



## A Word from Willie

Society of Wild Weasels Newsletter July 2022



## CINCWW's Corner

*Today we have the newest member of the Wild Weasel Board our Vice Brig Gen "Abu" Ghandi taking the corner to share his vision and ideas.*

Fellow Weasels,

I am humbled and honored to have been appointed as our Wild Weasel Society's Vice CINC. My Boss and our CINC, Budman, thought it would be a good idea to "tell you about myself." So [famous last words] here we go... I'm a 1990 Air Force Academy grad who grew up in the San Francisco Bay Area. After pilot training, I was "banked" at Hill AFB doing flight

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test (and even managed to pick up some cherished F-4 time). The Air Force made good with us all and it was off to fly Vipers operationally at Osan, Aviano, and Cannon. I made the transition to the South Carolina ANG in 2001 and have been there since—aside from a stint up on the Air Staff. I finished up my flying career last fall as the Swamp Fox Wing Commander. Over the years, I've had the opportunity to fight for our Great Nation over Serbia, Iraq, and Afghanistan. I formally became a Wild Weasel with the Swamp Foxes in 2001 flying the F-16 Block 52, but informally it turns out a GBU-12 did quite a nice job on an offending SA-6 in Kosovo.

Currently, I am the Chief of Staff – Air for the SC National Guard, dual hatted as a Deputy CFACC at CONR/1 AF and serve as a JACCE Director from time to time. I am also our Society's liaison for McEntire JNGB (Columbia, SC). My wife, Merri, is an Air Force Veteran and we reside in Columbia, SC. Our daughter (a licensed pilot) is joining the ranks of the Buffs at CU Boulder this fall.

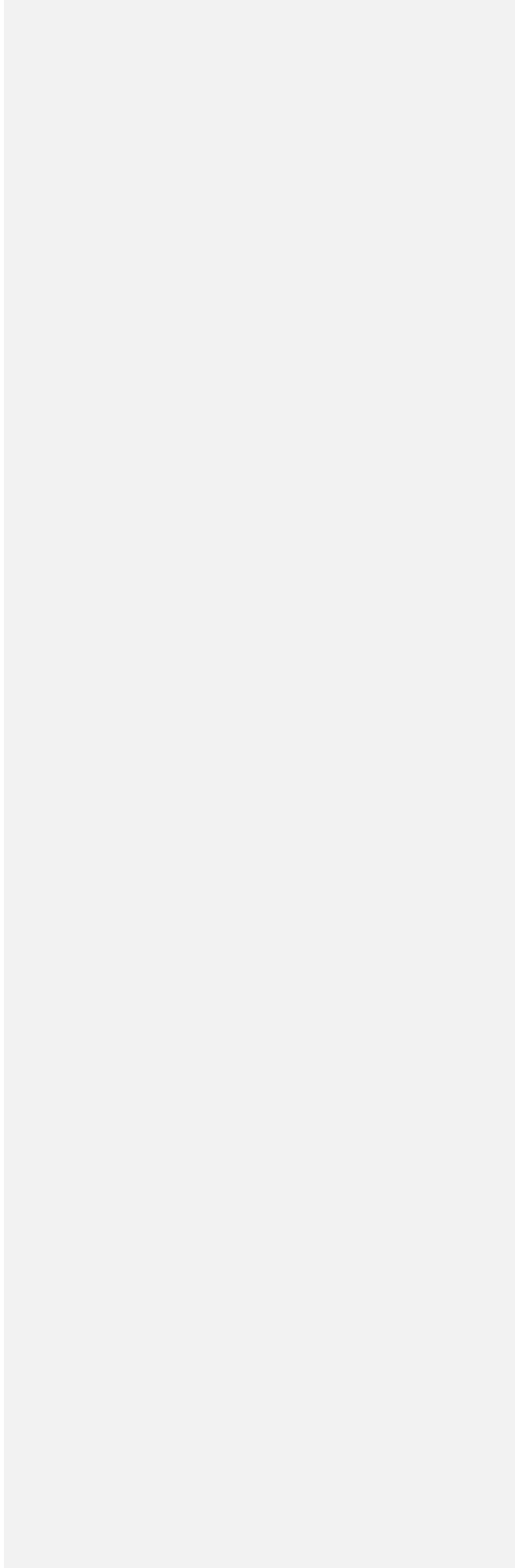
I am thrilled to see how Budman is picking up where Uke left off. As the FNG on the Board, I'm rapidly seeing that your leadership is high-speed, low drag with some fantastic initiatives on the table. I would like to hear your ideas on how we can reach out to our newer generations of Weasels to see what they'd like to see from our Society and what they would like to bring to it.

