



80<sup>th</sup> FIGHTER SQUADRON

# HEADHUNTER HEADLINES



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*Vol. X, No. 36*

*"AUDENTES FORTUNA JUVAT"*

*March 1, 2000*

Greetings, Fellow **HEADHUNTERS!**

Bonnie & I hope this Newsletter finds all of you in the very best of health and happiness as we enter this New Millennium!

## **LAST TAKEOFF FOR FIRST HEADHUNTER COMMANDER**

**M**aj Gen Philip H. Greasley, the first Commander of the 80<sup>th</sup> Pursuit Squadron, so designated on Squadron Order #1, has made his last takeoff. 1Lt (later Capt, later Maj) Philip H. Greasley was our Commander from 10 Jan 1942, the day the 80<sup>th</sup> Pursuit Squadron was activated, to 20 Dec 1942, after which time, he moved up to the 8<sup>th</sup> Fighter Group Headquarters.

Maj Gen (Ret) Philip H. Greasley and daughter Lisa  
at our 50<sup>th</sup> Anniversary Reunion 1-4 October 1992 in San Antonio

This is an e-mail message we received the night of 8 December 1999:

Col Jay Riedel, Sir, my name is Lt Col Philip H. Greasley Jr., and I have been asked to send you this note by my family to notify you and all "Headhunters" around the world of the passing of my father, Maj Gen Philip H. Greasley, on the 29th of November 1999 at Mountain Home, Arkansas. He developed a stroke on Thanksgiving night, went into a coma, and finally passed the next Monday afternoon. He went without pain and without complaint at the age of 85. He went with all of his children at his side, and he certainly went with a special place in his heart for the Headhunters, their rich history, and all they stand for today. We, his family, know this to be true, because he often reflected upon his last visit to a Headhunter's reunion (the 50th that took place in San Antonio) and all of his true friends that were there. He now rests next to our mother at Arlington National Cemetery. We ask that you mention my father's death in the next Headhunter newsletter (if appropriate) and send a copy to my father's address where my sister will insure each of us gets a copy. My brother, two sisters, and myself have lost our hero, and I'm sure the Headhunters have lost a friend. Thank You Very Much For Your Time, Phil Greasley



**T**he Greasleys have lost a hero, and we, the Headhunters, have lost a unique Squadron icon. All of us wish to express our heartfelt condolences to the Greasley family on your great loss. We'll all miss him, but his dedication to our Country and friendship will never be forgotten.

\*\*\* May he rest in peace and forever soar with the Eagles. \*\*\*

**FORMER 80TH CC TO BE NEW 8TH WING “WOLF”** ol Philip M. “Bwana” Breedlove, 80<sup>th</sup> Squadron Commander from 2 Jun 93 to 1 Jun 94, has been selected to return to Kunsan Air Base, Korea, as the 8<sup>th</sup> Fighter Wing Commander—the “Wolf” of the Wolf Pack. Needless to say, Col Breedlove is very happy with this new assignment! “Pulled out my old Headhunter patches and I’m ready to go!!”, he said. And as the young Lieutenants say, "He's pretty low maintenance for a colonel!!"

Due to the severe pilot shortage in the Air Force at this time, we mentioned to Bwana, that if he needed some more pilots, we knew where he could get a couple of hundred or so! He replied, “Yes—I can always use a few like you, Kirby and the boys!!” Change of Command will be 19 May. We all wish Col Breedlove the very best of luck in his new and very important position. *“In the jungles of New Guinea, the Head Hunters....”*

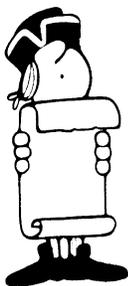
**NEXT REUNION PLANNING UNDERWAY** ol Sol and Carolyn Harp, the first *Juvat* commander in 1971, long-time LTM, and reunion regulars, have raised their hands to be our next reunion hosts to be held in the April-May time frame of 2001. Sol already has the hotel firmed up—it will be in the Mologne House on the beautiful Walter Reed Army Medical Center campus in Washington, DC. This will be another reunion to remember, as we haven’t been to this area in over 15 years. Stay tuned for further details as they develop!

It was also decided at the business meeting during the San Antonio reunion to have the follow-on reunion, in the Fall of 2002, in Ft. Walton Beach, FL. Bob Kan (who hosted the outstanding 27-30 April 1995 reunion there) and “Big Ed” Joyner volunteered to be the co-hosts!

