

A Word from Willie

Society of Wild Weasels Newsletter

May 2024



CINCWW's Corner

Fellow Weasels,

As we finish our celebration of Memorial Day we remember the sacrifices of American Heroes who gave everything to ensure our freedoms. We salute their valor and dedication and we can never honor their sacrifice enough. See below for the link and names of Wild Weasels who gave their all for their country. They are remembered!

We have a very good edition for you with Paul Meyer talking career and especially his work in future systems as a Defense Contractor, Stan Goldstein talking about the systems he got from the Israelis and finally our interview with Congressman August Pluger who sponsored the Aviator Cancer Study in the House of Representatives.

We have fully supported the Aviator Cancer Study legislation. Our staff with your help has reached out to over 300 Congressman and Senators to tell them of the need for this important bill and we appreciate the Weasels that engaged on their own! We have 14 Congressmen and 2 Senate sponsors and momentum is building but we will not know how we did as of our publication date. Rest assured we will never stop supporting this bill. The engagement has been an epiphany for me personally. I did not understand how much cancer had been part of our post-careers and your calls and education have been invaluable to my personal greater knowledge. Thank you and we are redoing our medical section with a walk through by a cancer survivor who used the PACT Act for their cancer, a section where you can reach out to other cancer survivors and a former VA officer as well as the latest information. We are shooting for 1 July to have this complete!

Lastly, two of the great things that came away from the reunion was Hollywood Hanton's idea to offer a one year membership free for current F-16/F-35 Pilots, Maintainers and Intell personnel and it is linked to our website for sign up. So please spread the word. Secondly, we had a motion to place a journal section with your membership section in a form that makes it easy to update. We should have that complete by 20 June. It will allow you to tell your personal story and keep it in our archives. I look forward to reading them!

God Bless America Land of the Free because of the Brave! We salute you!

Very Respectfully

*Budman Redmond
Society of Wild Weasels Chief in Charge
YGBSM
FILO*

Fallen Wild Weasels

*Edward "Eifel Adonis" Wengorek, WW #2076, EWO, F-4G, 1 Jan 2021
George L. Shamblee, WW #348, EWO, F-105, 8 Mar 2024*

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

L.A. Bud

Membership Update

We welcome the following new members:

Jacque C. Vasta, WW #2884, Honorary Member for her work as the 35 CS CC
Ben Skelton, WW #2885, Honorary Member for his support of the society
David "Zeke" Skalicky, WW #2887, Pilot, F-35, 33 FW CC
Michael "Lou" Rawls, WW #2888, Pilot, F-35
Christopher P. Bowling, WW #2889, Associate Member
Jacob Hunter Redmond, WW #2890, Honorary Member for work on the website and reunion
Vince "Aztec" Alcazar, WW #2891, Honorary Member for his work in the Cancer studies
Jason "Mud" Mossing, WW #2892, Pilot, F-35
Brandon "Rap" Bylina, WW #2893, Pilot, F-35
Taylor "Nightmare" Blevins, WW #2894, Pilot, F-16CJ 157 FS CC

L.A. Bud

Surviving Family Members

If you know of family members who qualify, have them contact us at:

LABudF4G@gmail.com

L.A. Bud

Memorial Day Role Call for those Wild Weasels who gave their all!

Link to the We Remember section of the Society of Wild Weasels Virtual Museum

[We Remember – Society of Wild Weasels](#)

***Capt Robert Trier
Capt Donald Clarke
Capt Charles Morgan
Maj Ben Newsome
Maj Don Singer
Maj Larry Biediger
Maj John Dudash
Maj Moris McDaniel
Maj Dick Dutton
Maj Oscar Dardeau
Maj Jim Hartney
Maj Crosley Fitton
Capt Larry Martin
Maj Howard Smith
Capt Robert Panek
Capt Orvin Jones***

***Major Clyde Dawson
Major Rosevelt Hestel
Maj Gene Pemberton
Maj Joseph Brand
Capt Vince Scungio
1Lt Claude Silva
Capt Alton Meyer
Capt William Luland
Capt Glenn Cobeil
Capt Ed Lehnhoff
Capt Sam Fantle
Capt Cleveland Harris
Capt. Clifford Fieszal
Capt Richard Mallon
Capt Alvin Majeta
Capt Thomas Zorn***

1Lt Michael Turose

Capt Michael Bosiljevac

We honor these sacrifices! Thanks America for men like these!

