

80th FIGHTER SQUADRON HEADHUNTERS ASSOCIATION



HEADHUNTER HEADLINES



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2012 Edition III

"AUDENTES FORTUNA JUVAT"

1 August 2012

HISTORY: WWII HEADHUNTERS

Received this from Barry '**Bwana**' Johnson- too good not to share with y'all- Tex): "I can still hear Kirby complainin' about those damn Allison engines. Got this from my 91 yr old Mom. She wanted to know if the numbers were correct and I replied, "Don't you remember"?"

WWII Aircraft Facts

Below is an excellent summary of the aircraft effort required in WWII. It focuses on the American side of things, but the British, Germans and Japanese expended comparable energy and experienced similar costs. Just one example for the Luftwaffe; about 1/3 of the Bf109s built were lost in non-combat crashes. After Midway, the Japanese experience level declined markedly, with the loss of so many higher-time naval pilots. This piece is worth saving in hard copy.

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it. 276,000 aircraft manufactured in the US. 43,000 planes lost overseas, including 23,000 in combat. 14,000 lost in the continental U.S.

Statistics from Flight Journal magazine.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370.	P-40	\$44,892.	B-26	\$192,426.	C-47	\$88,574.
B-29	\$605,360.	PT-17	\$15,052.	P-38	\$97,147.	AT-6	\$22,952.
B-24	\$215,516.	P-47	\$85,578.	B-25	\$142,194.	P-51	\$51,572.

PLANES A DAY WORLDWIDE

From Germany's invasion of Poland Sept. 1, 1939 and ending with Japan's surrender Sept. 2, 1945 --- 2,433 days. From 1942 onward, America averaged 170 planes lost a day. How many is a 1,000 planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight them.

THE NUMBERS GAME

9.7 billion gallons of gasoline consumed, 1942-1945.
107.8 million hours flown, 1943-1945.
459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.
7.9 million bombs dropped overseas, 1943-1945.
2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).
299,230 aircraft accepted, 1940-1945.

808,471 aircraft engines accepted, 1940-1945.

799,972 propellers accepted, 1940-1945.

NOTE: There were 10,037 Lightnings produced. IIRC, there are 6 flying today. Damn!

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the US Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes --- inside the continental United States. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month---- nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.) It gets worse.....

Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England . In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe . Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain , Australia , China and Russia . In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45. However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

EXPERIENCE LEVEL:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft. The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour. With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly `51s on the way to the target. A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their

wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school. In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

NAVIGATORS:

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

CADET TO COLONEL

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 20 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24. As the training pipeline filled up, however those low figures became exceptions. By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

IN SUMMATION:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq . But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

HISTORY: VIET NAM HEADHUNTERS



80th Tactical Fighter Squadron "Headhunters"

Korat RTAFB, Thailand, 30 October - 29 December 1964
Takhli RTAFB, Thailand, 27 June - 26 August 1965

In 1962 the 80th began to transition to the F-105 Thunderchief, and in May 1964 moved from Itazuke to Yokota Air Base, Japan, where it was attached to the 41st Air Division. A few months afterwards, the 8th Tactical Fighter Wing moved to the United States, so the "Headhunters" were reassigned to the 41st Air Division. Stationed at Yokota until 1971, the 80th Tactical Fighter Squadron served under several different parent units over the next few years, including the 6441st Tactical Fighter Wing, 41st Air Division, and 347th Tactical Fighter Wing. The squadron performed two combat deployments to Southeast Asia in 1964 and 1965, serving first for two months at Korat Air Base, Thailand and later for two months at Takhli Air Base, Thailand. For these two combat tours the 80th earned the Vietnam Advisory campaign streamer.

These two deployments made up the total of the 80th Tactical Fighter Squadron's involvement in Vietnam. 80th pilots flew against such major targets as the Hai Nguyen steel plant, storage facilities at Haipong, northeast and northwest rail lines, Phuc Yen, Kep, and the Doumer Bridge. On 23 August 1967, while flying an F-105 Thunderchief (the largest single-engine fighter ever produced) **1Lt Dave Waldrop** (temporarily assigned to the 34th TFS at Korat) gunned down a Mig-17 over North Vietnam. While in Vietnam, the 80th accumulated 7,384 combat missions in Southeast Asia, with 2,657 combat missions over North Vietnam. These missions represent 17,104.4 combat hours over Southeast Asia. Members of the 80th were decorated with 7 Silver Stars, 64 Distinguished Flying Crosses, and 426 Air Medals while deployed to Vietnam.