**WELCOME TO OUR NEW MEMBERS!**

It gives us great pleasure to welcome these **4 new members** to our ranks for the **first time** (in the order of "signing up" since 1 December). **Equally rewarding** are the **many** members who have **re-joined** after 1, 2, 3, 4, 5, 6, 7, or even 8 years absence! **Welcome back to all!** As of this date we have 396 Yearly, plus 420 LifeTime Members (LTMs)—**816 Total!!**

Here is the roll call of our **new** members:



- Col Steve MacIsaac** (Son of WWII 80<sup>th</sup> P-39 pilot Lt John A MacIsaac)
- Paul F. Loring** (Brother of 80<sup>th</sup> FBS *Medal of Honor* recipient Maj Charles Loring)
- 1Lt Scott A. Clyman** (May 99-Present)      **Lt Col John W. Wiebener** (Dec 98-Dec99)

**F**riends of yours? You bet!! Look 'em up in your new Master Roster Change and/or Master E-mail & Fax List Change (enclosed), give 'em a call, write 'em a letter, or beam an e-mail message over to them. Or better yet, ask them to meet you at the **next reunion!** Great to have you **all** in formation—and what a **super** one it is!! **Welcome!** Do you have **Headhunter** friends that aren't members? If so, please let me have their addresses, and I'll send a “Please Join Us” letter to them. **Thank you!**

Ideas are a dime a dozen. People who put them into action are priceless.

## THE MAIL BAG



E-Mail received 6 Jan 2000:

Dear Jay, Thank you for passing the word on Willie Hammett. Mitzie and I are stunned. We spent Christmas with our son and his family on Hilton Head and the Monday after Christmas spent the night with Willie and Mary Ann in Savannah. Thanks to you and the 80th organization you lead, we were back in contact after 40 years or so. Willie and I flew 100s together, and we both lived in classic Japanese style houses in Dazaifu. Our visit with Willie and Mary Ann was wonderful with lunch at a restored old ante-bellum hotel, a driving tour of Savannah, a home cooked dinner and conversation till after midnight. The next morning we had a pleasant breakfast, more conversation about children and grandchildren, and then Mary Ann drove us to the airport where we climbed back in to our trusty Cessna 210, and we flew back home to St. Pete. Willie did not go to the airport with us as he had an appointment with a photographer who was to meet him at his plane in Claxton, GA, for a photo session relating to Willie's activity with the local TROA Chapter. (Willie was Chapter President.) We were making great plans for future formation flights and so on and so forth. Man, do not pass up a chance to stop in and see old friends. I am so sad that Willie is gone, but so happy I accepted his invitation to stop in and spend the night in Savannah. At least we had a chance to get caught up before it was too late. If you have any further details as to what happened please let me know. I am particularly concerned to know if Willie was alone in the car. I have tried to call Mary Ann and just got the answer machine. Best Regards; Blair and Mitzie Hennessey

E-Mail received 15 Jan 2000:

JayBird, First of all, I want to commend you for the great job you are doing in keeping us up to date on one of the most interesting characters in Headhunter folklore, not to mention the great job you do all the time.

I'm not normally one to b\*tch or make comments about other people's desires, BUT...reference a previous (accidentally deleted) e-mail concerning two of our members who asked to be deleted from the current "spam attack", when their time comes for needing support like Kirby does now, please make sure you "spam" me with the info. I will send them an e-mail of encouragement like I did Kirby (whether I know them or not). Perhaps then they will understand the true meaning of camaraderie. The minuscule inconvenience of some less than wanted e-mail is nothing compared to the chance to making one's life so worthwhile. I hope when it's my turn "in depot maintenance", I get one hundredth of the response Kirby is receiving from this fine group of individuals. How many times have we heard "I wish I would have told ??? what they meant when I had the chance"??? This time we have the chance, and we haven't wasted it.

As for Penny, I have decided to make her my "adopted sister" (with her permission of course). From her writing I have fallen in love with her and everything she stands for and is doing. She is no angel...she is truly a SAINT in my opinion. Thanks Penny!!!

In the subject of this e-mail it says "Why I'm still in..." The last few weeks following Kirby's toughest "dogfight", have led me to reflect on my Air Force career. When I left the farm in 1980 to go to the Academy, I didn't know the difference between an A1C or a General. I almost quit on DAY 3!!! Had it not been for a 1st class cadet named Gabreski, son of a famous WWII pilot who's accomplishments I was forced to memorize and spout out at any upperclassman's whim, I would be back in Pennsylvania doing God knows what. At the time I could have cared less. But in the last nearly 20 years I think I've figured out why I'm still in....