Societal Happenings

Al Lamb WW #16 was presented with Society of Wild Weasel Award for lifetime achievement on behalf of the Society. Presenters were Victor Ballanco, JohnBoy Walton and Hollywood Hanton. From killing the first SAM with Jack Donovan to his work throughout the life of the Society Al has built the organization, kept us on the straight and narrow and taught us all how to cherish our legacy! A huge WFW thank you to Al and our presenters!



Official Presentation at a lunch honoring WW#16's achievements



Best of the Best!

Our liaison officers at Luke (Uke Uken and Muskrat McNeese) have been super busy. They continue to support each F-35 graduation with a Wild Weasel placque and a stipend for each class. As part of the introduction to the Wild Weasel history Uke or Muskrat talk about the ethos and our 59 year history! On 24 May they were joined by Donna White and daughter Dagney (Wild Weasel Society family members as part of Col Ed White's legacy) and they briefed the new pilots on the experiences of Col White and their own life as Wild Weasel family! It was well-received and a big WfW thank you to our growing liaison team at Luke



Muskrat McNeese presents the Wild Weasel award to Lt Magnus "Hansel" Zarling from the Royal Danish Air Force. At 6'5" tall he met the F-35 max height requirement by less than a centimeter!

20th OG is hosting a TopGun SEAD competition this week and the winning 4Ship will receive 3 year Society memberships and Society TShirts sponsored by the Society. Good luck and kill SAMs!

The 33rd Fighter Wing is working hard to setup a history of the Wild Weasel as part of their F-35 Curriculum and our liaison officers Bill Thornton, Cecil Jones and Les Matheson have checked out in the Wild Weasel History Brief and we will schedule the first brief in August with our project officers. The Society of Wild Weasels gave two grants of \$500 each to two Instructors in the 33rd Wing based on their nominations from each squadron. We salute the following:

Captain Brandon "Rap" Bylina for his professionalism, enthusiasm in turning great young Americans into SAM killers!



The Rap family with a future fighter pilot!

Captain Jason “Mud” Mossing for his expertise, can do teaching attitude and support to every student.



Mud with his Better Half!

We welcome the following new liaison officers to the Society. John Farrell has volunteered to be our liaison to the Tail Hook Association and Phyliss Farrell is using her long time expertise in the VA to support our outreach on how best to work with the VA. She has provided a paper on dealing with the VA which will be integral to our new Medical section and will be published in the next Word from Willie. A big WfW thanks to both John and Phyliss!

Our intern Josh Pyne has been a stawart worker these last 4 months and will graduate from the program in late June! John has reworked the museum, supported numerous projects and will be working hard with others to establish a journal section in the membership section for everyone.

Our newest liaison the 157 FS CC Lt Col Taylor “Nightmare” Blevins who is working to ensure we support the McIntyre Wild Weasels. Welcome!

*A thankyou to Dave Melton for his article on Stan Goldstein’s adventures in life and Israel!
Great Job again Dave!*

One Year Memberships with coin and Society number for all F-16/F-35 Pilots/Maint/Intell

<https://wildweasels.org/wild-weasel-one-year-membership/>

Interview with Congressman August Pfluger, 11th Congressional District Texas—Congressman and Fighter Pilot!

Editor's Note: Congressman Pfluger is a former Fighter Pilot and staunch Veteran supporter representing Texas. His sponsorship of the VA Cancer Study has been championed by the Weasels, Rats and other Aviator Organizations. He is the first Congressman to be interviewed by Word from Willie (WfW) and we are proud to have this great veteran and Congressman in our newsletter!



1. Please tell us a little about yourself?

I'm a Congressman representing the 11th District of Texas. But before that, I had an active-duty Air Force career and was stationed in many different places. I'm a graduate of the Air Force

Academy and flew the F-22 and the F-15. I had the opportunity to command a lot of combat missions and have really drawn upon that experience. I am so proud to be part of the Air Force and to have been a part of many fighter squadrons and now be in Congress representing the very things that I used to do.

2. You have been a great champion for Veterans and WfW is proud of your work and great insight on Aviator Cancer incidence. Can you tell us how we can help pass the VA Study?