While Weasel business has evolved considerably since Allen and Jack scored the first SAM kill 57 years ago on 22 Dec 1965, there is still much modern Weasels should learn from those who paved the path they now travel. Today's Weasels face wicked problems to solve, but relative to the technology and capabilities in the past the problems faced in Vietnam, Desert Storm, and Allied Force were equally tough. Warriors learn from other warriors who have survived the crucible of combat and that is the mission I will work toward for all the Weasels.

I hope you are all able to celebrate the 246th Birthday of our Great Nation with family and friends. Be sure to raise a glass to our Brothers and Sisters in Arms who are standing watch away from home protecting our freedoms. I will also be raising a glass to all Wild Weasels past, present, and future! *"To those who have fought for it freedom has a flavor the protected will never know."* (P. McCree Thornton)

-Abu  
YGBSM/FILO  
Vice CINCWW

CFACC – Combined Forces Air Component Commander  
CONR – [North American Aerospace Defense Command (NORAD)] Continental Region  
1 AF – 1<sup>st</sup> Air Force  
JACCE – Joint Air Component Coordination Element





### **Fallen Wild Weasels**

Francis L "Frank" Barrett, WW #92, Pilot, F-4C, 16 May 2022  
Robert P "Bob" Cazares, WW #558, Civilian, 11 Jun 2022  
Craig M "Crash" Deyerle, WW #1647, EWO, F-4G, 3 Jun 2022  
Carrol R Johnson, WW #980, Pilot, F-4C, F-4G, 6 Mar 2022  
George A "Buda Bear" Miklos, WW #294, EWO, F-105F, 7 May 2022  
Willis M Thomson, WW #505, Pilot, F-105F, 1 Jan 2015

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

Chili

### **Membership Update**

#### **New Members**

We welcome the following new members:

Robert C "Bob" Caruso, WW #2853, EWO, F-4G  
Karl E Christen, WW #2848, Pilot, F-4G/E  
Daniel Friesen, WW #2850, Pilot,  
Kevin Hale, WW #2849, EWO, F-4G  
James "JJ" Johnson, WW #2847, Pilot, F-4G  
Robert D. "KJ" Kjorvestad, WW #2856, HTS Flight Test  
John "Nitro" Lorbiecki, WW #2852, Pilot, F-16C  
James P. "Jim" Marshall, WW #2854, EWO, F-105G, F-4E/G  
Joe B "Bender" Pavela, WW #2851, Pilot, F-35  
William "Thunder" Thornton, WW #2855, Pilot, F-16

### Surviving Family Members

Lynn Deyerle, WW#1647

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

Chili

### Wild Weasel Society Happenings

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This is a new section where we highlight things of interest to our members.

A big Word from Willie welcome to two volunteers that are helping us daily with the Society. Gaile Connolly works on our web services and is helping us migrate to a web service that minimizes cost without losing functionality, which we hope to have ready by next month. Deb Fulmer edits some of your stories to make them museum ready. We are lucky to have these great ladies and hope they know how much we appreciate them.