Sadly, several "Headhunters" remained in Vietnam after the squadron departed. Of these, **Quincy Collins, Murphy Neal Jones** and **Don Heiliger** returned home in 1973 (POW), but **William V. Frederick** and **Lynn K. Powell** are listed as Killed in Action (KIA).

NOTE: LTM MSGT (Ret) Dick Carlow sent a great write up about Lynn Powell that was printed in the Feb 2011 Newsletter in the "History: Viet Nam Headhunters" section..

For its involvement, the squadron earned one Battle Honor, the Republic of Vietnam Gallantry Cross (with Palm), and four Air Force Outstanding Unit Citations. During the war, the 80th produced one Ace, **Captain Jeff Feinstein**, an F-4 WSO with 5 confirmed kills.



Squadron Commander LTC. William L. Janssen (center) with
18th TFW Commander Col. Monroe "Saber" Sams at Kadena AB.

HISTORY: JUVAT HEADHUNTERS

JUVAT LEAD 106 TAKES COMMAND



The halls of our squadron are lined with paintings given by past commanders. Each one is a little different, embodying the character and personality of that particular commander and the JUVATS who followed him. In June we received a new painting and a new commander to take the JUVATS forward as we pursue glory in this place called Korea.

Lt Col Douglas 'ROCK' Thies, Juvat Lead #105, relinquished command of the 80th Fighter Squadron on 26 June 2012. As all of you know, 62 years ago, that is the same date that the mighty Juvats were flying the first sorties over Seoul, protecting the American evacuation of the city. JL105 and his family are relocating to Aviano AB, Italy, where he will be a Deputy Operations Group Commander. This will be his first assignment to Europe, which has been a dream of his for some time. However, over the last year he was able to realize his first dream, that of being JUVAT LEAD 105. He began his year of command by leading the JUVATS to Commando Sling in Singapore for dedicated Air-to-Air training in the summer of 2011. JL105 then led the squadron to Alaska in October for Exercise RED FLAG, where we showed any Commie aggressor how a real fighter squadron does business in the air and out on the town. Upon returning to Kunsan, he led the JUVATS through many escalating exercises leading up to a Combined Unit Inspection in the spring, which we CRUSHED. His command concluded as it began—leading another JUVAT deployment to Kadena fighting (and killing many) F-15 Eagles.

JL105's reign at the helm of the mighty JUVATS was legendary. He demanded tactical pilots willing and prepared to fight any night, most importantly....tonight! What were important were tactics, employment, competition, combativeness, and excellence. Every day we went to work knowing that we were here to defeat the North Koreans, constantly improve tactically, and beat the Pantons at everything. JL105's impact on the JUVATS will be lasting as well as his impact on the Air Force through the Headhunters he mentored.