The ACES Act is so important. We all have friends who that we flew with as pilots or crew or somehow connected to the flying missions that ended up with cancer. It's been really important to me, along with the other fellow MACH 1 Caucus which is comprised of former military pilots now serving in Congress, to get this moving because we know that there's a problem and we want to get to the bottom of it. At the end of the day, we want to help those that serve our country. They deserve nothing but the best when it comes to health care. Our goal is to get this across the finish line. As members of the Wild Weasels, you all have access to a variety of Representatives and Senators on both sides of the aisle. I could use your help by contacting them and asking for their support on this. Tell your story of how important it is to our Veterans.

3. As a Veterans organization we work grants, mentorship and intern programs for people. Where could we support the needs you see the best?

Our country needs good, strong leaders. Please continue identifying young men and women early and helping them achieve their dreams and their goals, by helping them get into the service and helping them get into the right offices. Working to send good men and women into the service, maintaining a presence on Capitol Hill, and staying active in the political discussions is so important. I'm encouraged because of the young leaders that are stepping up to serve.

4. As a Fighter Pilot have you had any experience with the Wild Weasel Mission?

I have, and I want to interact more. I invite the Wild Weasels to come visit Capitol Hill and come visit the MACH 1 Caucus!

5. What was your best memories of your time as a Fighter Pilot?

Being a commander, being able to fly combat missions against ISIS and work with so many great people and be a part of so many different historical squadrons. Some of my very best friends today are people that I served with and their families. It's an incredible honor to be able to fly those airplanes.

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

Thank you for what the Wild Weasels do. Thank you for supporting Veterans and for being engaged. We value your service we appreciate your service.

Editor's Note: The Wild Weasel Society will take the Congressman up on his request to brief our mission to the MACH 1 Caucus. We are proud of you Congressman Pfluger, you are a Great American and we have your 6!

Interview with Paul Meyer on life and future technology!

Editor's Note: Lt Col (Ret) Paul "Sluggo" Meyer WW # 2562 was an outstanding weapons school officer in the F-4G but what set him apart were the many jobs he held after leaving active duty service in 1998. From being an F-22 Adversary simulator aggressor through the creation of the B-21 and beyond, Sluggo has held key leadership position in future technology for several A&D organizations and his focus on preparing for future warfare has kept America at the forefront of technology advances.



A very young Sluggo by a Spangdahlem F-4

(1) Tell us a little about yourself

I grew up in the midwest, the Air Guard would fly F-86s overhead in the MOA over the family farm and I was captivated by the mystique of flight and an avid reader of WWII Aces. I entered ROTC at the University of Missouri and being a little unfocused at the time majored in business instead of my initial engineering degree. After my commission I went to Mather wanting either an F-111 or SR-71 but after EWO school I began to understand what a great mission the Wild Weasel was. I did my first operational tour of 4 years at Spangdahlem in the 480th FS and then went to Weapons School on my way to George AFB in the 561st which was quite an organization at that time. It had some great target arms and made about 8 more during my time there. They were the

principle feeders of the Weapons School for the next 2 years. My next assignment was to TAC HQ and I was the youngest rated officer at TAC and also the Command EW POC for the Fighter Force. Seeing the writing on the wall then for a career EWO, I left the active Air Force after 2 years and joined the California Guard, ultimately flying the F-4E, RF-4C, and KC-135. I retired after 23 years in 2000 as the Plans officer for the 701st COS.

I began my civilian career in parallel to the ANG working at the then Lockheed Skunk Works in a variety of Project and later Program leadership roles. I began by writing Auto Target Recognition code for a variety of classified aircraft and served as an Red Air pilot in the simulator in support of the Advanced Tactical Fighter Program which became the F-22. During that period I also served as the Exec for General Manager for the F-22 pre-EMD program, learning many lessons that served me well as I subsequently led the F-117 Derivatives Program team that also attempted to sell a Naval variant to the USN. During that time I also participated on the F-35, Darkstar, and many other classified projects at the time. It was quite a cultural and tactical change to go from EW to Stealth at the Skunks works, but it was the combination of the two that remains lethal today.

Ultimately rising to the position of Vice President of Business Development, I left the Skunk Works in 2000 for Northrop Grumman as they were launching a new Front End organization focused on recapturing their past position in aviation leadership. During that time, our focus was on the increased interest in UAV's with Global Hawk as our flagship, followed by Fire Scout, a helicopter variant, UCAV in several design variants, the E-10, a Boeing-767 replacement for JSTARS at the time, led the initial win on USAF Tanker, teamed with AIRBUS, and ultimately finished my time there in leading the development team on B-21 in 2013 as the Vice President and General Manager of Advanced Program and Technology.