**Liaison Officers** - We are looking for liaison officers who live near bases or who can support our efforts to recruit current and past Wild Weasels. What do liaisons do? They are checked out in using the Wild Weasel briefing and support the Wings and organizations they are the point-of-contact for support [to the units](#) (if needed) and attend some Wing and Squadron events. They are also conduits for the Society of [Wild Weasels](#). We will work with you if you decide to become a liaison.

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Our current liaisons:

Mike "Kad" Kadlubowski—35 Cadet Squadron AF Academy  
Pete "Pistol" Morelli—Spangdahlem AB  
Bill "Thunder" Thornton—Tyndall AFB (New F-35 Ops Wing)  
Jim "Uke" Uken—Luke AFB  
Akshai "Abu" Ghandi—McEntire JNGB

“JohnBoy” Walton—Shaw AFB

We are looking for liaisons at Nellis AFB (Weapons Schools), Hill AFB, and other F-16 and F-35 units

**Intern Programs** - accepting applications at [WildWeaselReports@gmail.com](mailto:WildWeaselReports@gmail.com) now

**What we are looking for:** High School Juniors or Seniors who are thinking about a military academy or military focused ROTC program or any college student that has an interest in this area and could benefit from an unpaid internship recommendation. All positions work remotely.

**Opportunities:** We would provide a 6–12-month internship aimed at 2.5 hours per week working on key areas of our program and supporting our veterans.

You will work with a mentor and have access to an online intern section where you can share ideas and provide lessons learned and improvements to the process. After 90 days the Society of Wild Weasels will provide letters of recommendation and support to college, grad school, or business opportunities. At the end of your internship, we would provide you with honorary membership in the Wild Weasels, a coin that marks our heritage, and support you in future endeavors. Our staff have worked with various intern programs and are good at resumes and job applications, and once you are one of us, we intend to support your success!

**You would be eligible to compete for a Grant from the Society of Wild Weasels for \$500-\$1000 while an intern.**

## Academy Graduation

Word from Willie salutes the finest new 2<sup>nd</sup> Lieutenants in the Air Force on their graduation from the Air Force Academy! Honorary Wild Weasel #2808 McKenzie “M & M” Mercer and #2809 Kelly “KJ” Jackson who built the Wild Weasel Legacy room in the 35<sup>th</sup> Cadet Squadron as volunteers. Also, a big thank you to Stanry for his help in supporting KJ’s waiver and being a great mentor to these young officers. These dynamic and hard-charging officers are both headed to pilot training, and we wish them the best of luck!



**Cadets**



**Officers!**

### **Interview with General Goldfein**



*Editor's Note: General (Ret) David "Fingers" Goldfein is WW # 2665 and allowed WfW to interview him on his experiences. His book "Sharing Success Owning Failure: Commanding in the 21<sup>st</sup> Century" is a great read and really a seminal book for all Commanders. The link is below to an online edition.*



[Sharing Success—Owning Failure: Preparing to Command in the Twenty-First Century \(defense.gov\)](https://www.defense.gov)

(1) Tell us a little bit about your career and highlights

It was very operations oriented, from the time I was a Captain in Desert Storm I became experienced in multiple conflicts in many places and all these experiences added to my understanding and belief in becoming a better Joint Warfighter and preparing myself for each Command. I also met so many teachers and mentors along the way, from my earliest squadrons through weapons school and even to my time as a State Department Fellow, these leaders had a profound impact on who I wanted to become. I had the opportunity to meet and learn from visionary officers and enlisted men and women throughout my career and I hope I captured their wisdom in my leadership.

(2) Your wartime experience was remarkable, can you elaborate on what you learned?

It was all about learning from my forty missions in DESERT STORM and my missions for NATO against Serbia. Each conflict and enemy is different, and each mission area requires training, skill and agility to be successful. I also learned that when things don't go right, we have an amazing group of PJs that will go in harm's way to ensure that aircrews survive. I owe good single malt scotch for their heroism in a debt I pay yearly.

(3) We are proud to have you as Wild Weasel # 2665, what does that heritage mean to you?