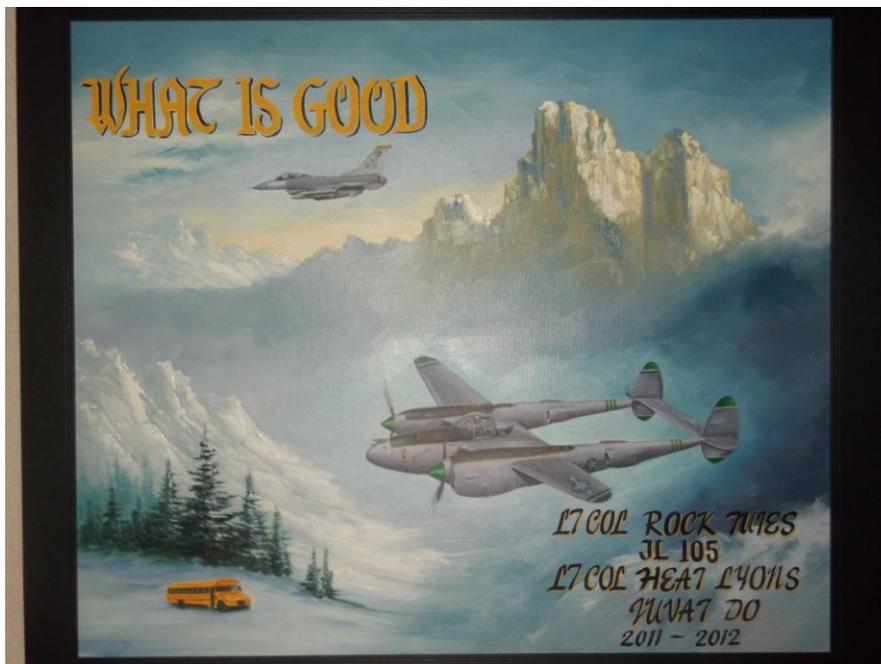
Lt Col Les ‘TORO’ Hauck assumed command as JL106 in June. He has already led the JUVATS through a wartime exercise. In August, JL106 will take the JUVATS back to Alaska for another RED FLAG exercise and “Distant Frontier” where the JUVATS will employ nearly all of our FY weapons allocation! He currently plans to lead the squadron north this winter to add some air-to-air kills, running up that 80 FS meatball score. However, if the JUVATS do not go to war this year, we have several exercises planned as well as a possible deployment to Singapore. The spring promises another Combined Unit Inspection which JL106 expects the JUVATS to receive an ‘Outstanding’ score due to our awesomeness.

JL106 received his commission from the United States Air Force Academy in Colorado Springs, attended pilot training at Sheppard AFB, and currently has over 1,800 flying hours. His latest assignment was as Director of Operations for the 310 FS at Luke AFB, AZ, where he oversaw the only USAF FAC(A) schoolhouse and an over 7200 hour Formal Training Unit flying hour program. He has deployed in support of Operations ENDURING FREEDOM, IRAQI FREEDOM, and NOBLE EAGLE. His command of the JUVATS has taken him away from his wife Angela and two daughters, who are back home in the United States. When he is not preparing fighter pilots for war, he previously had hobbies that included swimming, triathlons, skiing, and fishing; now however, he simply enjoys playing poker every night and sitting around and singing (in a better land, where everything is right).

For the next year, JL106 has the helm. Next summer he will hang a painting in the squadron halls telling the story of this year and his JUVATS. It’s going to be a great painting. Crush Em!

*NOTE: Here’s the painting that JL105 has already hung in the squadron. Association Liaison, (now CAPT) **Cage Cecil** – also author of the article above- told me about the bus,*

“Sir, I think it is safe to say that school bus was not full of nuns. It was definitely full of Juvats on an epic night in Alaska where 5 guys got named. Just a keynote event in an overall awesome year under **JL105** and **Juvat DO Heat Lyons**. They were great and we are all really happy and lucky to have had them as our leadership for that year.”



HEADHUNTERS DOWN

Capt Charles R. Taylor (WWII) Headhunter Lead #13, 26 Dec 45 – 15 Jan 46, flew west on May 29, 2011. Received a call from his wife, Monika who told me that to the end of his life, he “was very very proud to be a member of the Headhunters.” (Monika asked to be removed from the Association roster. Should anyone want to contact her, please give me a call and I can give you her Florida address.)

From **Phil Murphy**: philjofran-murphy@sbcglobal.net The membership has probably been notified, but just to be sure...

Lt Col Eugene R. (Fud) Fudala flew west in January after a heroic six-year battle with cancer. He will be buried at Arlington National Cemetery on Friday, 8 June 2012 - Throw a nickel on the grass..

