



## 80<sup>th</sup> FIGHTER SQUADRON

# HEADHUNTER HEADLINES



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*"AUDENTES FORTUNA JUVAT"*

*March 1, 2002*

Greetings, Fellow **HEADHUNTERS!**

Bonnie & I hope this newsletter finds all of you in the very best of health and happiness!

### FLYABLE P-38 PAINTING PROJECT



**T**he Planes of Fame Air Museum in Chino, CA has one of only 5 flyable P-38s in existence, of which only this one and one other fly regularly. One of our fellow Headhunters, LTM Chris Fahey, is a pilot for the Museum and is checked out in many of their vintage WWII aircraft. The Museum needs to repaint this P-38J and has asked if our Association would be interested in funding the project. Please check their web site at [www.planesoffame.org](http://www.planesoffame.org) for details of their organization. Here are some words from Chris:

"The cost of the paint job will be about \$15,000. This will be done by one of the shops that has done several warbirds before, including a couple of Oshkosh [air show] winners. Generally we paint our planes at Chino on the ramp, but that subjects them to dust, bugs etc, and we would like a first class job, not a ramp job. This would include stripping, cleaning, prime and paint. The museum will make any needed repairs at our own cost. We would like an O.D. [olive drab paint] scheme, but if the members would like, a silver scheme would be acceptable, it just wouldn't last as long. Ten years or so for silver (natural metal is just too hard to maintain in the acid rain of the Inland Empire, even though the 38 will be in-

side.) and 15 years for an O.D. scheme at the outside. We would like to have it done for our May 18-19 air show, so 31 March deadline should do it."

**This is most probably the last chance we Headhunters will ever have to get a flyable P-38 in our Squadron's world famous WWII markings for everyone to see. We believe this is the best way to make this happen:**

All donations are tax deductible to each contributor for figure is \$25, but MORE or raise enough for the project, the 475th Association out does **your check as to your de-** make it a tax deductible con-  
*sociation. Please send dona-*  
**Arapaho Court; Columbus,** in here. Depending on total ed to the Museum, or each sociation, depending on your **MARCH**. Looking forward to hearing from you all!! **Thank you—let's make it happen!!**



ble. Letters of Receipt will be their tax files. A target donation LESS is acceptable. If we don't and either the *P-38 Association* or us, **please enclose a note with sires**--either return your money or tribution to our *Headhunters As-* tions to "*The Headhunters*"; **905 GA 31904-1242**. I will log them received, a check will be forward-check returned, or used by our As-wishes. **DEADLINE IS NLT 20**

**HEADHUNTER REUNION COMING!!**

**P**lease check your calendars—do you have **19-22 September** blocked off? If not, please do so now before you forget and something else gets written in! These are the dates for our next **Headhunter Reunion in Ft Walton Beach, Florida!** Bob Kan and Ed Joyner will be our hosts again for this upcoming extravaganza! Bob & Nan Kan hosted our last one "On the Beach" in 1995, and this one promises to be another outstanding gathering!! More details and registration information will be in the next (1 June) newsletter. See you all there!



**HEADHUNTER PROMOTED**

**M**aj Gen Steven R. Polk, fellow Headhunter, member, and Commander of 19<sup>th</sup> Air Force, was nominated for promotion to lieutenant general and assignment as Vice Commander of Pacific Air Forces at Hickam AFB, Hawaii. Congratulations to Gen and Mrs Polk! Best of luck in your new and future assignments!

"Friends are angels who lift us to our feet when our wings have trouble re-  
membering how to fly."

**DICK SEELY'S MEMOIRS**

**H**ere are excerpts from Dick Seely's recollections of his four-year tour of duty (October 1957 to October 1961) with the 80th TFS and the 8th TFW. This is his story & pictures:



LT DICK SEELY                      OCT 57

"The years have probably fogged my memory somewhat, but the story is fairly accurate. As I scanned my old slides and watched the images appear on my computer screen, old, long forgotten memories came flooding back. This is a recollection of those memories, now over forty years old. They are somewhat fuzzy passing through the lens of time, but some may find them interesting. If by chance someone from those days long ago happens to stumble upon this page, please drop me a line.