It is a great heritage and the Weasels have been responsible for keeping the flame of electronic combat alive for the last 55 plus years. They are an integral part of the Long Blue Line and their heritage of courage, adaptability, and skill have provided an ethos that I wanted to be a part of. As the Spangdahlem Wing Commander flying Block 50 F-16s, I wanted us to understand that we were responsible for keeping these traditions alive, supporting both the personnel in the mission and those that came before us.

(4) As CSAF I always felt you enjoyed the people more than anything else and you wanted them to know they had an adventure of a lifetime in front of them. Please tell us why this was important for your message.

I wanted to share my enthusiasm for what they would experience and, if possible, show them what a career in the Air Force could mean for them in a life well-lived. I also believed that ensuring people had the training and experience. A culture that valued mentorship, inclusiveness, and adaptability was extremely important to prepare against a near-peer competitor. A lot of my initiatives were focused on building those attributes in our Air Force.



(5) A lot of things happened under your watch to prepare for the future, can you elaborate on initiatives in electronic combat or other places you thought were important for the Air Force's future?

There were many things, but I will go over two that I think are very important. First, it was extremely important to ensure our squadrons were a key part of a successful warfighting team. Their ability to adapt to the fight they saw was extremely important in a major conflict. So, organizing, training, and equipping the squadrons to have the right decision authority and training decision makers was an important part of preparing for future conflict.

Second, we had a lot of pockets of excellence. I felt that there was both a synergy and synthesis that could be obtained by building a force that could harness the power of information operations to include electronic warfare and cyber offensive and defensive operations; so we stood up 16<sup>th</sup> Air Force. Working with Lt Gen (ret) Tim Haugh, we sought to create an organization that would allow Airmen to deliver multisource intelligence, surveillance, and reconnaissance products, applications, capabilities, and resources while securing and defending the Air Force portion of the Department of Defense global network. It would allow the Air Force to provide Joint Forces Headquarters-Cyber personnel more actively for operational planning as part of coordinated efforts to support Air Force component and combatant commanders.

(6) What have I missed and what would you like to add?

We can never salute the families enough. They allowed us to pursue our dreams while often putting their aspirations on hold. They endured separation, loneliness, and hardship that speak to their courage and fortitude. We can never honor them to match their sacrifices. I always stand in awe of their ability to endure hardships for love of country and family.

In addition, it is a great pleasure to see people and organizations continue to reach for the stars after you have left. I had great confidence in leadership when I retired and they are succeeding beyond my hopes and prayers.

***Editor's note: I believe that General (ret) Goldfein is simultaneously one of the most brilliant and humble CSAFs we have had, and we are proud to have him as a Society of Wild Weasels member!***

***For your attributes and leadership and what you have meant to the Air Force and the Wild Weasels. Word from Willie salutes you General Fingers!!***

### ***Finance Status***

As of publication \$53,892.05

Dave Brog



***Col Patton on the left, Muskrat (561<sup>st</sup> FS DO), JohnBoy (561<sup>st</sup> CC)  
Desert Flight Suits had not been invented yet and its only 120 degrees!***

### ***Interview with Col Neal Patton, 35<sup>th</sup> Operations Group Commander during DESERT STORM***

(1) Tell us a little about your experience before becoming the 35 FW Provisional Operations Group Commander.