Col. Ronald K. Williams died Saturday May 5, 2012. He was assigned as a fighter bomber pilot flying the F-100D and F-100F with the 80th Fighter Bomber Squadron, 8th Fighter Bomber Wing, 5th Air Force. *Col Williams was not a member of the Association.*

Tex and Headhunters All,

My Wife, **Nancy E. Rikli**, passed away on July 20, 2012 after a short but courageous battle with cancer. We both really enjoyed the Ft. Worth Reunion some years ago and looked forward to future reunions now that we were in full retirement mode. Sadly, **Chuck Rikli**

Penny Wilson, who literally brought Kirby back to life after his heart surgery in 1999, has flown West. She had returned to her native South Africa to care for her Mum and there took ill with cancer. Jaybird made her an Honorary LTM- a well-deserved "thank you" to her for giving us back the original HH 01 for another 11-12 years. God speed, Miss Penny.



**NEWS AND REQUESTS FROM AROUND
THE WORLD**

I had two tours at Kunsan. I was at VPS/33rd Wing when Pueblo event occurred in Jan 68. Deployed with Seymour and spent most of six month at the KUN. The AF gathered up people and airplanes from Yokota/Misawa and US for this goat rope. Guess I failed the first event so AF sent me back in March 71 for the full 13 month tour. Somewhere in those two tours, Juvat lounge started and 36th Sq moved to Osan. I was in 35th Sq and when 80th started up, I moved to 80th as a flight commander. Good flying and lot of beer drinking. When I was an F-15 Sq CC at Eglin, I took Eagles to Korea for joint exercises, the names of which I can't remember.

Anyhow, I use to be 10 feet tall and bullet proof, but now... Still walking around. Had a great 32 years and 80th was fine tour. A footnote. In 71, **Solly Harp** was the sq cc. I had been stationed with Solly other places. Solly was a big black guy. So he claimed that it was him on the Juvat patch. Cheers, **Jerry Cox**

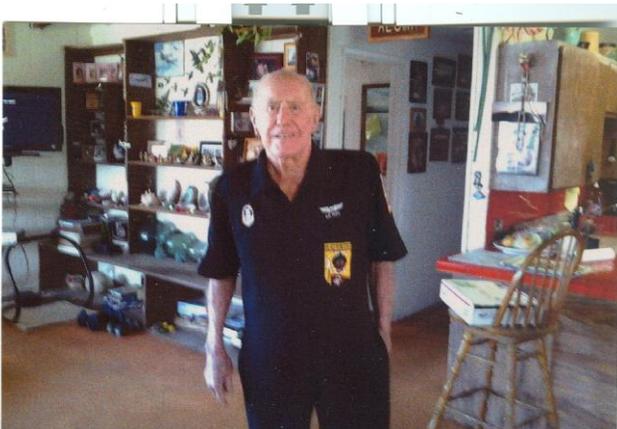
Wendy Tatro-Walker posted on Official 80th Fighter Squadron Headhunters/Juvats Association's Wall "My Grandfather (**Wendell E Roush**) was a lifetime member. He was originally with the Grim Reapers then moved to the 80th for the remainder of his time in the AAC. My sisters and I used to love to attend the Reunions with him and miss the stories he used to tell... God Bless all those still engaged."

I thought that I had become a lifetime member some years ago. Small matter. We are at the non-traveling stage, don't go to reunions, parties, etc., but enjoy ancient friendships when reminded. Don't squander mailing bucks on us, just email if need be. Thanks for your good work, howdy to all. **Wilbur Tapscott** 229 Mt. Shasta Drive San Rafael, CA 94903 415-472-5198

On 5/26/2012 12:45 PM, **Jay E. Riedel** wrote:

ROCK--

I wanted to pass these pics on to you of Glenn Hope with his new party suit! He is very pleased, and it fits him like a glove. Thanks again to you, and please pass on to your party suit POC our thanks. His thank you note is also attached. All the best to you and the Headhunters/Juvats, JayBird



Hi 80th Glenn R. Hope

Thank you J. Bird and
all of you Juvats in
Korea for my dress suit
it looks great - this
old fart will wear it
with pride at our
next Reunion in China
Ca.

