



## 80TH FIGHTER SQUADRON

# HEADHUNTER HEADLINES



905 Arapaho Court; Columbus, GA 31904-1242  
Call or Fax: (706) 324-7360  
E-mail: JayBirdOne@aol.com



Vol. VI, No. 23

"AUDENTES FORTUNA JUVAT"

November 1, 1996

Greetings, Fellow **HEADHUNTERS!**

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

### headhunter reunion!!

**W**ell, our 16th **HEADHUNTER** Reunion is now history! First of all, on behalf of the entire Association, I would like to again thank our hosts, Don & Susan Wykoff, and all the rest of the members that helped with the planing and execution of this outstanding get-together. It's a lot of work to host a reunion—even more to host an outstanding one. Thank you all for a "Job Well Done!!"

**T**he **HEADHUNTER OPEN**, as always, was a lot of fun! Twenty three people turned out to enjoy the great weather while chasing those little golf balls over miles of beautiful countryside, and Kirby, true to form in historical tradition, covered the course with liquid refreshments for the parched golfers! I only lost one ball (a new record for me!) in a very large lake that someone put right in the middle of a very narrow fairway, but I didn't feel bad at all—Barry Johnson lost one chipping to a green!!!☺ Traditional golf awards were also presented. "Closest to the Pin" went to Mark Kasper's outstanding shot on a par 3 hole that left a two foot putt. "The Longest Drive" was taken home by Barry Johnson—never did pace it off, but it was caught in the stratosphere by the jet stream and carried over a few hills and valleys—straight down the fairway!

**E**ighty-three people were on hand at the Saturday night banquet to hear our guest speaker, Mr. Michael Jackson, present a slide presentation on the USAF Hall of Fame—quite interesting!

### NEXT REUNION SITE CHANGED!!

There is no right

way to do wrong

**A**s you recall from the last newsletters, it was decided at the Ft. Walton Beach reunion in April 1995 to have the next reunion after Cincinnati in Seattle. However, it was determined that, although Cincinnati and Seattle are beautiful cities, the hard, cold fact is, they are not in areas of high concentrations of our retired members, nor are they in high concentration areas of our active duty people. This became quite evident with the lower than usual (about half) turnout in Cincinnati. Therefore, the decision was made to change from Seattle to Las Vegas for our next reunion in the April 1998 time period. It was also decided to keep our future reunions in the Phoenix, Las Vegas, Texas, Florida Panhandle, DC/Langley AFB areas—for the above reasons.

**T**o Tom Slee, who volunteered to be our Seattle reunion host, and who had been working on it for the past 18 months, we all express our thanks for his work. To J.J. & Anita Cummins, who have volunteered to be our hosts in Las Vegas, thank you, too!!

### **HEADHUNTER ACE RETIRES!**

**O**ur last **HEADHUNTER** to become an Ace (to date!) by having five air-to-air victories retired from the active Air Force effective 1 July. Fifty-one year old Lt Col Jeffrey S. “Fang” Feinstein, one of only three Aces of the entire Vietnam War, ended his 33-year Air Force career at a retirement ceremony at Shaw AFB, SC on 27 June. Retired Gen Charles Horner, the former 9<sup>th</sup> Air Force Commander and the air campaign commander in the Persian Gulf War, officiated at his retirement ceremony. Improvements in technology and training have put Air Force fighter crews “way ahead of where we were in 1972, Jeff said in a June 25<sup>th</sup> interview. That was the year then-Captain Feinstein was an F-4 weapons system officer (WSO) at one of the most active fighter bases in the war, Udorn Royal Thai Air Force Base in Thailand. That was also the year he shot down five North Vietnamese MIG fighters to become an Ace. In all five cases, he was flying with different pilots. From the back seat, he was responsible for navigating and operating the weapons systems. It was not until after becoming an Ace that he enrolled in pilot training and became an F-4 pilot. “The average guy in Vietnam didn’t see a MIG,” Jeff said. Although he became an Ace, he wasn’t always a good shot. He said he fired 30 missiles to shoot down those five planes. Now, pilots have better missiles, radars, and aircraft to counter enemy airborne threats.