I'm still in because of..

...men like Kirby, and the men who have come to his side in the last few weeks..  
...men who are (were) willing to give their lives unselfishly so we can (could) be free  
...men who have a deep rooted passion, in this case flying, and are willing to pursue it at what ever cost  
...men who work hard and play harder  
...men who are warriors/operators (not to be confused with war-mongers)  
...men who aren't afraid to sneak a bottle of "personality" into a nursing home because they might get in trouble  
...men who do what is right even when it is not politically correct.  
...men who bend the rules, not because it is right, but because it embodies the essence of a true pilot's aggressive, "damned the torpedoes" mentality  
...men who never give up their zest for life (sometimes mistaken for never growing up)  
...men who appreciate women (mothers, sisters, spouses, daughters and the ones at the o'club Friday night)  
...women like Penny (who put up with us men)  
...men who drink whiskey  
...men who make sure the other man who has had too much whiskey gets home safely or sleeps it off on your living room floor  
...men who laugh while enjoying telling stories of cleaning up the carpet from the man who was passed out on his living room floor  
...men who are hardened yet more dedicated by the loss of another man like himself.  
...men who shed tears as #3 departs formation over a flag-draped coffin  
...men who make sure the family of the man in the flag-draped coffin are taken care of  
...men who vow to make sure the sacrifices of the man in the flag-draped coffin will not be forgotten  
...but most importantly I'm still in because of men who look in the mirror every morning knowing they have not compromised their integrity for personal gain.

I'm afraid the atmosphere in today's Air Force and military in general, squelches this mentality. When promotion is more important than telling your superior what he SHOULD hear instead of what he WANTS to hear. When camaraderie is not even considered when weighing the pros and cons of leaving the service. I do not fault those who have made the decision to leave. GOD SPEED to them all.

Leaders must be leaders and not managers. They must first know their people, then do everything in their power to take care of them (families included). Leaders who know their people do not need to have a staff meeting everyday. No one ever won a war with a power point slide, enough said.

One mistake should not be the death of a career. We learn from mistakes. We are inhibiting the learning process.

I have gone on too long already but one last story before I sign off. As I was driving up Interstate 64 yesterday, I came up from behind on a car with the license plate "NORDO" [no radio, or radio is out]. The plate had "Vietnam Veteran" typed across the bottom. As I passed, I proceeded to give the hand signal for "nordo" followed by a big thumbs up to the driver. The driver of the other vehicle flashed me an ear to ear grin and visually passed me the lead. There are a few "men" left in the Air Force (military). I see them around now and again... but not nearly enough.

JayBird, THAT'S WHY I'M STILL IN!!! I can only hope someday I can be part of this elite group of "men"! [signed: Ed Knouse] KTOWN [Ed Note: Looks to me like you already are, KTOWN. Thanks for sharing your feelings and thoughts with us. ]

## Things work out best for those who make the best of the way things work out.

### HELP NEEDED. E-Mail received 17 Jan 2000:

To whom it may concern, I am writing an analysis of aerial combat at Pearl Harbor—most prominently that involving George S. Welch who later became a member of the 80<sup>th</sup> Fighter Squadron. As part of my research I would like to include his combat record in New Guinea. I also understand that he was quite a character. If anyone from your association remembers him in combat, or is willing to share anecdotes concerning him, I would be most appreciative: Sincerely, Robert Romero E-Mail: RA6M@aol.com Robert J. Romero; 30-48 73 Street; Flushing, NY 113701. (718) 205-4353

### E-Mail received 2 Feb 2000:

JayBird, I've been keeping up with Kirby's progress the last month or so and am glad to hear he is finally recovering so well. Although I've never met him, Kirby must be a VERY SPECIAL HEADHUNTER, considering his many friends around the world and the outpouring of best wishes he has received.

Another VERY SPECIAL person, and obviously a HEADHUNTER at heart is Penny. Again, I've never met her but feel over the last several weeks that I know her as well as the JUVATS I served with 23 years ago in Korea. Considering the care and love she's given to Kirby during his illness, and since we (unfortunately) can't give her a medal, I propose that we make Penny an Honorary HEADHUNTER with a lifetime membership. What do you think? Sincerely, Bob "Driver Mac" McNeese. JUVAT

[ED NOTE:] This message from "Driver Mac" is only one of many we received praising Penny Wilson for her care these past couple of months. A presentation will be made on 4 March!