Much aloha
Glenn Hope
GTH



*Note: If you want to order a party suit, you can do so by contacting our hard-working Liaison Officer, **Capt "Cage" Cecil** . His contact info is: stephen.cecil.3@us.af.mil This is a fantastic gesture on Juvat Lead #105, **Lt Col Rock Thies'** part, not to mention Cage's "volunteering" for the duty. Please do not make this an ordeal for either of you. If you want to order a party suit, contact Cage directly. He can send you the measurements form electronically. Be prompt with your payment and remember that the guys at the Kun are 13-16 hours (depending on your time zone) ahead of us here in the US. Cage says to allow up to 2 months for delivery*

Got this from Rock shortly before his change of command: Tex, I finally was able to get to the post office to pick up the plaque you sent from Col Guarino, prev Juvat Lead. Words cannot describe how honored we are to take possession of this incredible piece of Juvat history, and I am ashamed of that I was unaware Col Guarino's personal story. We will be sure to place hang it in a location that will be seen by all...I think I'm going to copy and frame the bio on the back so that those who see the plaque understand the origin.

Break...

*Juvats, next time you're in the building stop by the Heritage Room and take a look at the plaque and Col Guarino's book. He flew Spitfires with the Brits in WWII, flew with Chennault's Flying Tigers, served in both Korea and Vietnam, and spent 8 years as a POW in the latter conflict. Oh, and his son was a Headhunter pilot too. Men, you can see that we have an amazing legacy granted to us by Juvats who served before us. Crush Em! - **Juvat Lead 105***

From **Zippo** Fahey: "Join Critical Past, <http://www.criticalpast.com/> and search P-38 and 80th Fighter Squadron. Lots of good stuff!"

<http://www.criticalpast.com/video/65675030622> Native-tribesmen-with-P-38-planes tribesmen pilots shield

In this one the person who posted it says there's crewman "Polishing a woman's picture" look at 45 seconds at the woman (*NOTE: it is **Marge Bong**, so this was **Dick Bong's** airplane evidently.*)
<http://www.criticalpast.com/video/65675030623> P-38-planes-ready-for-mission plane-parts air-base pilots

80th:

<http://www.criticalpast.com/video/65675030624> P-38-plane-of-80th-Fighter-Squadron mechanics bombs pilots

Cock Robins is in this one:

<http://www.criticalpast.com/video/65675030625> P-38s-of-80th-Fighter-Squadron bombs pilots target-areas

Jaybird says that the pilot is **Lou "Screwy Louie Schriber:**

<http://www.criticalpast.com/video/65675030621> P-38-planes-of-80th-fighter-squadron plane-miniature pilot-in-plane map.

Wolf Pack welcomes new commander

by Senior Airman Jessica Hines , 8th Fighter Wing Public Affairs

5/18/2012 - KUNSAN AIR BASE, Republic of Korea -- **Col. John W. Pearse**, assumed command of the 8th Fighter Wing today in a ceremony on Kunsan Air Base, with special guest speaker Lt. Gen Jan-Marc Jouas, 7th Air Force commander.

"I am honored to serve as your commander and proud to be a member of the Wolf Pack team of warriors," said Pearse.

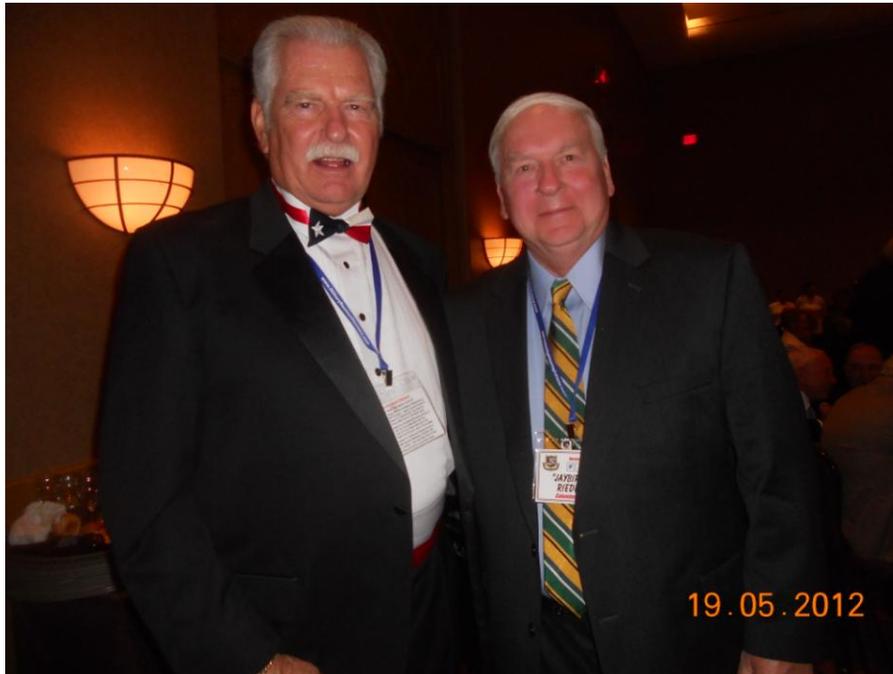
Col. Scott Pleus handed over the official "Wolf" title to Pearse, making him the 52nd commander to hold the unique designation as head of the Wolf Pack. "To say it has been my complete honor and privilege to be called 'Wolf' would be the understatement of the century," said Pleus.