I was commissioned from Texas A&M in May 67...pilot training at Randolph AFB July 67 to August 68. I was an F-4 back seater until spring of '69 then became an O-1 forward air controller. I was called fighter experienced so I could FAC for US units—it was quite a stretch due to my short time in the F-4 backseat. My O-1 tour in Southeast Asia lasted from Sept 69 to Sept 70 with 3rd Brigade of the 9th US Infantry. I then went to Air Training Command (now AETC) as a T-38 IP because Tactical Air Command (now ACC) would not take FAC guys into fighters. Finally, after that tour I got back to the F-4 at Kadena in '74. I had crummy jobs until

'79-80 as an F-5 IP with Saudi Air Force, a boys flying club. Then I went to George AFB, as the 20th Squadron Commander. I then was sent to Korea as 51 TFW/ADO at Osan AB, then to Taegu as 460th TRG/CC and checked out in the RF-4C. I went back to George again as 35th TFW/DO which was designated as a closing unit prior to DESERT SHIELD/DESERT STORM and one of the last DOs in TAC as closing units never went to Ops Group/CC designation. I arrived the day after Weasels deployed to Bahrain...quick blessing to the F-4E then to Shaik Isa in October where several very patient and even tempered, seeing-eye IWSOs attempted to make me a Weasel.

(2) When and how did you find out you were going to Bahrain to run the Group?

I arrived at LAX and was met by an old friend from a previous life at George with a staff car and a 6 pack then. He drove me to the command post that was in the middle of deploying the wing. Jets and crews left for the desert with Col Tip Osterthaler (Current Vice Wing CC). They were still enroute or just landed when I arrived. I met Ron Karp and went to work. We ran the night shift as we gathered up all the "stuff" and sent it forward, then got a quick F-4 requalification and hit the road for Bahrain. My wife, Cheryl (better half) moved in. Col Karp went to Bahrain, sent Tip Osterthaler home, and called for me to come to Shaik Isa.

Commented [JS2]: CTR - ...pack, then he drove....

(3) You had a mix of squadrons and airframes, how did you make sure each was ready to go to war?

Strangely, I knew both jets. I really knew the recce from 2 years building a unit with the 15th TRS as core that was moved from years on Kadena to Taegu. We built it and then in 2 years started closing it as the AF changed its mind. The first recce unit deployed to the gulf was a guard unit from Birmingham, AL. It was a real clown show—lost an aircraft screwing around down low. I got to help them go home, moved the jets and PIF to Shaik Isa, and got crews from Bergstrom and Reno Guard. I had worked with them in Korea and got the 81st Wild Weasels to complete the package.

Basically, everyone was ~~ready~~ ready, and we had ample work-up time before the war started. There were still a couple of problem children, but I was very impressed with the motivation and professionalism. ~~Set a standard of discipline and enforce it. I want to close this portion reminding everyone how superb our maintenance was and that nobody I called down Peaches with his squirt gun. Maintenance was superb. No one saw operational~~OR rates in the Phantom like we had.

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~~(4)~~ What were your big lessons learned from the war?

~~(4)~~

Train long and hard on how you are going to fight. Spend lots of flying time and participate in realistic exercises. The Weasels had an advantage as a unit that flew in every Red Flag, but we also took every opportunity to do exercises with other units in the Desert. When deploying, do not take no for an answer. Demand and get all the support you think you need. Col Karp excelled at this as our Wing Commander. Fight for realistic ROE...do not tie your hands Be ready for crushing 24/7 operations, be ready to fly in shitty weather and build a plan for the first few days and stick to it. Always look everyone in the eye...see who can fly and who is spent. Above all trust your flight leads, flight commanders, ops officers and sq/cc but as the OG it was my job to look at them closely. Make sure your leaders lead because some are/were better than others and don't be afraid to teach even in combat. Watch the Guard closely...they are experienced and good...but require watching. We are all getting older...past hard feelings and slights...real and imagined...have faded. We were probably unaware of it at the time...but we had the unique privilege to use skills developed in the flying lessons the taxpayer bought for us to defend our national interest. We were warriors then...given a rare privilege to practice our trade...a privilege that only a few have ever enjoyed. *We were lucky indeed.*

(5) What have I missed that you want our readers to know?