By October of 1957 the 8th Wing had completed conversion to the F-100D. The Wing was composed of three squadrons, the 35th FBS, 36th FBS and the 80th FBS (formerly the 7th FBS). I believe each squadron had 24 aircraft assigned. Aircraft maintenance had also experienced a conversion, of sorts, to consolidated maintenance. This took maintenance away from the squadron and centralized the control under wing staff supervision. As a result of all this turbulence, a pilot that flew 10 hours in a month was considered fortunate. Like all new aircraft the F-100 had its problems. The biggest one I recall was the CSD (constant speed drive), which provided the electrical power for the aircraft. The CSD would fail, causing the loss of all engine oil resulting in engine seizure. A bad way to end a flight. The F-100 was a poor glider. By October of 1957 the cold war was ratcheting up, and the Russians had launched Sputnik. The mission of the wing was changing, and there was a great deal of pressure to get the aircrews combat ready. During my four-year, peacetime, cold war tour, we lost 30 aircraft and 15 pilots. I used to be able to recount each accident and the name of the pilot involved, but most are now lost with time. However, I do remember the first. It occurred around November of 1957 at Kunsan AB Korea. Captain Jim Sharp was testing an aircraft, following maintenance, and crashed on the Air Base runway. The second or third accident involved a dear friend, Leslie (Ed) McDonald. We both attended advanced flight training at Luke AFB, Arizona from March to July 1957 and went on to Nellis AFB, Nevada to upgrade in the F-100. Ed loved flying, but he didn't like flying over water, vowing never to eject until he reached dry land. His engine seized during a practice bombing run on



This picture was taken by an RF-84F from Misawa AB, Japan.  
Flight lead 1st Lt Gene Cassingham, Left wing 2nd Lt. Ron Williams,  
Right Wing 2nd Lt. Dick Seely

a water range. He tried to stretch the glide to land, ejecting too low. Ed hit the shore still strapped in his ejection seat.



Flight of 4 80th "Huns" taking off on the Kunsan runway in 1958  
(Photo by Dick Seely)

The 8th Wing maintained a detachment of aircraft at Kunsan AB. Our mission at Kunsan was primarily to maintain a presence and to 'show the flag.' Each squadron rotated crews to Kunsan on a scheduled basis, and my first TDY to Korea was in February 1958. Conditions were somewhat austere. We were assigned quarters in a house that looked like it belonged on a Ma & Pa Kettle movie set. There were about 4 crews to a house with one bath. As I recall our bathroom had a hole in the floor with a clear view of the ground below.

The Officers Club at Kunsan would have made a great set for a 'MASH' episode. There was a nightly poker game in the bar area which would be interrupted by the occasional sighting of a rat. Everyone joined in the chase and the unfortunate animal would almost always meet an untimely end.

Flight operations consisted primarily of flying training missions; occasionally we would fly an operational mission along the Demilitarized Zone (DMZ). DMZ missions were for the benefit of the North Koreans. We would climb to altitude, to make sure they could see us on radar, and fly supersonic dashes parallel to the DMZ. I don't know who was impressed the most, us or them.

On one of my missions, during this first TDY, both nose gear tires blew during a formation take-off. My first declared emergency in the F-100 ended without incident.

Sometime in 1958 the 8th Fighter Bomber Wing designation was changed to 8th Tactical Fighter Wing. Fighter pilots were not happy with the word bomber in the unit designation, and this was cause for celebration.

I believe Colonel Montgomery was replaced by Colonel Chesley G. Peterson sometime in 1958. Colonel Peterson had a distinguished career as a fighter pilot during World War II, and we were fortunate to have him assigned as the commander of the 8th Wing. Later in the year we moved our detachment operations to Osan AB, Korea and we took on a more serious mission.