I would like to also offer a shout out to Gen Creech, Gen Yates, and LGen Jaquish who were continuous mentors during my time in industry. Having them as sage advisors as we traversed the myriad requirements, acquisition, political, and financial challenges was of great service to me and my teams.

Thinking I was ready to retire after B-21, not so fast as a former boss asked me to join him in rebuilding Aerojet Rocketdyne. Another big shift from electronic warfare, to stealth, to rocket propulsion! A really tough business but I decided being a rocket motor subcontractor was not in line with my career goals and I retired again in 2015 thinking it was time to focus on my personal goals and manage my time as a consultant. However, I guess my time as a Wild Weasel exposing myself to the enemy for that perfect shot forshadowed my next move. This time, Raytheon came calling and asked me to "Lead" their pursuit for the AF Trainee Program in 2016. While this effort was unsuccessful, it led to many more leadership roles within Raytheon that were successful and are delivering advanced avionics capabilities today across multiple DoD Programs such as F-22, F-35, F-15, F-18, MQ-9, and Global hawk to name a few, with NGAD and CCA driving the future. This last chapter in my career ended in a full time position beginning in 2000 as President of first the Space Division followed by stand up of their "Skunk Works" like organization, ultimately concluding in 2024.

Some of the things I learned in this journey:

Your people and team are important, care for them, support them, they deliver
Just like execution of a Wartime mission, only loss of life is seldom an Industry concern
Relationships forged on trust and survival during stressing events last forever
Technology's impact on the art of war is pretty scary, if you transmit, you are a target
There is no longer a single capability that will be successful in tomorrow's war
Stealth must integrate with Mission Systems, Electronic Warfare, and next Gen Comms
Military vs Industry appreciation for Mission Success is not always a shared vision
Artificial Intelligence is the future with increased integration of mission systems into
Tactics/Effects

(2) What in my Weasel Time prepared me for the many positions and teams I led?

The Fighter Pilot ethos of taking an educated risk served me well when key decisions were needed: be firm, listen to your team, but keep focus on the objective at hand and close

Reliance on technology was important, but tactics and teammate trust improves mission success. Models and training only provide calm rational response when "Shit hits the fan at first contact"

The dynamic of being the "Lead" element by which overall Mission success was determined established a dependance on building, mentoring, and rewarding a Team, creating a pull for parallel organizations and creating Espirit de Corps

As a junior Patchwearer, you were constantly challenged to prove you earned the patch and what it meant. This created a sense of responsibility above yourself as you represented and organization steeped in history and failure was only an interim situation to timely response and innovation to the barriers you experienced

Those times also provided a recognized sense of humility when things didn't go to plan but after honest retrospection, key lessons were learned and costly mistakes were avoided the next time

Teaming was all important whether as a crew or with wingman, or an Industry partner or employee. Flying the F-4 taught you to be a good teammate within the airplane as well as in the flight or Mission Package. No different than running a good DoD Program as you need to know everyone's role, responsibility, and accountability for success of the Team

Never forget as you grow older to share your experiences as it's the greatest means of mentoring



A More Mature Paul Meyer with a good kill!

**Word from Willie thanks Sluggo for his service and for his leading edge vision that has resulted in airframes, capabilities and training to keep America ready to defend freedom!
WfW salutes you!**

Interview with Stan Goldstein About Working with the Israelis to Recover Soviet SAM Technology for Exploitation

Interviewer's Note:

This interview is a follow-up to the Interview with Col. (Retired) David Brog in the March 2024 issue of Word from Willie. In that interview, we learned of a DIA trip to Israel that Col. Brog took during the Yom Kippur War to recover Soviet technology for exploitation. Lt. Col. Goldstein relieved him in November 1973 and continued with that mission.