**J**eff has another claim to fame! Col Sol Harp, 80<sup>th</sup> Commander in 1971, writes, “Back in June 1971, just after the 80<sup>th</sup> Tactical Fighter Squadron was formed under the 3<sup>rd</sup> TFW at Kunsan AB, Korea, and the Squadron picked up the nickname of JUVATS, Lt Jeff Feinstein came to my office with the first JUVAT patch and requested the patch be sewn on the flight suit sleeve of an aircrew member of the Squadron who had excelled in his flying duties.” Col Harp continues, “I asked Jeff the meaning of ‘Juvat’, and where it came from. He gave me a paper with four meanings of ‘*AUDENTES FORTUNA JUVAT*’ which translates from the Latin ‘Fortune Favors the Bold’.” (A copy of the original paper was included with Sol’s letter showing the first person known to use that motto was Virgil [70 - 19 BC])!! Sol concluded, “I approved Jeff’s request, and the first JUVAT patch was sewn on an aircrew member’s flight suit without his knowledge.”

(Some information from the July 1<sup>st</sup>, 1996 *Air Force Times*. Other information from a November 1991 letter from Col (Ret) Sol Harp to Col (Ret) Jay Riedel).

## **SQUADRON MEMORIAL PLAQUE DEDICATED**

**O**ur Squadron Memorial Plaque was dedicated in a 30-minute ceremony at the USAF Museum on Wright-Patterson AFB on 20 September. Because it was held in conjunction with our reunion, there was a great turn-out of close to 50 people to observe the dedication and the flyovers of F-16's and an F-117 flown by past members of our Squadron.

**B**eautiful laser-etched plaques of solid black walnut are available for \$10 plus \$3 postage. These unique plaques are 7" x 5" and can either be hung on a wall or displayed on a stand. Here is a copy of the Memorial Dedication Ceremony:

**80th Squadron**

**HEADHUNTERS**

**Memorial Plaque Dedication  
United States Air Force Museum  
Wright-Patterson AFB  
20 September 1996  
1500 Hours**

Distinguished Guests, Fellow Headhunters, Ladies and Gentlemen:

The 80<sup>th</sup> Pursuit, Fighter, Fighter-Bomber, and Tactical Fighter Squadron has had a long and distinguished history. I would like to mention just some of its highlights.

The 80<sup>th</sup> Pursuit Squadron had its beginnings on 6 January 1942 at Mitchell Field, New York. The 80<sup>th</sup>, along with the 35<sup>th</sup> and 36<sup>th</sup> Pursuit Squadrons, formed the 8<sup>th</sup> Pursuit Group. The Group left Mitchell Field 20 days later, and landed in Brisbane, Australia on the 6<sup>th</sup> of March.

On 15 May 1942, the official designation changed from "80<sup>th</sup> Pursuit" to "80<sup>th</sup> Fighter" Squadron.

On the 20<sup>th</sup> of July, twelve P-39's of the 80<sup>th</sup> flew up to 12-Mile Strip outside Port Moresby, New Guinea, and on August 26<sup>th</sup> 1942, Lt Danny Roberts got the first two air victories for the 80th, the first of more than 225 such Squadron victories of WWII. Lt William Brown also accounted for two Zeros that day. Rogers was making a subsequent pass at a Zero that was trying to land, when other Japanese fighters got on his tail. He was forced to ditch his fighter in the bay after it was badly damaged, and then swam to shore, making it back to Port Moresby two weeks later with the help of a local tribe of headhunters.

A turning point in the history of the 80<sup>th</sup> occurred on 8 April 1943 when Capt Edward "Porky" Cragg, who had joined the 80<sup>th</sup> in early 1942, was tapped to be its commander. Capt Cragg commissioned crewchief Yale Saffro, who had worked as an artist for Walt Disney before the war, to design the 80th's legendary symbol. Cragg also gave the squadron the name it still proudly carries today, "The Headhunters" after the local New Guinean Headhunter tribes who helped to rescue downed pilots.

Feistiness of this young commander became more apparent, when the "Powers That Be" decided that only one of the 8<sup>th</sup> Group's squadrons would initially be given new P-38 aircraft. The commanders of the 35th and 36th, respected units whose lineage traced back to before World War I, didn't even consider the brash newcomer eligible for consideration of the honor being bestowed upon the group, and tossed a coin between themselves to determine the winner. Informed of their decision, "Porky" raised no protest. Early the next morning, however, he climbed into his P-39, "Porky I" and proceeded to Port Moresby to consult with the "Powers That Be" personally. Apparently Cragg talked as well as he flew, because less than two weeks later, on January 28th, the 36th Squadron relieved the 80th and on 6 February 1943, the entire squadron moved to Mareeba, Australia for conversion to their brand-new twin-tailed Lockheed P-38 Lightnings!