The 8th Wing began detachment operations at Osan during the summer of 1958. Our mission was maintaining a dawn to dusk armed alert status. I do not have any photographs of the facilities -- cameras were not allowed. In 1958 being stationed at Osan was like living on the frontier. The streets were not paved, and most of the buildings were temporary Quonset hut construction. The aircrews lived in an open bay Quonset hut with two oil-burning stoves at either end. Air conditioning? Open the windows. The latrine facility was in a separate building, accessible only by walking a muddy path. Electricity was provided by the Korean government who turned it off in the evening for an hour or two to save money. Detachment operations was located in a Korean War fighter squadron building down on the flight line, where we also inherited Rocky, a large yellow dog of unknown pedigree. As the story goes, someone took Rocky up in an F-86, and he

became the world's first supersonic dog. The building lacked plumbing so we had a good old fashioned 'outhouse' set up outside. In August of 1958 the Chinese Communists began shelling the off shore islands of Quemoy and Matsu. Tensions ran high for a while, and our alert status was increased. By the fall of 1958 the situation quieted down, and we returned to normal status. We continued the alert operations through 1958 and the first part of 1959. During the spring of 1959 new facilities at Osan were under construction, and we moved the detachment to Kadena AB at Okinawa.

Base housing for bachelors was the pits. Eventually over the next few years, several groups of officers got together to rent off base housing so they could live in more home like surroundings. Besides, O'club food got very monotonous. When I left Itazuke in 1961, there were three large off base bachelor houses. They were the Suenaga House, the Zash House and the Kaijima House (spelling not guaranteed).

A loose knit, informal association was formed in '58 called the KBA (Kyushu Bachelors Association) which began as a weekend meeting for a few beers and grew into two annual parties; The Fall Fest and the Spring Fest. As embellished stories of the parties spread, people began attending from all over the Far East. We really did have some great parties.



80th Pilots at Kunsan in 1958 (left to right)  
J. Ward, D. Poglase, D. Cassingham, T. Rush, K. Connely

However, the business of the 8th Wing continued. Sometime during the year Col Peterson was transferred to 5th Air Force Headquarters at Fuchu Air Station. Col William Daniel assumed command of the Wing. In the spring of 1959 we were maintaining our alert facility at Kadena AB on Okinawa. Although the alert facilities were not much better than those at Osan, the BOQ's were a great improvement. Each room had individual baths. No more walking in the mud to take a shower. Off base activities were better, and there were several golf courses to occupy the off duty leisure hours. Aircraft were rotated back to Itazuke on a scheduled basis, and it was on one of these flights I got a very bad scare. Don DeBolt and I were flying two replacement birds into Kadena when we happened upon two Ducers (F-102's). We were in excellent position to make a pass, and Don being the flight lead just couldn't resist. The Ducers picked us up and turned into us. That big delta wing gives them a decided advantage for turning, but it kills airspeed in a heartbeat. They burned off all their airspeed on the first pass and headed for the deck. We followed. We were several thousand feet behind them at about 500' altitude and 580 to 600 knots indicated airspeed when Don called for AB [afterburner]. The F-100 was just beginning to develop problems with the after burner nozzles not opening and the AB firing off. Not good. The engine would compressor stall and blow your feet off the rudder pedals, not to mention increasing the heart rate a beat or two. Sure enough my nozzles did not open, and at 600 knots airspeed all hell broke loose. Lucky for me the aircraft pitched up first. My head went down from the G-force, and my helmet smashed the trim button on the stick making a neat round hole in the helmet. The next pitch was down. My left hand flew off of the throttle, and all I could see was ocean. I knew I wouldn't survive an ejection so I just hung on. After 6 to 8 oscillations the aircraft finally came under control. I tried to call Don on the radio but I couldn't speak intelligibly. All I could get out was gibberish. I finally got cleared for a straight in approach to Kadena, and once on the ground, we found the G meter pegged both ways. The meter limits were -6 and +10 G's. That was one wild ride. Not too many weeks later I did have to eject, but that's another story." [Ed note—more details and photos can

be seen on Dick's web site at: <http://home.earthlink.net/~tarheel1998> or on our Headhunter web site. Our thanks to Dick for letting us print his information here and post it on our web site.]