Subject's Biography:

Lt. Col. (Retired) Stanley Goldstein was born in the Bronx in New York. He was commissioned into the USAF in 1956 and served as an Electronic Warfare Officer and later Radar Navigator on various models of the B-66 and B-57. After getting a Master's Degree in Industrial Engineering from the University of Missouri, and completing a tour at ATC headquarters in Manpower, Lt. Col. Goldstein was sent to train as an EWO for the Wild Weasels. His 100 Mission Tour with John Revak, ending in November 1968, has become the stuff of Weasel legend. Following that tour, he served as the Wing EWO and as an instructor at George Air Force Base. This was followed by assignments at TAC headquarters, the Pentagon, NATO (AFNORTH-Oslo) and TAWC (Eglin AFB, FL)

(1) Tell us a little about yourself and your career, particularly as you were in this timeframe in the early post-Vietnam era.

Dave Brog and I met in EW school in 1957/58. It would be the start of a friendship that still goes on today 67 years later. He chose the 7405th recce outfit at Wiesbaden. I graduated first in my class and chose USAFE, the 42nd Tactical Reconnaissance Wing, Spangdahlem AFB, GE which was flying RB-66Cs, which was the ELINT version of the B-66. I fly those and have a bunch of time in them, but it wasn't that exciting since there weren't many signals of interest and all the EWOs sat in the converted bomb bay, with downward ejection seats. It was not a very challenging peacetime mission. After some 300 hours in the bird, I had a chance to go up front and become a navigator (with upward ejection seats). I finished my last tour flying every variant of the B-66. Mostly either with the Reconnaissance crews or doing weather recon. I had the opportunity to navigate a D model - the weather variant - into the middle of the Sahara. The purpose was to check the winds aloft as the French exploded their first atomic bomb.

I returned to the states in 61-63 and fly EB-57s in the ADC target force at Hill AFB, going out to provide training for the Air Defense units: F-89s, F-94Cs, F-101s F-102s, F-106s, providing them exposure to operating in an EW jamming environment. I participated in several mass attacks on the United States coming in from either Canada or Bermuda, where we penetrated the ADIZ and made mass attacks with the B-52s and everything else. I did get to fly the B-57D or long-wing variant and for-runner to the U-2. You get to fly above 60,000'. The mission starts with a flight physical and a meal of steak, eggs, and cottage cheese. Upon landing you receive another flight physical and a shot of Old Methuselah or Christian Brother Brandy.

After five years in the cockpit, I went to the University of Missouri and received a master's degree in Industrial Engineering. I wound up in ATC headquarters at Randolph AFB, TX in Manpower, developing manpower standards for the number of instructor pilots and navigators who were needed to train aircrews in the Air Force. McNamara didn't like the answer which stated we needed more instructors so he didn't accept the numbers. One Friday afternoon, I got a phone

call and found out I was being sent to Weasel School to fly the F-105F.

In Weasel School, I meet up again with Dave as a classmate. When the USN lost the Pueblo we graduated early and were sent to Osan AFB Korea to provide Weasel support should there have been a retaliatory raid North. From Osan Dave and our pilots go to Clark AFB, PI (Snake School) enroute to Korat AFB. Here we did our job as Wild Weasels flying out of Thailand protecting the strike forces and Buffs from the SAMs and AAA threats. After that, Dave Returns and goes to the EW shop in the Pentagon basement. I came back and went to George AFB, CA which was the RAG or as the Air Force calls it, the RTU, for F-4s as one of the first Wing EWO's. Being one of the best RTU's, that is where they sent the Israeli aircrews to check out in the F-4 Phantoms they had just purchased. They sent six pilots and four navigators. I was appointed as the liaison officer for the IAF group. Not only were the aircrews sent there, but also the maintenance troops and their families were deployed to George. I would interface with them for their problems and everything else they did/needed. I instructed them in Weasel tactics and electronic warfare, and how to use their Radar Warning Receivers.

Yitzhak Rabin, the Israeli Ambassador who was later assassinated, came for a check ride in an F-4, and for the Flight Crew graduation. I have a picture - and Dave has it also - where Rabin is thanking all the American officers. He's shaking hands with me, and Avihu Ben Nun (who goes on to be the IAF C/S) has got this shit-eating look on his face, laughing at what's happening.



Stan with the Israeli Ambassador

I then am assigned to TAC headquarters at Langley AFB, VA and that's the end of my flying career. I wind up doing studies and concepts for defending TAC against SAC and the Navy. If you've heard the name Jack Donovan of YGBSM fame, he flames out in the Pentagon due to a

conflict with a JCS general (The Same one I would work for during the Yom Kippur War). Jack needs to get out of Dodge and has to get a replacement. He comes down to Langley where I am, to ask me to replace him and I escape Langley AFB, where the best thing that happened to me is that I met my wife Jo.

