context - SEAD & Joint War Fighting in an Uncertain World	Air University Pres 1994
Davis, Larry	Wild Weasel- the Sam Suppression Story	Squadron/Signal Publications 1986
Thornborough, Anthony M.	Iron Hand-Smashing The Enemy Air Defenses	Haynes Publishing 2002
Young, James L	Barren Sead-USAFA Defense Supression Doctrine 1953-1972	James L Young Co -2015
Cook, Pete Lt Col USAF (Ret)	Takhli In Color - Life on an F-105 Base During the Vietnam War	Lulu Enterprises, Inc Copyright 2015
Davies, Peter	F-105 Wild Weasel vs SA-2 "Guideline" SAM - Vietnam 1965 - 73	Osprey Publishing 2011
Davies, Peter	F-105 Thunderchief Units of the Vietnam War	Osprey Publishing 2010
Sparks Billy R. Lt Col USAF (Ret)	Takhli Tales	Billy R Sparks Cop 2013
Raven, Margot Theis	America's White Table	Margot Theis Rave Copywrite 2005
Jenkins, Dennis R.	THUNDERCHIEF The Complete History of the Republic F-105	Specialty Press Co 2018

Bearly Larry

Frank Alfter

SoWW Historians

**Editor's Note—This is far from a complete list and we welcome any updates to this list, [budmanrocketsnow@gmail.com](mailto:budmanrocketsnow@gmail.com)!**

## Special Request

Bob Lewis taught at the Weasel School House which was at Nellis until at least 1971. He was wondering if I was aware of or knew where a plaque that had been in the 4537th CCTS for years might be. I told him no but sounded like a piece of our history we should make every effort to find. Bob described it as a Shield shaped and engraved with the names of all the WW KIA/MIA/POWs up to the time it was presented to the Schoolhouse. The shield was roughly 2-2.5' in both height and width and also had a 1.5-2' caricature of the YGBSM Weasel standing on top. Hand crafted it was not painted, being wood toned and stained instead.

Bob thinks it deserves to go to the AF Museum in Dayton. I think they should have first "dibs", but think it would be a great piece for the River Rat Musuem as well. So, if any of you now where it's at, have leads to its location, or even remember when last you saw it please contact your Board. If you wish to speak with Bob personally, he said it was OK to back channel him at 702-734-1130.

**(Historians Note: If we find the plaque Bob mentioned, we will need to coordinate offering it to the NMUSAF. They have a number of hoops to jump through for someone donating to the Museum. They especially don't want things sent to them unless they specifically asked for them.)**

## Membership Update

### New Regular Members

We welcome the following new members:

JP "Skull" Reilly, WW #2807, Pilot, F-16C

Chili

### Surviving Family Members

None added during this period.

Once again, if you know of family members who qualify, have them contact us at [membership@wildweasels.org](mailto:membership@wildweasels.org).

Chili

## **Wild Weasel News**

### **Wild Weasel Challenge Coin**

As promised in earlier newsletters, the newly minted WW Member Challenge Coin was unveiled at the reunion with each Weasel attending receiving his coin personally. Those members not attending who want a coin mailed to them contact Uke with your mailing address at: [jruken@hotmail.com](mailto:jruken@hotmail.com)

To cover the coin costs, and packaging and handling please mail \$10 for each coin ordered to:

SoWW

P.O.Box 877

Silver Spring, MD 20918

These coins are for SoWW members only and will never be available to collector's, etc. For members desiring additional coins, contact Uke at email address above and \$10 per coin to SoWW at snail mail address also above.

Henceforth, the new Member Challenge Coin will take the place of the key chains. A few keychains are being set aside for those seeking replacement for whatever reason.

Uke

**Keep your coin handy! ROE is in effect!**

## Your Information

Here is your contact information that we have on file. If there are any errors, please go to [Home](#), select your name and update your information. If you are non current, you can pay your dues here also.

Name: William Redmond

Nickname: Budman

Wild Weasel Number: 2712

Address: 6367 PILGRIMAGE RD

COLORADO SPRINGS CO

80925

Phone: 478-297-6409

Member Level: Lifetime Membership

Member Status: Active

Member Renewal Date: Never



If you are unable to update your information, just reply to this message with your updated information and the membership team will update.

If you are Non Current you can regain currency by going to [Get Recurrent](#) and then paying your dues.

## Wild Weasel History

We are continuing to populate personal histories from Howard Plunkett's WW#2445 database. Check it out at [Personal Histories](#)

Note: you have to be a current, active member to view this page.

## Financial Report

As of today we have \$56,236.91 in our bank account.

Dave

## Of Interest

### Private SoWW Facebook Page;

If you want access, contact Stan Goldstein; [stan.goldstein@gmail.com](mailto:stan.goldstein@gmail.com) to be added to this list. Remember this will be as private/secret as you make it...

Cave Putorium,

Stan

LSDO

## Upcoming Events

### [2021 River Rat Reunion](#)

Dayton OH 27 - 31 Oct 2021

[Information](#)

### [2021 Wild Weasel Reunion](#)

Phoenix Arizona 6 - 10 Oct 2021

[Information](#)

### [Warhawk Nation Reunion](#)

Has not been rescheduled as of this time

POC [Pete Zimowski](#)

2021 DFC Society Reunion Update: Riders on the Storm—Desert Storm 23 - 26 Sep 2021

Please pass on dates to the board as you see changes.

## Links of Interest

[School of Advanced Air and Space Studies \(af.edu\)](#)

SAASS educates strategists for the Air Force, Space Force, and the nation. The students are chosen to attend a second year of education where they write a year long paper on different subjects. It is worth a look at their library to see many of the musings of Air Force Leadership as Majors.

[Air University Press \(af.edu\)](#)

Seminal starting place for all things Air and Space by students, volunteers and faculty. Sign up as a subscriber and they will let you know what books are available as they publish.

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