**ROBBINS MEMORIAL DONATIONS**

**I**n memory of Lt Gen Jay T. Robbins, who passed away on 3 March 2001, donations to our 80<sup>th</sup> Fighter Squadron Headhunters Association were requested by Gen Robbins and his family in lieu of flowers. This is a list of tax-deductible donations received from 1 December to 1 March:

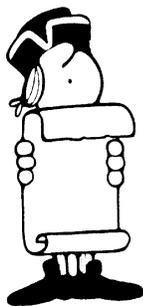
Esbern & Mary Johnson.....\$ 35  
"Mustang".....\$100  
Anonymous.....\$ 50

**F**or those of you who wish to send in contributions, please make checks payable to "The Headhunters," for whom you would like the contribution to be in honor of, and whether or not you would like to remain anonymous. They are all tax deductible. **Thank you** in advance.

**WELCOME TO OUR NEW MEMBERS!**

**I**t gives us great pleasure to welcome these **6 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 **rejoined** after 1, 2, 3, 4, 5, 6, 7, 8, 9 or even 10 years absence! **Welcome back to all!** Today we have 387 Yearly, plus 496 LifeTime Members (LTMs)—**883 Total!!**

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



Capt T. Pat McAtee (01-02)                      Lt Col Michael E. O'Boyle (99-00)  
Lt Col David E. Ellis (01-02)                      TSgt Peter J. Czajkowski (42-45)  
Capt Erik A. Drake (01-02)                      Andrew J. Gallagher (Korea)

**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 in Ft Walton Beach 19-22 September!** Great to have you all in formation—and what a super one it is!! 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. **How about all of our active duty JUVATS in the 80th today? Cleared to join up, Y'all!!** See your **SNACKO** for Member Information Forms and mailing envelopes—**Thank you!**

Some minds are like concrete—

## All mixed up and permanently set!

### THE MAIL BAG

**E-mail received 5 December:** “Thank you for including all the comments from across the World.....especially those from you, about the Eleventh of September.....and all that it means and will mean to both current and future generations of Americans. I found myself cheering every word. It has always been interesting to see America respond to adversity or war. What a team, what determination.....how proud we should be to see our country so committed to taking on those who would harm or deny our freedom. Interesting also to observe what a fractious bunch we are in more peaceful times, pulling in so many incredibly different directions. I do hope our country is able to continue with the focus and steadfastness necessary to put this chapter of terrorism into our past, never to reappear. Of course, getting that job done will require that the general population reject much of what the media, left wing, and other assorted handwringers in Washington and elsewhere pump to them via the network news and the Washington Post. We shall see. Perhaps President Bush and company will be able to hold the public's confidence strongly enough, that the din from those who “second guess”, “what if”, and “wring their hands” (looking only for fodder with which to gain politically, caring nothing for the safety and freedom of future American's) will go unheard by most. A difficult task...Yes....If they succeed.....History will reflect it as an heroic effort, made for the right reasons at the right time.



And speaking of heroic efforts.....along with all from my generation, I would like to thank Jay T. Robbins, and all who stood beside him, for assuring the total destruction of our enemies past.....and the same to those who will assure the same outcome for our enemies of today. Thanks to all.....to those with us today, and to those now past.....Thank you for our liberty! Check six, Mustang”

**E-Mail received 9 December:** “I am looking for any information or anyone who knew my father, 1st Lt Leo "Nick" Nicaise. He flew an F-80 out of Suwon. He was shot down on his 63rd combat mission over Kunu-ri on 1/8/52, his 24th birthday. As I approach the fifty anniversary of his death, I have been researching the documents and photos I have. Anyone who has information on him, I would appreciate hearing from you.” Please contact Leo “Nick” Nicaise at: [nick\\_nicaise@dell.com](mailto:nick_nicaise@dell.com)