### E-Mail received 13 Feb 2000 from Kirby:

Your vacation is over...I survived (Thanks to the Medical profession, and my good friends, especially Penny and Larry Simpson. They actually saw to it that the Grim Reaper had to show more patience.)

I would like to take this moment and express my thanks for all of the messages, prayers and Goo Goo Clusters! They were appreciated!!

JayBird has kept Y'all up to snuff regarding my health, so I will happily skip that, although I might add it sure is no fun getting old, especially if you are weak along with it. I am slowly regaining my strength; each day I can feel that I am more bright-eyed and bushy tailed than the day before. Everyone assures me that it is a matter of time.

Today is the first time that I have attempted this monster. Naturally, I have to start all over so I beg and plead with you to be patient.

I have just started reading once more. Yep, both of the books are War Stories...They each scared me to death! Both are 475th (Satan's Angels). Lightning Strikes and The Last Great Ace (McGuire)...I tented with Mac for an extended period of time, and I am finding out more about him now than when I tented with him. I found one quote in Mr. Martin's book very interesting..."I don't think many people have thought of McGuire as a commander. The way the enlisted men were kept in that theater (many over 30 months), it took a sensitive person to really get the best out of them, and Mac had that capability...I would say that McGuire and Jay T Robbins, Commander of the 80th Fighter Squadron, were probably the best two commanders in the Fifth Fighter Command"... ....A long time pilot of the 431st Ftr Sqn

McGuire was a very very controversial individual...You either liked him or other wise... Mac worked for me (I was Op Off). I liked him very much...now, had the shoe been on the other foot....

Again, Thanks for the many prayers and all of the get well cards (some of them must have gotten through to "HIM")....Kirby

The will to win is not nearly as important as the will to prepare to win.

## HURTIN' HEADHUNTERS



**E**-Mail on 18 January from Bob Kan—Juvat commander 1972, one of our LTM's and reunion regulars: "Just got out of the hospital. Tumbled down 19 hard-as-hell wooden steps outside a local upstairs bistro, and am purple all over, but it hurts only when I laugh. I launched from the top and got into a series of uncontrolled rolls and stopped when I hit the railing on the bottom. Seven days later, I'm back in the office, moving a half-a-mach slower, but O.K. After all the MRI's, cat-scans, sodium-iodized crystal scans, etc., all the docs could find was one mini-crack in the left rib cage. It's the first time in my life I was admitted to the hospital as a patient. Had a wonderful time." Bob, glad you're O.K. We all got together and decided it would be better for you to take the elevator next time instead of practicing your PLF [parachute landing fall for the wives!] down any more stairs!!

**K**en Lloyd, one of our WWII LTMs, reports that Don "Deac" Logslett, another one of our WWII LTMs, went in for tests where they found he had two cracked vertebra. He was in a great deal of pain. His wife, Lynn, said he could not take any phone calls, but she can take any e-mail messages to him. He will have to stay in a full medical care facility until his back heals. He has a "body cast" which has Velcro straps that can be opened to give him some relief from the ridgedness of the cast. Don served with the Headhunters from March 1944 until May 1945. Deac, we all wish that you have a speedy recovery and will be back on your feet in short order.

## head headhunter corner



**O**ur status is now complete. We are now officially the *80<sup>th</sup> Fighter Squadron Headhunters Association, Inc.*—a non-profit, tax exempt War Veterans' Organization in accordance with section 501 c (19) of the Internal Revenue Code. Tax deductible contributions can now be made to our Association. Please contact me for details. Thank you.