Two months later, on 7 April 1943, the personnel of the 80th were flown back to go into business at 3-Mile Strip. The P-38s were not long in joining them, sporting the sparkling brand new color scheme: the bright green spinners with silver and green striped rudders that Japanese pilots soon learned to dread.

On December 26, 1943, during one of the first missions flown from Dobodura, Major Edward "Porky" Cragg's P-38, "Porky II" was shot down soon after downing his 15th Japanese fighter. His parachute was seen to open as he fell to the sea, but he was never seen again. Cragg had been leading his flight of 12 P-38s against a force of 20 Japanese bombers and over 50 fighters. At least nine Japanese aircraft were downed during the gallant "Headhunter" attack, and the bombers were forced to drop their loads and return to Rabaul without hitting their target. Although he was only 24 years old when he was lost, Major Cragg was one of the most decorated officers in the Pacific Theater with 15 confirmed aerial victories. "Porky" Cragg is still remembered in song to this day by the "Headhunters".

On the 30<sup>th</sup> of March, 1944, the 80th, in support of General Douglas MacArthur's ground offensive, participated in a great turkey shoot over the Japanese Base at Hollandia, destroying over 33 enemy aircraft in 4 days without a single loss to them-

selves—a Pacific Theater record. On the 12<sup>th</sup> of April, the 80<sup>th</sup> became the first US fighter squadron ever to shoot down over 200 enemy aircraft, and on that same day, while flying with the 80<sup>th</sup>, Maj Dick Bong scored his 26<sup>th</sup>, 27<sup>th</sup>, and 28<sup>th</sup> victories, surpassing Eddie Rickenbacker's old record making him the new American "Ace-of-Aces." Praise poured in for the pilots and the maintenance personnel after that operation. The pilots flew outstanding missions, and maintenance kept all 26 P-38 aircraft at their peak with all 26 participating in the action, performing at least three missions a day, for all 4 days!

The legendary aviator Charles Lindbergh, also flew with the "Headhunters" as an instructor, earning several kills. The squadron moved to Okinawa on 29 August, 1944, and flew its first mission against the Japanese mainland on the following day. On 12 August, 1945, the "Headhunters" flew their final combat mission of World War II, in which the squadron commander was shot down.

During the course of World War II, the "Headhunters" traveled over 60,000 air-miles, deployed to 21 different locations in 3.5 years, accounted for over 225 enemy aircraft destroyed in the air (second highest squadron in the theater, and overall second highest twin-engined allied fighter squadron in the entire war). Among the 24 "Headhunters" pilots who became aces were Major Jay T. Robbins, the group's leading ace with 22 confirmed kills, and Major Richard I. Bong with 40 confirmed aerial victories, the American "Ace-of-Aces."

On 26 Dec 1945, as part of the massive draw-down of American forces following World War II, the 80th Fighter Squadron was deactivated. The squadron remained inactive until 20 February 1947, when it was once again activated and assigned to the newly reformed 8th Fighter Group, which had moved to Itazuke, Japan. The 8th Fighter Group was again composed of the 35th, 36th, and 80th Fighter Squadrons and had converted from the P-38 to the F-51D Mustang. The 80th began to transition to its first jet aircraft in 1949, trading its Mustangs for the F-80 Shooting Star. The F-80 was the first operational American jet fighter. The conversion to F-80s was completed in 1950, and the squadron designation changed to the 80th Fighter-Bomber Squadron on 20 January 1950.

North Korea invaded South Korea on 25 June 1950, and the "Headhunters" once again entered combat. The day after the invasion, the 80th and the rest of the 8th Fighter-Bomber Wing provided air defense for the frantic evacuation of American forces from Seoul as it was being overrun. Other than these initial air defense missions, the 80th spent the rest of the war flying bombing and close air support missions. The 80th was the first American unit to employ jet fighters in combat, another "First" for the "Headhunters." On 5 Jul, 1950, the 80th's commander, Maj Amos L. Slunder, became the first American pilot to give his life in the new war when his F-80 was hit by a tank shell during an attack on an enemy column, a not-so-happy "First."

In a 14-hour period on 14 April 1953, the squadron flew 120 combat sorties, surpassing all previous records. Shortly before the war ended, the squadron converted from the F-80 to the F-86 Sabre, but continued to fly air-to-ground missions.