I go to the Pentagon in the basement and I'm the only EW in the Fighter Shop AFXOOL. It's pretty much a wartime billet. After the War ends I join Dave in the EW shop AF/XOOSW, by the purple water Fountain. On the door is the sign that the best ECM is a 750 pound bomb.

While there I got to achieve a personal goal, which was to provide enhanced EW training ranges for the Weasels and all fighter aircrews in USAFE and PACAF. For the PACAF crews, I divert a SAC RBS site going through an overhaul to Crow Valley in the Phillipines. For USAFE I do the leg work to establish a NATO/EW training range at Spadeadam in the UK. What was neat was that in the course of doing this, I was invited to Area 51 to view all the captured Soviet threats (SAMs & MiGs).

(2) Talk about the 1973 trip during the Yom Kippur War. How did you get tasked? What happened during the trip?

It is October and The Yom Kippur War kicks off, and they start losing birds to the SA-6. It's a Saturday somewhere around the 14th of October or something like that. Dave and I go in to brief the Ops generals on the capabilities of the SA-6, which our Air Force had never flown against. The Air Staff wants to open an operation in the basement to assist the Israelis in fighting the war. Dave was married so I sent him home and said I would pull the first shift. I come home at 11:00 at night. I live just outside the Pentagon in a bldg which has a concierge. The Concierge stops me before I go to the elevator and says "Stan, I can't give Just you these messages from the Red Cross and NYC Police, but they say your father had been killed in a car crash in New York City that day coming home that day from his Synagogue. It made for a long and sad day.

Dave and I go back to trying to support the IAF any way we can. Due to Dave's knowledge and previous interface with the IAF, they assign Dave to and send him over on a DIA collection team, where he bumps into a Army Lt. Colonel who tries to upstage the Airforce's goals. Dave of course handles this in his unique way and puts the Army in their place. Dave and I set up a one-time code page so that if he wants to call and ask me a question about the numbers of AGM-45s or any other EW gear we can send to them. Due to the time difference several of the calls come in the middle of the night.

Dave has been there about thirty days and they tapped me to replace him. I was told to take no uniform, to go to Wright Patterson AFB, where I pick up the SA-6 jamming settings for the ALQ-119, and then fly in a C-5 to Israel. On the way, to the Azores, the crew chief grounded the airplane for bad air pressure in the emergency slide. I went to the head of the mobility folks and

told him I had to get to Israel. They threw me onboard a C-141. I arrive. Dave meets me at the airport. During the ten to twelve hours between my arrival and Dave leaving, he takes me to Jerusalem where he briefs me on what to do. He also makes my job easier by setting me up with the IAF Director of Maintenance and Israeli Army Intelligence contacts.

I'm interfacing with the Israeli Air Force and also their university research departments. I'm now in charge of threat collections. The Israelis bring in an SA-6 TEL. They are going to put it on a 141 but it won't fit. They were going to cut the rails off but I said "No, you're not doing that. I want a C-5." They put it in a hangar with El Al 707s. I get a phone call the C-5 has arrived. I go out to the base and can't find the TEL (YGBSM). They had moved it out of the hangar and put a tarp over it so the Russian overheads wouldn't see it. I finally got it put on the C-5 and got it sent back.

A great thrill was when I was given the notebook of an SA-3 site commander hand-written in English which explained the briefings he had gotten on tactics from the Russians to defeat the Israelis. The SA-3 had a TV onboard and the Egyptians had two sets of grease marks. When the F-4 was coming inbound and was in firing range, it would hit the two wider grease marks. If it was an A-4, it would hit the two inner grease marks when it was in firing distance. The IAF conducting Anti-radiation (ARM) attacks on the SA-2 sites really got their attention. The Egyptians would station an observer some 10K from the site and when notified would shut the Fansong down and turn the antenna 180° from the attack axis. Some years later Avihu Bennun (One of the IAF students who I had met at George and who later went on to become IAF Chief of Staff) sent me a picture of an SA-2 command trailer that had been killed by a Shrike (AGM-45). I got the chance to enter a Fansong command van. The Egyptians attempted to destroy it with a thermite grenade which only burnt a hole in the van floor. Why amass multiple SA-2 components. If for nothing else it provided a supply of Russian vacuum tubes. These would be used as spares when trying to evaluate the performance of the system. While we could have replaced them with US components, the systems would not then operate in the original manner and throw off performance results.