Good luck to Col Pleus and we look forward to working with Wolf 52, Col Pearse.

Barb kbrandenburg@frontier.com Comment: Oh my gosh! I never knew much about my Dad's time in Korea as he didn't talk about it. I received his ribbons at the Capitol in Madison, WI a few years back. 2 weeks ago I was at my Uncle's house and he said he had been given some papers of my Dad's and thought us kids should have them. Dad's Mess Pass was one of them and I saw it was the 8th Fighter Bomber Wing. I had some time today and thought I would look up anything I could find on it. I was just looking at the pictures and I am sure that that is Dad in the front on picture 18. He was a mechanic. He was **Millard J Demmon**. They also called him **Muley, Duck, or MJ**.

Is Archie Caldwell (f89pilot@gmail.com) still kicking? I have not been able to get an email to him for a long time. **Milt Uzelac** miltyuze@cox.net (*Archie, are you there?- Tex*)

*These two thugs were seen together at the last River Rats reunion (**Doc Lambert** and **Jaybird**)*



Also from **Phil Murphy**: This is well worth 24 minutes of your time. One of the most thorough presentations of the Lightning I've ever seen. SOUND UP, FULL SCREEN, AND THIS GUY WILL HAVE YOU CHECKED OUT IN A LIGHTNING. ONE NOTCH OF FLAPS AND DIFFERENTIAL POWER AND YOU CAN OUT TURN A ZERO! <http://www.youtube.com/watch?v=Y3noddCJbcdI>
Cheers – Phil

Sent in by **Tom Slee**:
From: "**Ann McDermott**" <cdmcdermott@charter.net>
To: f86pilot@comcast.net
Sent: Tuesday, May 8, 2012 6:29:28 PM
Subject: RE: MAC (**Robert "Mac" McDermott**)

Hello Tom,
I'm delighted to tell you, Mac is doing well. As I told you, he had the heart cath. on Wednesday May 2nd. They found some blockage and put in one stent. He sees his heart doctor on May 31st, and we will decide when to do the next stents. He is still really short of breath. We hope after the next procedure, that will improve. Now, he is just taking it kind of slow and easy.

It would be great to bring Mac to some of the reunions. I just doubt it will happen. He is to the point now where he just prefers to be home. I think his easy chair is a bit too comfortable. LOL
Thank you for keeping him in your prayers. It is wonderful to have so many good friends praying for him. He is a tough one, (Thank God), and we both appreciate the prayers and kind words from so many dear friends. In Christian love, Ann

Many thanks (for the info, Tom), Best wishes to Bob and family. Best Flight Commander I ever had.
JAMES E. McINERNEY JR Major General USAF (RET)

FROM THE ORDERLY ROOM

IN CASE YOU MISSED THIS FROM THE LAST NEWSLETTER AND THE SNAIL MAIL I SENT YOU (GRIN!!)

1. The Association now has a Wall on Facebook.
<http://www.facebook.com/pages/Official-80th-Fighter-Squadron-HeadhuntersJuvats-Association/150558321715479>
2. The new website is now up and running and has two sides- Public and Member's

-Most of the information of interest is on the Public Side under the menu button titled: "80th FIGHTER SQUADRON INFO". A drop down menu will point you to: History, Songs (soon to be moved to the Member's side), Reunions, Photos, and Events.