The "Headhunters" had remained in continuous combat during the entire conflict.

On 21 October 1954, the 80th moved from Suwon, Korea to Kadena, Okinawa. While at Kadena, the 80th converted to the F-84 Thunderjet. On 7 August 1956, the "Headhunters" rejoined the 8th Fighter-Bomber Wing, which had again moved to Itazuke. Here the squadron began flying the F-100 Super Sabre. During this time the squadron designation changed again, with a 1 July 1958 redesignation as the 80th Tactical Fighter Squadron.

In 1962 the 80th began to transition to the F-105 Thunderchief, and in May 1964 moved to Yokota Air Base, Japan. 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. During this period, the 8 TFW/CC, Col Robin Olds, gave the 8th Wing its nickname of "Wolf Pack." It has stuck ever since.

These two deployments made up the total of the 80th Tactical Fighter Squadron's involvement in Vietnam.

During the late 1960s, the Air Force used the squadron for the defense of Korea. The squadron converted to the F-4 Phantom in late 1967 and early 1968.

On 15 February, 1971, the 80th moved from Yokota to Kunsan AB, Republic of Korea. After a few months, the 80th was in the process of being deactivated. Fortunately, former "Headhunter" Lt Gen Jay T. Robbins, who was Vice Commander of TAC at the time, caught the action and rescued us at the last minute. Instead, we were re-staffed with new personnel, primarily from the 391st Tactical Fighter Squadron. The 391st motto was "AUDENTES FORTUNA JUVAT" which translates from Latin: "Fortune Favors the Bold". This motto subsequently became the new "Headhunters" motto. As the new "Headhunters" were removing their old patches, they would grasp the triangular patch by the upper left hand corner to tear them off. All would tear off except the last word, "JUVAT". It caught on immediately, and is used today for the Squadron's nickname. On 16 September 1974, the 8th Tactical Fighter Wing replaced the 3 TFW at Kunsan, reuniting the "Headhunters" with the "Wolf Pack."

In September of 1981 the 8th Tactical Fighter Wing became the first unit stationed overseas to convert to the F-16 Fighting Falcon. On 3 February, 1992, the 80th Tactical Fighter Squadron was redesignated the 80th Fighter Squadron and reassigned to the new 8th Operations Group (a direct descendant of our original 8th Pursuit Group). The 80th Fighter Squadron continues to support the United States Contingent in Korea with the same pride and excellence instilled by the "Headhunters" of the past. In demonstration of this, we proudly bear the name given to us by "Porky" Cragg in 1943, wear a patch very similar to the one designed for us by Yale Saffro, and use some of the Flight-Lead call-signs ("Chevy," "Olds," and "Buick") dating back to World War II, Korea, and Vietnam.

Our Squadron has had a proud history, and it still stands ready today, at Kunsan Air Base, Korea, to once again serve our Country and protect others.

Therefore, this plaque is dedicated, NOT to our 24 WWII Aces and other pilots who accounted for over 225 enemy aircraft destroyed in the air, NOT to our 3 Korean War Aces and other pilots who knocked down 17 aircraft, and destroyed thousands of ground targets, including the gun emplacements destroyed by Medal Of Honor winner, Maj Charles J. Loring, as he dove his crippled F-80 into their midst's, thus allowing the trapped infantry to advance—at the cost of his own life.

NOR are we dedicating this plaque to the pilots who preserved the fragile peace between the wars, NOR our Ace, pilots, and crew members who flew in the Vietnam War, NOR the newer pilots and crew members known as “Juvats” today.

This plaque is NOT dedicated to all the ground personnel of WWII, Korea, between the wars, Vietnam, and the present who kept the planes flying, weapons loaded, aircrews ready, and Squadron administration running efficiently.

NOR is this plaque being dedicated to the numerous members who went on in their careers to become General Officers, NOR the 77 members, as of today, who were 80<sup>th</sup> Squadron Commanders.

No, not even to our many comrades who gave their lives in all these wars and during peace time to help prevent wars.

Then why are we here today? We're here today to dedicate this 80<sup>th</sup> Squadron Memorial Plaque to ALL members and former members, who, working only as a close-knit team of men and women, excel in all they do—from its inception on 6 January 1942 to the present. Without any one of these critical parts, the whole would not be the unique same. Therefore, let us unveil OUR Memorial Plaque—dedicated to ALL of us. We, as a team, can be very proud of our Squadron and our individual role we each play to insure it's the best fighter squadron in the world.