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*We were lucky indeed.*

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Col Patton on right with Teach Jenny and the 35 FW(P) Commander Col Ron Karp who we are working an interview with

***Word from Willie Salutes Col Gene Patton for his leadership in DESERT STORM! As the interview above shows you are one of a kind and the right warrior for our DO/OG in battle!***

**WfW Interview with the former F-18 Super Hornet/ Prowler Program Manager: Captain David “DW” Kindley**

*Editor’s Note: As a follow-on to our December Growler article World from Willie did an interview with F/A-18 Combat Pilot DW Kindley who shepherded F/A-18 & EA-18G procurement and development from 2015-2019 as the Program Manager.*

(1) Tell us about your career.

I graduated from Auburn in 1990. Naval ROTC program then straight into flight school. I’ve pretty much been flying F/A-18s since then. I graduated with Class 114 at Naval Test Pilot school in 1998, followed by orders to China Lake to be the lead test pilot for Electronic Warfare. Exciting time – we were introducing towed decoys and the Integrated Defensive Electronic Counter Measures (IDECM) suite to the aircraft. Some very advanced facilities in China Lake,

including the Echo Range (our EW range), where I pretty much lived and breathed as [we] were testing. I did my department head in VFA-94 on Carl Vinson. We were off the coast of Pakistan on 9/11/2001 and was selected to be there in the first four ship that crossed the border into Afghanistan in early October. My target that night was an SA-3 in Kandahar with a Standoff Land Attack Missile (SLAM) following Tomahawk, Joint Standoff Weapon (JSOW) and a B-52 sortie. My SLAM was mostly intended for BDA, and pretty much showed us a thoroughly destroyed Air Defense site. Far and away the most fulfilling part of that deployment was when we were tasked with supporting US and Allied ground troops who were in contact with the enemy.

I was selected for Squadron Command with VFA-137 (the Kestrels) out of Lemoore, CA, and still think of it as the most fulfilling and immediately important job I've ever had. My time as the F/A-18 and EA-18G Program Manager had a longer lasting impact on the Navy, for sure, but working with the men and women in the squadron environment was truly extraordinary.



Trying to figure out what I wanted to do post command, I was giving a post-deployment combat Lessons Learned presentation in Pax River, MD, and with my test background was offered a job in the F/A-18 Program as the radar lead. This led eventually to the F/A-18 and EA-18G Program Manager job from 2015-2019.

I expected the job to be all about delivering new capabilities to the warfighters, and we did to some extent, with things like the new Block III Super Hornet, Infra-Red Search and Track, new data link systems and integrated capabilities, but I found myself truly immersed in two problems: Physiological Episodes, as we called them, or PE's, and Aircraft Readiness. Regarding PE's, the problem centered around cockpit pressurization and breathing gas concerns, and how they interacted with the pilot. The ultimate solution turned out to be a combination of engineering, human physiology (got some help from NASA on that one) and, believe it or not, human psychology. Actually restoring confidence in the aircraft required a lesson in how to LISTEN to aircrew (and their spouses!) and offer clear answers to hard questions.

Aircraft Readiness was another wicked problem. At any given time, we could launch somewhere in the area of 50% of our F/A-18 aircraft, and SECDEF Mattis gave us a goal of

80%. Really tough issue, required improvements to facilities, training, supply chains, funding and aircraft utilization, but I'm proud to say we got there, and I think we're the only DOD platform that not only attained that goal but maintained it.

(2) What was your role in Growler development?

We grew the Growler force from an initial Program of Record of 83 aircraft to 160 and learned big lessons as we developed it. A PE in 2016 was extremely significant, impacting all aspects of the interaction between the Growler community and Program Office. One of the most important things to understand is that the Growler has multiple missions – it is an extremely capable and complex platform, and to think of it as simply a jammer is to miss the point entirely. Clearly, a core function is jamming, but even that is on a whole new level from what we grew up with. The Growler can support stand-IN jamming (going with the strikers almost to the target and escorting them out), providing immensely augmented capabilities against both ground and air threats. Furthermore, we can now speak in terms of a DESTRUCTION of Enemy Air Defenses (DEAD) instead of the more traditional SEAD mindset – in that the Growler can support jamming, HARM/AARGM and even direct attacks. For us, the Growler brings a pointy-nosed aircraft with nearly the same kinetic capability as an F/A-18E/F, a crew that thinks like Strike Fighters and that briefs and debriefs with us side-by-side. Beyond even that, the Growler also has a great ISR capability that provides Situational Awareness to the entire Strike Group. There's lots more to say about Growlers, but I would mention the AESA radar they carry as well, which provides a level of SA to the crew and anyone datalinked to the Growler that is unbelievable.