-The information of an Administrative/private nature is on the Member's side. You'll need a user name and password (see below for info on how to get that) to access the Member's side. It contains the Master Roster that you can use to contact fellow Headhunters. You can also update your contact info. Likewise, you can also update your email address. There is also the "Orderly Room" where I'll post hot info and a "Member's Only Bulletin" section for you to use to discuss more private issues with your fellow Headhunters.

-**Nogas** is the web administrator and point of contact should you have a problem, email him directly: nogas@8ofsheadhunters.org. If you email me, I'll only end up having to forward it to him as I am clueless about website admin procedures;

-**LTM's** when you initially try to log on, you'll have to register through PayPal which will charge you \$.01 (that's one cent). You can pay using your current Paypal account or a credit card done through Paypal. Sorry, but we had to do that because it's too difficult to have two types of registration accounts. In May, I sent you a snail mail giving you your free (repeat "free") login password. Use it to log in to the Member's Side. Remember, your password is free and you owe no more dues. If you lost the instructions, contact me and I'll resend.

-**Annual Dues Payers** For this dues period, I sent out a "Dues Are Due" letters in May asking you to: 1. Send me your \$10 dues; 2. Register on the website using Paypal. Paypal will not charge you anything for the 2012-2013 dues period. Paypal will then automatically charge you \$10 each year on the anniversary of your initial registration. I can better track membership renewals using one month when most folks renew their memberships rather than tracking down renewals throughout the year. This procedure will save a lot of money spent in mailing out 1st, 2nd and 3rd notice letters. I will be notified when you pay and plan on sending out membership cards just like normal, if the system works as advertised. If you want to change your membership to Lifetime, send me an email and I'll forward the info to you.

-**CRITICAL INFO for both LTM's and Annual Payers:** When you first log on to the Member's side that will take you to your personal info page where you can update your contact info and email address. Then, on the right side of the page click on "Master Roster". Take a minute and check your information. If your info is not current, please correct it. I'll be notified and will update the roster in a few days. Don't expect to see it instantaneously. **AFTER 2013 WE'RE NOT MAILING OUT ANNUAL DUES NOTICES. IF YOUR INFO GOES NON-CURRENT, AFTER THE USPS FORWARDING TIME EXPIRES, I WILL LOSE YOU.**

-Please be patient as we work out the bugs in the system. If you see a problem, please contact Nogas nogas@8ofsheadhunters.org so he can fix it.

3. So far we've had only 143 of you register on the new website. Please take a minute and register.
4. **ANNUAL DUES PAYERS:** So far, I've only received checks from 83 of you. Please send me your \$10 dues for the 2012-2013 year. Reminder letters from me to you cost the Association money. Please do it while you're thinking about it.
If you have prepaid, please register on the website and get on the annual pay cycle. Just don't send the \$10 this year. If you want a refund for your prepayment amount, contact me and I'll send you a rebate check
5. **2013 Reunion dates have changed:** Where: Planes of Fame Museum in Chino, CA. <http://planesoffame.org/> Host for the affair is our own Zippo Fahey. I know I say this with each reunion announcement, but this one will be THE one you do not want to miss. From Zippo, "An airshow conflict came up so our Chino show is now May 4-5 2013. This is the finalized date. We also have formally asked for the F-22 demo/heritage flight. I have also invited ***Ruff Stuff***, and they are awaiting the go ahead from the owner. That is about 14-15 hours of flying out and back for them so we'll see. We're also inviting the two Texas Lightnings. Maybe a Heritage flight of the F-22 and 3 P-38s!"

What Is Good?
Tex n Rita2

**80th Fighter Squadron
THE HEADHUNTERS
1030 E Hwy 377
Suite 110 PMB 174
Granbury, Texas 76048**

***“TWIN TAILED LIGHTNING WAS
AS WE ROAM’D PACIFIC
SEARCHING OUT, THE SONS OF
SENDING THEM TO THEIR***



***OUR WARPLANE,
SKIES...
NIPPON,
DEMISE.”***