As the plaque is unveiled, and the ceremony is concluded, the fly-overs you'll see are an F-117 and a flight of single-seat F-16 *Vipers* from Shaw Air Force Base, South Carolina, being flown by four former members of the 80<sup>th</sup> Squadron.

1525 -- ( Unveil Plaque at this time, and read it )



(Photo by Tom Slee)

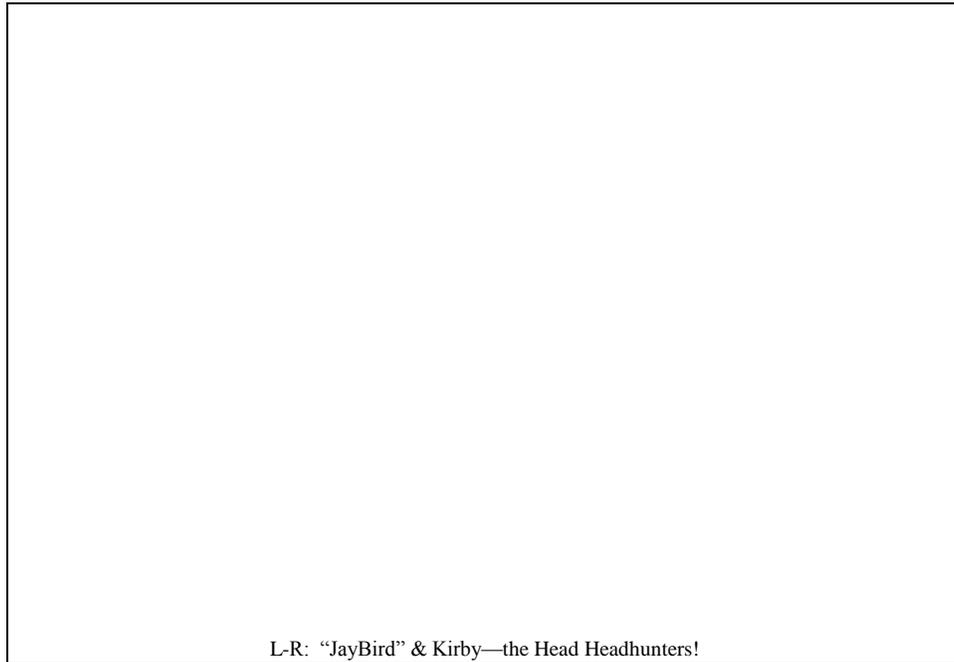
1530 – Fly-over TOT

Ladies and gentlemen, thank you all for coming today to witness this dedication. Please feel free to come up and view YOUR beautiful plaque. This concludes the ceremony.

**F-80 INFORMATION NEEDED !**

**Dr** Bob Esposito, Ph.D., is doing extensive research on the F-80. He has been in contact with Jerry Minton, and requests that anyone who flew the F-80 to please contact him. Bob has been with the FAA for over 30 years, and can be reached at: 409 Orchard Ave; Somerdale, NJ 08083.

## head headhunter corner



L-R: "JayBird" & Kirby—the Head Hunters!

(Photo by Don & Susan Wykoff)

**I**t was suggested that we start a place in the newsletter for members looking for work that could get in contact with members who need outstanding workers. Let's give it a try! For those of you in these two categories, please pass the info to me, and I'll post here in the newsletter. One-liners, please,—space is limited! Resumes would follow later between principals.

**I**would like to thank Don & Susan Wykoff, Joe Howard, and Tom Slee for their great pictures which make up the beautiful color collage included with this newsletter—a first!!!

**T****o all of you with computers:** I had computer failure for over two weeks in October. Some of my files, starting a few months ago, would slowly and insidiously get corrupted—assorted error messages would start to occur, and programs just wouldn't run the same. Finally, on the 4<sup>th</sup> of October, I couldn't get it to boot up. Our son, Steve, who knows these smart boxes inside and out, found the problem—internal cache failure in the main 486 DX4 120 chip. We ended up having to "reformat" the entire hard drive and start from scratch—restoring 550 MB of information, like newsletters, Master Roster, dues lists, LifeTime Lists, Headhunter letters, records, etc., etc., and replacing the 486 chip. To make a long story short, if you aren't backing up your hard drive, some day you'll wish you had. I was lucky—I had a full tape backup from the night before!! Remember the old saying, "It's not **IF** you'll have hard drive and/or computer failure—it's **WHEN**...." Be ready!!!