**E-Mail received 7 February:** “I can't thank you enough for sending me The Flag of the USA, and I do apologize for not having returned a message to you sooner. I find it difficult to get on the computer and have no rhyme or reason why. I did have a Blessed Christmas with my son and his family, and Christmas with children is a happy one. Do keep in touch with me, as The Headhunters are a very sentimental and a very special part of my life. I do hope you had a Very Merry Christmas and this New Year will be one of peace and joy for all. Margaret” [Widow of WWII LTM O. J. Harris]

**E-Mail received 12 February:** “My name is John Butler and my wife's grandfather was named Bertram (Bert) Reed, he belonged to the 80th fighter Squadron, 8th fighter group. The only information we have about him was a military letter stating he died over Guam on Dec 27th 1943. Bert reached the rank of 2nd Lieutenant. I have also believe there is a monument at Fort William McKinley, Manila the Philippines. If you have any information regarding Bert Reed, my wife and I and Bert's Great-Grandchildren would be ecstatic. John Butler; 2020 E. 67th St; Los Angeles, Ca. 90001.” [Ed Note: *If anyone knew Bert, please contact John—thanks!*]

“In life, as in poker, you have to play the hand that’s dealt--and remember two things:  
Sometimes you’re the dealer, and not everyone gets a Royal Flush.”

**LATEST INTELLIGENCE FROM AROUND THE WORLD!**

**O**ur highly reliable sources in strategically placed key positions around the globe have informed us that Squadron personal from our active Squadron in Korea made the traditional trip to the orphanage they support downtown on Christmas day. The 25+ pilots chipped in over \$1000 for the kids—which was enough to buy all of them shoes for the entire year. “It was a great day overall.”



**A**lso our deep undercover moles in clandestine positions in highly sensitive areas have reported to us that our active Squadron was fortunate enough to receive another piece of art for their Squadron walls recently. Col Jack Broughton, another of our LTM’s from the Vietnam Era, and author of *Thud Ridge & Going Downtown*, donated a personalized copy of his litho “*Headin’ Home.*”



“We hung it proudly in the Mass Briefing Room—It is the first print you see as you walk in,” wrote Lt Col John “Barney” Fyfe, the current Commander. Thanks from all of us, Jack, for this great gift. Col Broughton is a former 3-time T-Bird lead, who also set-up the Nellis Weapons Range, had many strike missions in Korea, and the same as leader of the Takhli Thud Wing during the Vietnam War. This black & white copy of *Headin’ Home* seen here doesn’t do the litho justice. The actual litho shows this spectacular sunset in full color. The color version of this litho can be seen on his web site at [www.thudridge.com](http://www.thudridge.com).

**HEADHUNTER STORE!!**

**I**t’s that time again! Time to get the items you need for the reunion—only 6 months away! Wear/use them proudly—not just at the reunions, but wherever you go! It’s a great way to find other **HEADHUNTERS**, too! Unless purchased at a reunion, a small fee of **\$4 should be added** for postage to all orders (unless otherwise noted)—I’ll take care of the “handling!”

**Curious to see what these items look like? Check them out on our Web Site STORE Page!**

Blazer Emblem (men's or ladies)	\$35	Golf Shirt (specify size)	\$29
Squadron Unique Tie	\$30	T Shirt (specify size)	\$12
Ladies Floppy Bow (matches tie)	\$30	Squadron F-16 Litho Print	\$20
Sq "Nickel" Coin or Keychain	\$ 4	White Hat	\$10
*Personalized Sq coffee mug	\$20	Black Hat	\$10
*Personalized Sq beer stein	\$23	***Squadron Bolo Tie	\$10
*Mug & Stein set as above	\$40	Korean-era Sq Patch	\$ 5
Squadron Logo Golf Balls (sleeve)	\$10	Vietnam-era Sq Patch	\$ 5
**Personalized Sq beer mug	\$25	Current Squadron Patch	\$ 5
Headhunter Tattoos (fun!)      2 for a	\$ 1	Lapel Pin/Tie Tack	\$ 3

\* 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-39, P-38, P-51, F-80, F-86, F-84, F-100, F-105, F-4, or F-16**, and include **name and/or callsign in "HEADHUNTER" or standard bold font**, and **right/left** handed, with your order. **Personal markings** (tail number/markings, aerial victories, etc.) available. Other aircraft may be available. Please call for quote.