While I was there, the JCS J-3 sent over a team to talk to the Israelis to see how they fought the war. I was seconded to this team. They wanted to see how they employed their forces to include how they used their electronic warfare assets and tactics. We went around to the various bases: Army, Navy, and Air Force, to interview them. Note worthy is the IAF Hawk batteries had a 50% kill rate. Actually it was 100% in that the Hawks were fired in a salvo of two. Since the First one made the kill, the second one would just go Ballistic. N.B.,: only the US assigns their Air Defense capabilities to the Army, while the majority of other nations assign them to their Air Forces.

Another Memorable briefing was provided by Gen Ariel Sharon in the Sinai. His command post and mess hall were just meters away from the 1000+ dead Israeli and Egyptian Tanks. Certainly the largest tank battle since WWII and possibly even bigger. Most of the tanks seemed to be OK,

but had actually been put out of action with armor piercing ammo that had killed the crews. During Lunch, we asked the Tank brigade commanders many questions... While they all spoke English they replied in Hebrew, deferring to Sharon to provide the answers.

On December 7th or thereabouts, I was replaced on the DIA team. The general who had led the JCS was flying back to the states. He said to me and John Corder (later a two star and great supporter of EW) "You stay behind". You're the last ones off. Should the Russians come down and attack, I want you to help them set up a Weasel response program. As no attack came, John and I flew back on an Air France 707. I had to be escorted to the Aircraft by Israeli Army Intelligence, as I had no proof of entering Israel, having come in a C-141. Back in the States, I wrote up the initial reports on how the IAF utilized the EW gear they had and their tactics in countering the SAMs. My interface with the Israelis was minimal compared to Dave's, but I had the experience of training them on how to utilize the F-4 EW gear and also interviewing them on how they used the F-4. And I had hands-on with sending back captured equipment.

Later in my career, during a NATO assignment, I received a photograph of an SA-2 site destroyed by the IAF. It came from Avihu Ben-Nun. It had been taken out by a Shrike. He later went on to become IAF Chief of Staff.

(2) Was your perception prior to the trip the same as Dave's that these systems weren't that great? How did you feel about them after dealing with them first hand in Israel?

I don't know if I would describe them as not being great. They were there and they filled the gap and did the job. You had to plan around them if you were going to penetrate air space and get air superiority, even if only for the time you planned to be across the border.

The ultimate thing would be to eliminate them by taking them out. Otherwise you would eliminate them for the timeframe you were there. The Egyptians, when they saw F-4s coming in at 35,000 feet at 0.9 Mach, they knew they were coming in to shoot Shrikes at them. They would shut off the SA-2s and turn the antenna 180 degrees.

The important thing the IAF learned was to be able to see the missile. And then you don't want to fly over an undercast. Gray days are bad. Everything is hairy, same as in SEA and we had shared that knowledge with them.

The Israelis learned those lessons well as you can see with the Bekaa Valley operation, the importance of taking out the integrated air defense system.

(3) Is there anything you'd like to say from the personal angle, being Jewish, Israel was at war then and is at war again now? And also what is your opinion about Russia vs. Ukraine?

What impacts me really is the Israelis are in a losing political position now. Hamas has been very sharp. They pulled off their attack and now the Israelis get blamed for going back and doing too much trying to end it. I'm of the opinion that Netanyahu doesn't want to see a two state solution, but everyone else does. There can never be one state because they will out-populate the Jews very shortly. But they have to stop teaching their kids that the Israelis are pigs, monsters, and such. But it can't go on forever. I for one believe there has to be a chance for the Palestinians to have their own political environment. However this will never be possible until Hamas is totally eliminated. But is this Really possible? I think Netanyahu is trying to hang on for his own political life, and is keeping this war going.

I know you also asked Dave about the Ukraine. We have got to support them or the rest of the world will see us as a paper tiger. When Obama kept drawing lines in the sand and didn't follow up, he kept showing Putin that he could get away with something. Ukraine has to be kept as a viable nation. I saw a recent US video from 1939 and those Americans were saying then they didn't want to go fight in Europe. We didn't support Europe early enough but we sure had to go in there in the end. You had the same thing in World War One. We stayed out of it too long. Wilson wanted an international organization but couldn't get it through Congress. The same thing will happen. You can't be in isolation in this world today. You've got to support them.