**D**ue to the size and cost of this newsletter, the Master Roster Change #4 and Master E-mail List that should be included are being omitted. They'll be included with the next issue with

all changes up to then.

**AIR FORCE MEMORIAL IN WASHINGTON!**

**A**ppropriately set near the site of the first military flight, the Air Force Memorial will be built upon a serene grassy slope near Arlington National Cemetery in Virginia. With a view of the Potomac River, the memorial is close to Fort Myer parade grounds from which Orville Wright first demonstrated flight to the military in 1908.

**D**avid Kulaas, one of our Korean-era LTM's, wrote; "Were you aware of this memorial? It will be a \$20 million project, privately financed. My friend, Joe Coors, Jr., is heading up the fund drive. I suggested to him that a Squadron-wide donation would merit a plaque honoring the 80<sup>th</sup>.... Personally, I think a memorial like this is long overdue and to have the **HEADHUNTERS** honored would be a real plus." Please send contributions here, and I'll forward as a unit—thanks!

**HURTIN' HEADHUNTERS**



**L**t Gen Jay T. Robbins has had landing gear problems most of this year—the hydraulic fluid wasn't getting down to the wheels. He finally had to have his right main gear amputated below the knee on 27 August. The 3½ hour operation went very well, and he's in great spirits—and will be on the golf course in six months! Sir, we all wish you a continued rapid recovery—and back to full MC status shortly!!!

**C**laude Slagle is still a little under the weather while recuperating from June 1995 back surgery. Backs take a long time to heal, and he's going to PT regularly to make it happen. Keep up the great work, Claude, and we all hope you'll be back to OR status in no-time!!

**HEADHUNTER STORE**

**S**everal items are now available for sale in our "Headhunter Store"! Most are available at slightly above cost. The "Squadron Print" is a beautiful picture of our Sq F-16 with a brief **HEADHUNTER** history and awards earned—Squadron unique. These are being controlled by our active Squadron at Kunsan, but can be ordered here. Unless purchased at a reunion, a small fee of **\$3 should be added** for postage to all orders:

Blazer Emblem	\$35	Golf Shirt	\$25
Squadron Unique Tie	\$30	T Shirt	\$11
Ladies Floppy Bow	\$30	Squadron Print	\$20
Memorial Plaque	\$10	White Hat	\$10
Squadron "Nickel" Coin	\$ 4	Black Hat	\$ 5

Please send check to **"The Headhunters"; 905 Arapaho Ct; Columbus, GA 31904-1242**

Tom Slee is trying to get some orders together for Squadron patches from the Korean War era. Depending on the number ordered, they'll be about \$3 - \$4. If you would like one of these beautiful historic 80<sup>th</sup> patches, please contact Tom directly at: 10101 111<sup>th</sup> Street Ct SW; Tacoma, WA 98498-2923, or call toll-free (800) 488-8169, or e-mail F86PILOT@aol.com.

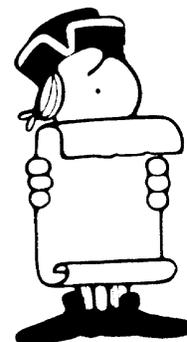
**WELCOME TO OUR NEW MEMBERS!**

It gives us great pleasure to welcome these **19 new members** to our organization for the **first time** (in the order of "signing up" since 1 July). **Equally rewarding** are the many members who have **renewed** after 1, 2, 3, or even 4 years absence! **Welcome back!**

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

Maj Willie G. Hammett  
Capt Mitchell E. Maddox  
1Lt Ryan D. Barker  
Capt Stephen M. Plescha  
Capt Daniel W. Tippet  
James H. Speyrer  
1Lt Matthew J. Manifold  
Lt Col Robert M. McDermott  
Capt Thomas Pollio  
1Lt Shawn D. Ford

Maj G. Steve Kirk  
Lt Col Jerry T. Slaughter  
Maj Robert L. Hipps  
1Lt Beau Rogers  
1Lt Donald L. Elston  
Richard S. Duggleby  
Lt Col John P. Raymer  
Darrell R. Lambert  
Capt Eric R. Maurer