Please send check to "**The Headhunters**"; **905 Arapaho Ct; Columbus, GA 31904-1242**. Please don't forget **\$4 postage** on all orders (accept patches, coins, tattoos, & lapel pin.)

**\*\*\* HEADHUNTER BOLO TIE by Chuck Baisden \*\*\***

These **handmade** bolo ties, finely crafted from Montana, Colorado, and Wyoming **deer antler**, are truly beautiful. Of course, each one is slightly different, but they measure approximately 1" wide x 2" long x 3/8" thick, and have our **Headhunter** logo on the front. The tie string is olive drab nylon parachute cord with .30 cal copper bullets at the two ends. **The price of \$10 includes shipping**. They come with a **100% satisfaction guarantee**--if you don't like it, send it back for a full refund. **Please place your order directly with Chuck at (912) 897-1714** for these unique **Headhunter** gifts!!

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

**Vipers in the Storm** by another of our **HEADHUNTERS**, Capt Keith "Rosey" Rosenkranz. His personal adventures flying F-16's in Desert Storm. Great book! Order direct from Rosey at (817) 706-8660.

**Thud Ridge** and **Going Downtown**—two great books by our own **Headhunter** Col Jack Broughton, now in reprint. They both contain outstanding Vietnam air war coverage—and the politics behind it. Order direct from Col Broughton: (949) 859-9087

**Dreams Of Aces**—a brand new book from **Double Jet Ace** and fellow **Headhunter** Col Hal Fischer. Outstanding personal account of his **two tours in Korea**, and his experiences as a **POW in China until 1955** (two years after the War "ended") after being **shot down** on his 70<sup>th</sup> mission of 2<sup>nd</sup> tour. Also includes **another tour in Vietnam** and 27 photos. Book & mailing is \$25. For a personalized signed copy, contact our Member, Penny Wilson at: pennywilson@compuserve.com or Penny Wilson; PO Box 856; Glen Rose, Texas 76043

“It is easy to take liberty for granted, when you have never had it taken from you.”

--- Vice President Dick Cheney

### head headhunter corner



**O**n 4 February we sent an e-mail to all 600 on-line Headhunters with much the same information about the flyable P-38 paint job project as published on Page 1 of this newsletter. Our thanks go out to you who have responded so generously; however, as of now, we have only raised \$1200 from 15 Headhunters—one of which isn't even a member! Our deadline is 20 March—3 weeks from now—to raise the needed \$15,000. If you have already sent in your tax-deductible donation, thank you! If not, it's still not too late to bring this great project to fruition. Please help—thanks!

### HEADHUNTERS GETTIN' HITCHED



Check 6!!

**E**-mail on 27 January: Brig Gen Larry “Lion” Huggins, LTM from our Vietnam era, and Brenda Goodson joined up in St. Paul's Episcopal Church, Cary NC on 2 January. Lion said, “We both wanted to start the New Year off right but seems as though all the clergy were busy with football, etc. on Jan 1<sup>st</sup>, so we had to accept the 2<sup>nd</sup>. Brenda is a retired 8<sup>th</sup> grade language arts teacher from here and enjoys flying, hiking, and traveling. She is cute too!” We all wish Larry and Brenda the best of health and happiness together in the many years to come!

## THE STORK CORNER!



We take great pride in announc-

youngest HEADHUNTERS!

ing the birth of the world's

**C**apt Matt “Picasso” & Brandy Manifold are proud to announce the unveiling of their latest pride and joy!! Bailey Michelle Manifold had a rollout date of 10 Dec 01, with a takeoff gross weight of 8 lbs 13 ozs, and a wingspan of 20 ½ inches. Picasso says that both Mom and baby are full-up!!! Congratulations to Brandy & Picasso on their new wing-person!