The Achilles heel of the Growler is the old ALQ-99 Pods, which are obsolete from a technology standpoint and very hard to maintain. Answering this need is the Next Generation Jammer (NGJ), which is a huge step up in capability and I am proud the fleet is receiving these as we speak.

As usual new tactics drives new innovation, and the Growler crews really understand the fighters they are supporting and with a fairly common airframe could benefit and provide new capabilities as fast as we could reprogram the software.

(3) The Joint World request for Growlers is almost unsustainable, what makes it such a weapon of choice?

The Australians have bought the Growler as the only Foreign Military Sales customer so far. The Australian Air Boss said that the delivery of the Growlers to Australia was more notable than the F-35. What he meant was that Australia was buying more than just an airplane – it is a critical node for the Allied ISR constellation and he relished that capability. That sums up the need for tactical ISR capability and of course the Growler as a stand in jammer is very well prized whether its working with USN assets or with our Weasel teammates in the Viper.

(4) What updates are in the future for the Growler?



Conformal fuel tanks in Growler Block 2 really up the capability with both increased fuel and more weapons stations. Continuous updates to the jamming system with NGJ, and network capabilities are ongoing improvements that are scheduled. Think of the Growler Block 2 as a logical outgrowth of the Block III Super Hornet. Unfortunately, we have badly overused Growlers over the past decade, and so the life extension process is critical while improving FMC rates.

(5) What have I missed?

Takeaway is that the Growler brings a wealth of capability to the fight, both in the aircraft and the mindset of the community. The Growler Community is innovative and hungry at their core, and with the improvements coming with Growler Block 2 and NGJ, we are just beginning to scratch the surface of what this jet can do.



*Thanks to DW for an informative article on what the future holds for Electronic Warfare and insights into the Growler! WfW salutes you Captain!*

### **Virtual Museum Update**

It has been great working with contributors on the Wild Weasel Virtual Museum. Building the F-4C section was a labor of love and we Museum guys learned a lot about the F-4C. Hats off to Al Palmer, Joe Snoy, T-Bear Larson and Denny Haney among others who helped with that section. We are behind in posting stories and interviews (that's a good thing), but I promise we will catch up. Keep them coming and appreciate the support.

After Tom Hanton's great work on the bylaws we have posted them inside the Society along with awards. I wanted to take a minute and highlight the following award:

**Wild Weasel Distinguished Contribution Award:** This award is to recognize living or deceased non-members of the SoWW or non-military organizations that have, either as an individual or an organization, made significant contributions of time, effort, or value to the SoWW. Nominations may be made by any active regular member at any time during the year. This is not intended to be an annual award but will be reserved for recognition when warranted. Board of Directors discussion and selection will occur at the next scheduled board meeting, or other electronic means. If you have a nomination, send it to the Wild Weasel Board or [budmanrocketsnow@gmail.com](mailto:budmanrocketsnow@gmail.com).

Budman

### **Wild Weasel History Update**

The River Rats Museum and its Wild Weasel Corridor are getting ready for donations. Here is the construction schedule:

Phase One - Completed Spring 2019 – Underground Utilities completed.  
Phase Two - Completed March 2022 – Construction of the Outside of the building  
Phase Three - Grand Opening Fall 2023 – Interior construction is on schedule

Go to the following Link to see the Museum plans and status:  
<https://www.river-rats.org/page/Museum>

We are still looking for donated items that could be artifacts for the Wild Weasel part of the Rats Museum.