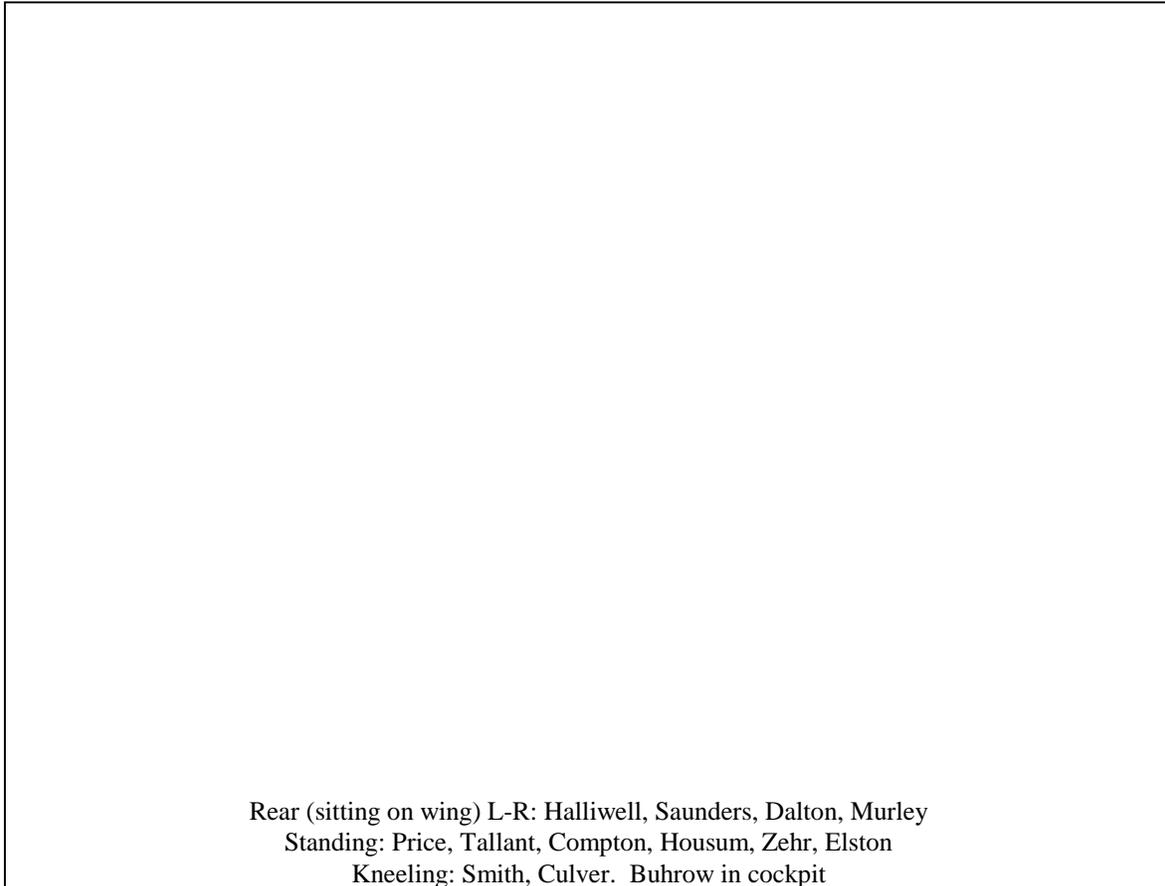
## MASTER ROSTER CHANGE

**E**nclosed is your Master Roster **Change**. Please note this is only a **change**, and not a complete new roster! Only information that has **changed** since the last (1 December) newsletter is included. We still receive letters, "Why have I been deleted from the Mas-

ter Roster in the last newsletter?” If you have any additions/corrections to any of the information, please send to me for updating. A complete Master Roster is available upon request. Thanks.

## LAST F-80 MISSION OF THE KOREAN WAR

**S**hortly before the Korean War ended in mid 1953, the 80<sup>th</sup> Fighter Bomber Squadron converted from the F-80 *Shooting Star* to the F-86 *Sabre Jet* and continued to fly air-to-ground close support missions. This photo, sent in by Robert Rawlings in February 1999, was the last F-80 mission flown in Korea. It was flown in



early 1953 by our 80<sup>th</sup> Fighter Bomber Squadron. Thanks, Bob!

## HISTORY OF THE CHALLENGE COIN

**M**any of you have asked about our Squadron “Nickel” coin that is advertised in our Squadron Store (see page 10)—what is it, what do you do with it, and where did it come from? This e-mail message just received 22 Feb from one of our newest members, Col Richard S. MacIsaac, was researched by SSgt Charles E. Newell and explains the coin:

**D**uring World War I, American volunteers from all over the country filled the newly formed flying squadrons. Some were wealthy scions who had quit colleges such as Yale and Har-

vard in mid term to join the war. A wealthy lieutenant in one squadron ordered for every member medallions struck in solid bronze carrying the squadron emblem. He carried his medallion in a small leather sack about his neck.