Never kick a  
hot day—Will

**HEADHUNTERS AT REST**

cow chip on a  
Rogers

**L**ast, 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 take-off in this lifetime since our last newsletter.

<u>Headhunter</u>	<u>Time in 80th</u>	<u>Last Takeoff</u>
Lt Col Alfred G. Houston	BTW/LTM	30 Oct 1999
Maj Joseph F. Stroface	BTW/LTM	9 Apr 2001
SSgt Gerald A. Thiel	WWII/LTM	8 Dec 2001
Col William H. Heermans III	Korea/LTM	3 Jan 2002
Col James H. Buckey	Korea/CC/LTM	22 Jan 2002

**L**etter received 10 Dec: “Just a bit of sad news for your next issue. Joe Stroface (Maj Ret) suffered a massive heart attack on April 9, 2001—2 days after his 70<sup>th</sup> birthday. He was at his daily exercise routine at the gym. I have enclosed his memorial card. Having family living nearby has been a comfort. Fondly, Rose Stroface”

**E**-Mail received 13 Dec: “I regret to inform you of the passing of my father, Gerald A. "Jerry" Thiel. He passed away on December 8, 2001, at 10:45 PM (age 84). He served with the 80th on Leyte in the Philippines and in New Guinea and the Dutch East Indies as an engine mechanic on the P-38 Fighter. He was injured while on guard duty when a land mine exploded, and he took shrapnel in the face. He was picking that shrapnel out of his face for the remaining 60 years of his life. He was awarded the Purple Heart and left the service in 1944. He was a staff sergeant. He used his knowledge of engines to open Jerry's Auto Repair in 1950. For over 40 years he repaired engines, transmissions, brakes, mufflers, and anything else that goes in a car. If it was in a car or on a car, he could fix it. In his later years after retirement he built many stained glass panels and learned to play the organ. Throughout his life he underwent 9 angioplasties, 2 open heart surgeries, diabetes, a stroke, prostate cancer, and liver cancer, which ended his life. I was with him in the doctor's office in September when he was told he was terminal. When we left the office he said to me, "They won't get me that easy. I will fight this all the way." Up until 4 weeks ago he was still trying to hold onto his driver's license. He fought it all the way until he could not fight any longer. The 80th Fighter Squadron should be proud of his service and his tough fight to the death. There are five of us children who loved and respected our father. He taught us great values. We think he was a hero. I hope your squadron does too. If you write about him, please send copies to me. [signed] Glenn Thiel”

**E**-Mail received 3 January: “Jay, Bill [Heermans] graduated with us in 51-C, went to the 80th about DEC 51, K-13. Retired as Colonel. One of the Good Guys.” [signed] Jim Ure

**E**-Mail received 22 January: “I am sorry to inform you that my father, James H. Buckey, ‘slipped the surly bonds of earth’ for the last time at 1500 hours today. He was a highly decorated veteran of World War II and was a Headhunter during the Korean War. Private family funeral Friday morning with a memorial service on Friday evening at 1930 hours at Yeager Memorial Lutheran Church in Rainsburg, PA. My father enjoyed being in touch with the Headhunters during these past few years.” [signed] Lyn A. Johnson

**C**apt Harold G. Holmquist was listed in the last newsletter as being in the 80<sup>th</sup> during the Vietnam era, and passing away in Apr 1963. Previously there have been no headings on the columns above, so a few members interpreted the information to read that Harold had been killed in Vietnam. Not so. He was killed on Cuddeback

Range in a training accident while flying an F-104 out of George AFB. Capt Holmquist was in the 80<sup>th</sup> in 1959-'61 (BTW)—not during the Vietnam Era as I had listed in error. Thanks to those of you who sent in this correction.

**O**n 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 them and keep them in His Flight forever.**



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The next **HEADHUNTER HEADLINES** will be dated 1 June 2002  
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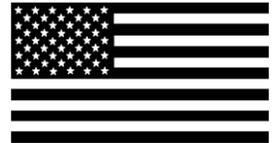
St Patrick's Day – 17 Mar



Easter – 31 Mar



Mother's Day – 12 May



Memorial Day – 27 May

**SEE YOU ALL "ON THE BEACH" 19-22 SEPT!!**



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





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"HEADHUNTERS"  
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