"If anyone has something that they would like to give/donate to the museum, we would like for them to contact Whitey (one of the River Rats curators) at [whiteyinga@av8rstuff.com](mailto:whiteyinga@av8rstuff.com). He will explain how the donation program works and they together can decide if the item is something that needs to be preserved in our gallery." If in doubt, contact your historian or Budman at [Budmanrocketsnow@gmail.com](mailto:Budmanrocketsnow@gmail.com)



**Museum as of May 2022**

Bearly Larry  
 Frank Alfiter  
 SoWW Historians

### **A Request for War Stories for Publication in a Book**

"Got a great War Story that should be 'Out There'???"

Many of you may have read my book "From F-4 Phantom to A-10 Warthog" (if you haven't you should). Unlike most fighter pilot memoirs, it's focused on the culture—the Brotherhood and very light on my own combat experiences—primarily because very few events in my 204 missions were worthy of publication. Since the book came out, I've had suggestions that I should a) write another one and b) concentrate more on flyin' & fightin'.

I'm now seriously considering recommendation a) but I'm sticking to my original premise: no one's going to be too excited about Steve's exploits over Southeast Asia and that's where you come in.

Most fighter pilots and aircrew will have a few well-polished memories, dusted off occasionally for a night at the bar or even just to tell the grandkids.

I'm betting a lot of old warriors would like to see their exploits in print and there are many classics out there that will never see the light of day unless someone gathers them up to share with the public. I'd like to be that someone so here's what I have in mind. I'd like to compile and edit a volume of short stories, provided by warriors. The concept is as follows:

- Primary focus on war stories -
  - Actual combat would be emphasized although there's certainly scope for related topics - POW experiences, peacetime training incidents, etc. and shenanigans (in moderation).
  - Fighter stories will undoubtedly be prevalent, but any & all aircrew will have tales to tell. Air Force, Navy, Marine, Army, Allied aircrew all very welcome.
  - Stories should be concise—approximately 2000-5000 words, but I'm certainly flexible on this. I would request submissions either in a common format (MS Word springs to mind) or, for those who don't wish to spend an hour or two at the keyboard, a recorded audio file. Accompanying hero photos also very welcome.
  - All stories would be attributed (unless the provider requests otherwise) and I'd like to provide author background information: aircraft type, assigned unit, date range, etc. Yes, the 10% rule would be in effect, but I'd prefer a higher percentage.
  - I will retain editorial rights for format and style, but not for content. All submissions selected for publication will be edited and returned to the author for approval prior to publication.

Ready for your 15 minutes of fame? I'm looking forward to your stories so start drafting your finest hours and send them along to me with any comments or questions: [phantom.to.warthog@gmail.com](mailto:phantom.to.warthog@gmail.com) or PM me on Messenger."

Check 6,  
Steve Ladd



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



### **Upcoming Events:-**

**2022 River Rats Reunion in San Antonio from 27 Sept to 2 Oct**

[Red River Valley Association, Inc. \(river-rats.org\)](http://river-rats.org)

**Links of Interest:** (in this section we will periodically scan links for reading)

[AGM-154 Joint Standoff Weapon \(JSOW\) - Airforce Technology \(airforce-technology.com\)](http://airforce-technology.com)

[SLAM-ER | NAVAIR \(navy.mil\)](http://navy.mil)

Ukrainian-Russian War Electronic Warfare articles:

[Ukraine war show US troops must prepare for electronic warfare attacks \(taskandpurpose.com\)](http://taskandpurpose.com)

[Deadly secret: Electronic warfare shapes Russia-Ukraine war - ABC News \(go.com\)](http://go.com)

And for the 4<sup>th</sup> of July a look at how Washington quelled a mutiny!

[George Washington puts an end to the Newburgh Conspiracy - HISTORY](#)

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