**S**hortly after acquiring the medallions, this pilot's aircraft was severely damaged by ground fire. Forced to land behind enemy lines, he was immediately captured by a German patrol who took all of his personal identification except for the small leather pouch around his neck to discourage his escape. He was taken to a small French town near the front. Taking advantage of a bombardment that night, he donned civilian clothes and escaped. However, he had no personal identification. Successful in avoiding German patrols, he reached the front lines and crossed no-mans' land with great difficulty. Unfortunately, saboteurs, often masquerading as civilians, plagued the French in this sector of the front. Not recognizing the young pilot's American accent, the French thought him a saboteur and made ready to execute him. Just in time, he remembered the medallion in his leather pouch and showed it to his would-be executioners. His French captors recognized the squadron insignia on the medallion and delayed execution while they confirmed his identification. Satisfied his was an Ally, instead of shooting him, they gave him a bottle of wine.

**B**ack with his squadron, it soon became a tradition for all members to carry their medallion or coin at all times. To ensure all members had their coins, challenges were offered: a challenger would ask to see the coin. If the challenged member could not produce his coin, he was required to purchase a drink of choice for the member who had challenged him. If the challenged member produced his coin, the challenging member was required to pay for the drink. Squadron members continued this tradition after the war. Many units, such as our **80<sup>th</sup> Fighter Squadron**, proudly maintain this tradition today—we with our Headhunter/Juvat Nickel.

### **FAMOUS WWII PHOTO**

Thanks to Paul Murphy

for identifying these men

L-R: Dick Campbell, Bob Peters, Orin Anderson

### HEADHUNTER STORE!!

**T**hese items are now available in our “**HEADHUNTER STORE.**” Get them now, and wear/use them proudly—not just at the reunions, but wherever you go! It’s a great way to find other **HEADHUNTERS**, to! Unless purchased at a reunion, a small fee of **\$3 should be added** for postage to all orders (unless otherwise noted)—I’ll take care of the “handling!”

Blazer Emblem (men’s or ladies)	\$35	Golf Shirt (specify size)	\$25
Squadron Unique Tie	\$30	T Shirt (specify size)	\$12
Ladies Floppy Bow (matches tie)	\$30	Squadron F-16 Litho Print	\$20
Squadron “Nickel” Coin <u>or</u> Keychain	\$ 4	White Hat	\$10
* <u>Personalized</u> Sq coffee mug	\$20	Black Hat	\$10
* <u>Personalized</u> Sq beer stein	\$23	Squadron Memorial Plaque	\$10
*Mug & Stein set as above	\$40	Korean-era Sq Patch	\$ 5
Current Squadron Patch	\$ 5	** <u>Personalized</u> Sq beer mug	\$25
Squadron Golf Balls (sleeve)	\$ 7	Lapel Pin/Tie Tack	\$ 3
Headhunter Tattoos (fun!) 2 for a	\$ 1	Reunion ’99 Shopping Bag	\$ 5
Reunion ’99 Golf Towel	\$ 5		

***Vipers in the Storm—Diary of a Gulf War Fighter Pilot, by Capt Keith Rosenkranz. Hard cover, 325 pages, with illustrations. Book price \$24.95 Order Here.***

\* Please include **name and/or callsign** desired on your mug/stein (up to 20 letters), and **right/left** handed with your order. **Unless otherwise stated**, the Squadron logo & your first name in Old English will be on the front (handle left for right-handed drinker), and an F-16 will be on the back.

\*\* Large 25oz mug is beautiful **etched glass**. Please indicate **Squadron logo** or our **Association logo** desired, choice of **P-38, F-86, F-4, or F-16**, and include **name and/or callsign** in “**HEADHUNTER**” or **standard bold font**, and **right/left** handed, with your order. Other aircraft may be available. **Personal markings** (tail number/markings, aerial victories, etc.) available. Please call for quote.

Please send check to “**The Headhunters**”; **905 Arapaho Ct; Columbus, GA 31904-1242**. Please don't forget **\$3 postage** on all orders (accept patches, coins, tattoos, & lapel pin.)

**Fighter pilot songs** (Rated G) on CDs and/or tapes are available from our fellow **HEADHUNTER** Dick Jonas. Contact him at: *Erosonic*; 2001 Mountain View Glen; Ft Mojave, AZ 86426-8833.