Friends of yours? You bet!! Look 'em up in your new Master Roster Change #4 coming out with the next newsletter, and give 'em a call, write 'em a letter, or beam an e-mail message to them. Or better yet, ask them to meet you at the next reunion—in Las Vegas! Great to have you all back in formation—and what a great one it is!! **Welcome!** P.S: As of this date, we have **361 Yearly + 291 LifeTime Members (LTMs) = 652 total Members!!** Do you have **Headhunter** friends that aren't members? If so, please let me know their addresses, and I'll send them a "Please Join Us" letter. **How about all the Juvats in our active Squadron in Korea--come on, Y'all--join up with us!!!!** **Thank you!**

**P-38 INTERESTING TRIVIA!!**

In a 7 Oct 96 letter, A.L. "Robby" Roberts writes, "You may want to include in your next bulletin some interesting information that was brought to my attention recently. As far as can be determined, John Stanifer is the only person who worked for Lockheed on the P-38 assembly line and later flew them in combat. John is 'under the weather', and I do my communicating with his son, Mark." Thanks for the info, Robby!!

A diamond is a chunk of coal that made good under pressure.

**HEADHUNTERS GETTIN' HITCHED!**



(Check 6!!)  
er!!

**G**reat News! Victoria Gardner got remarried last year! She tied the knot with Lt Col John Graves (USAF Ret), and they're very happy together as a family with her two children, Nate and Alexandra. More Great News! Victoria and John have a brand new baby—that was just signed by the Dallas Cowboys!!! Andrew Gordon Graves is 10 months old, but he already weighs in at 26 pounds and stands over 30 inches tall—"and he's very cute, too!" writes Victoria! I bet he is—in his football uniform!! We wish you all best wishes and lots of happiness together!!

**A**nother **Headhunter's** solo days are over! 1Lt Mark "Pledge" Madaus and 1Lt Kirsten Olson joined up on 11 July in Alamogordo, NM, where they have been transferred from Germany. Mark is the one putting together our Squadron History. All the best to you both in your new formation together!

**O**ne more **Headhunter** "ties the knot"! Capt Edward "Hamster" Hamill and Lt Jodi Podemski joined up on 3 August over at Spangdahlem where they're both stationed now. They met way over on the other side of the world while both were stationed at Kunsan in the Fall of '94. "Hamster" writes, "We both got an assignment here and before you know it, a 'Kunsan Thing' turned into the 'Real Thing!' P.S.—Jodi was a 'Juvat Chick' at the Kun, and we are going to Greece for our Honeymoon!" We would all like to say Congratulations to both of you, and may you have many happy, successful years ahead—in close formation!

## THE STORK CORNER!



We take great pride in announcing the birth of the world's youngest  
**HEADHUNTERS!**

**W**ell, I did it again! I misplaced an e-mail birth announcement that was supposed to have been in the June newsletter. Jon "Storm'n" and Kim Norman had a new baby boy back on 24 January. Matthew Allen Norman weighed in at 9 lbs 4 oz! Storm'n wrote, "I liked this name because it gave the right initials in this politically correct environment that we're

trapped in. He's 'The M.A.N.!'” All the best to you both on your new family formation member!

Congratulations to all!!!!

**HEADHUNTERS AT REST**

**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 takeoff in this lifetime since our last newsletter.

<b>Raymond K. Gallagher</b>	<b>Korea</b>	<b>Unknown</b>
<b>William C. Park, Jr.</b>	<b>Korea</b>	<b>Unknown</b>
<b>James O. Johnson</b>	<b>Korea</b>	<b>May '92 in England</b>
<b>Marvin D. Marshall</b>	<b>Juvat</b>	<b>2 Sep 96 accident at home</b>

**H**elen Hagar, wife of William T. Hagar, passed away in her sleep on 5 September. We are all saddened by her passing, and would like to express our sincere condolences to Bill and his family. We'll all miss her.

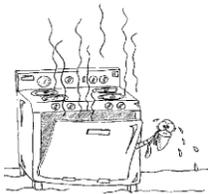
**O**n behalf of the entire Squadron, we wish to officially pass on to their families our deepest sympathies and sincere gratitude for the outstanding contribution each of these individuals made to the Squadron and our Country.

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



\*\*\*\*\*

The next **HEADHUNTER HEADLINES** will be dated 1 February 1997.





HAPPY  
YOU AND

✓6,



HOLIDAYS TO  
YOURS!!



Col Jay E. "Jay Bird" Riedel, USAF Ret  
The "Head Hunter"



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

**ADDRESS CORRECTION  
REQUESTED**

**FIRST CLASS**