You've got the problem of ordnance. Our ordnance plants are not geared up to support that war with Russia. Russia is being supported by North Korea to a great degree so you have a problem there. They may be giving some of their drones and missiles to the Russians. With Israel it's the same thing. You can shoot them [North Korean-made drones and missiles used by Hamas or Hezbollah] down with the Iron Dome but there are only so many interceptors. It's a supply issue on either side. However the US and other allies are still sending components to the Russians that allow them to produce munitions. The drones sent by the US didn't work in an EW environment and could not be reprogrammed in the field. As a result Ukraine is building its own drones and even buying some from the Chinese. Ain't that a kicker?

We certainly have to support Israel, otherwise Iran could achieve their goal of eliminating them. The whole thing is political. War is more than just guns and bullets. It's the ability to settle things. We have to resolve these issues eventually. The terrible thing is it only takes one individual, a president or dictator on either side, and he can drag the whole country along, whether or not that country wants to be drug along. And I don't have any faith in the UN.

Word from Willie salutes Stan for his service, his insight and his building the Society of Wild Weasels. We are proud of you and God Bless!

George Connolly's Combat Log

Editor's note: Gaile Connolly has graciously let us use George's Combat log as our first journal entry. We will put the combat log in total in his section as his journal entry and in the Wild Weasel Museum. This was a great read because of the numerous missions he flew and his honesty about his missions. As a Silver Star and 5 DFC awardee the insights from the combat log were great reading. As we recreated this we found several BUFF escort missions which he flew crewed with Larry "Bearly" Lemieux and it looks like on 17 Nov they provided support and RESCAP for downed Airman and were awarded DFCs. Here are three other missions from the combat log:

21st Oct, Daytime WW dropped 2x CBU on Fansong site

19th Dec, 1000 hours F-105. Shot a Shrike at a firecan in a suppression style mission - "Didn't hit but kept his head down"

2nd Sept, Hunter Killer tactics and possible kill on one SAM site.

Here is an example of the combat log from 2 Sept.

2 SEP	2.9	45	DAY RP II ⑧. ESCORTING STRIKE TO PHUC YEN. BATTALION LMO
A/C			MB #2. 2 F-4's AS ELEMENT W/ORDANOS (NUNTON-KILLON) [ANCON-
3/9			SON, McCARTHY]. LOST O.C. GUN IN TEST AREA. FIRED 2-ASM-45's
O.C. GUN			INTO DOWNTOWN AREA. POSSIBLE KILL ON ONE SITE. SAMs IN
			THE DISTANCE. A/C SOMETIMES WITHOUT STRIP-AUG. TRAP. [WUNEXE]

Medical Update

Again we appreciate everyone's support to the ACES engagement plan. We have volunteers working on our complete rescope of the Medical section of the Society Web site. If the Aces bill

does not pass this year we will reengage hard with the Tailhook Association and the River Rats. As we rebuild the website we will keep our section on the PACT act but will also add a section on one person's work getting their VA benefits, a section where you can talk to cancer survivors and a section where publish how to work with the VA and answer your questions with a VA veteran. We hope to be finished by 1 July with this section.

[118th Congress ACES Act Engagement Plan March through May 2024 – Society of Wild Weasels](#)

WEBSITE UPDATES

Proven Force is now in the Museum

Easier place to put Wild Weasel stories—ETIC 4 June

Each member's journal under deveopment—ETIC 20 June

Medical section being reworked—ETIC 1 July

Future Events

River Rats Reunion

When: 16 - 20 October 2024

Where: Tucson, AZ

United States

Contact: Mat Garretson

Irish@river-rats.org

Wild Weasel Reunion 11-14 April 2014 at Fort Walton

Kudos again to Gaile Connolly for setting up the Reunion photo album.

Here is the ling below:

[Wild Weasels Reunion Photo Album – Society of Wild Weasels](#)



We're a bunch of Weasels!

Next Issue

- (1) *Interview with Major Jacque Vasta the Commander of the 35 Cadet Squadron*
- (2) *We are working on an interview with the additional sponsors of the Cancer Engagement Bill.*
- (3) *An interview with our Vietnam POWs Tony Marshall and Tom Hanton*
- (4) *VA engagement tips for disabilities by Phyllis Farrell*

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