***Thud Ridge* and *Going Downtown***—two great books by our own **Headhunter** Col Jack Broughton, now in reprint. Outstanding Vietnam air war coverage—and the politics behind it. Order: (714) 859-9087

## HEADHUNTERS AT REST

Last, but certainly not least, we would like to take this opportunity to pass on to all members the names of those **HEADHUNTERS**, who we know of, that have made their last takeoff in this lifetime since our last newsletter.

<b>Maj Gen Philip H. Greasley</b>	<b>WWII/1st CC/LTM</b>	<b>29 Nov 1999</b>
<b>Wilford G. Hammett</b>	<b>BTW/LTM</b>	<b>4 Jan 2000</b>
<b>Jack L. Nemo</b>	<b>WWII/LTM</b>	<b>14 Jan 2000</b>
<b>Edward H. Robertson</b>	<b>WWII/LTM</b>	<b>Jan 2000</b>
<b>Leonidas C. Bradley, Jr</b>	<b>WWII/LTM</b>	<b>16 Feb 2000</b>

E-Mail on 1/4/2000: I just learned tonight that Major Wilford G. Hammett of Savannah, GA was killed in an auto accident on I-16 between Savannah and Atlanta. I met Willie about three years ago, and he was instrumental in getting me into the Headhunters Organization. We were members of the same church. He was a Vietnam Vet, and as he used to say, "a member of the 'Red River Rats'". If you have the time you might want to pass the word along to all E-mailers.

Continuing on 1/8/2000: Of all things, he and his wife were going to Atlanta to the funeral of a friend. They were taking two cars and meeting at a local hotel in Atlanta. He left about 3 hours ahead of her. Severe WX in the area, heavy rain, near exit 14 on I-16 (Dublin, GA). He was in the left lane northbound when some clown lost control of his car in the southbound lane, crossed the median and hit Willie head on. In the blinding rainstorm Willie may not have seen him until the last second. Mary Ann came along and said she saw the cleanup crews still cleaning up from the accident but of course she had no idea it was Willie. She arrived at the hotel in Atlanta and of course he wasn't there. She called some friends there and they began a search.

They tracked back down the Interstate through each county and finally found one that had a record of the accident. So sad. Just minding his own business and somebody takes him out. I had only known him for a about three years, but he made an impact on my life in that short time. He owned a small SE airplane, and he still loved to fly. Last summer he took my Grandson (18) up for a ride and occasionally he and I would go flying. He was president of a retired military group here in Savannah who did a lot of work raising money for the 8th Air Force Museum on I-95 just NW of Savannah. A man for all seasons, a Red River Rat, a HEADHUNTER. Thanks for asking about him. I'll pass along anything else that I might learn about him. He will be buried today Jan 8, 2000. Thanks, George Worthy

On sixteen February, another one of "the greatest generation" took his last flight. Col (Ret) Leonidas C. "Brad" Bradley, Jr., died in his home in Austin, TX. He was 79. He was born in Hattiesburg, MS on September 10, 1920 but shortly moved to Dallas, TX where he graduated from Highland Park High School and entered Baylor Univ. at Waco. He graduated in 1941 and immediately joined the Army Air Corps. He was commissioned a 2nd Lt on 6 Feb 1942 and immediately married his college sweetheart, Sue Rust. Brad fought WWII in Headhunter P-38s in the South Pacific. [signed] Kirby

On behalf of the entire Squadron, we wish to officially pass on to these families our deepest sympathies and sincere gratitude for the outstanding contribution each of these individuals made to the Squadron and our Country. May they rest in peace and forever soar with the Eagles.

**May God bless and keep them in His Flight forever.**



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The next **HEADHUNTER HEADLINES** will be dated 1 June 2000

The *Headhunter Headlines* is the official newsletter of the 80<sup>th</sup> Fighter Squadron Headhunters Association, Inc., a non-profit, tax exempt War Veterans' Organization

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St. Patrick's Day - 17 Mar



Easter - 23 Apr



Mothers' Day - 14 May



Memorial Day - 29 May

**ALL THE BEST TO YOU AND YOURS!!**



Col Jay E. "JayBird" Riedel, USAF (Ret)  
The "Head Hunter"



80th Fighter Squadron  
**"HEADHUNTERS"**  
905 Arapaho Ct  
Columbus, GA 31904

**ADDRESS CORRECTION  
REQUESTED**

**FIRST CLASS**