

80th FIGHTER SQUADRON HEADHUNTERS ASSOCIATION



HEADHUNTER HEADLINES



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2012 Edition II

"AUDENTES FORTUNA JUVAT"

1 Nov 2012

HISTORY: WWII HEADHUNTERS

Lockheed P-38 Lightning

http://acepilots.com/planes/p38_lightning.html

9,200 planes produced, starting in March, 1942.

P-38J specs: 420 MPH, four 50 caliber machine guns, one 20 mm cannon

With its two engines mounted on twin booms and the pilot's separate nacelle in between, the P-38 looked like no other plane. Lockheed's brilliant designer Kelly Johnson created the plane in response to a 1937 Army specification for an interceptor that could reach 20,000 feet in 6 minutes. With the engines of the era, this was quite a challenge, and the innovative P-38 design resulted. After lengthy production delays, the Lockheed appeared in force in the Southwest Pacific in mid-1943, and proved a devastating fighter.

In [Eric Bergerud's *Fire in the Sky: The Air War in the South Pacific*](#), Robert DeHaven, a 14-kill ace with the 49th Fighter Group, describes his reaction to the Lightning:

"The P-38 was very unusual. Imagine what I felt when first climbing on board that airplane. Sitting on that tricycle landing gear, it was very high off the ground. There was a stepladder that dropped out of the tail end of the fuselage pod, and you took two steps up this ladder and the third step was onto the wing next to the canopy. ... It was a good sized airplane. In comparison the P-39 was a midget, almost like a toy.

It was very fast and had good firepower. That gave a lot of people false confidence when they first went to P-38s. Their limitations on tactics were the same as those we were accustomed to in the P-40s, but even more so. You did not go looking for a close-in dogfight with an Oscar or Zero. Japanese planes were quicker ... at slow speed. But new pilots did not always realize the consequences. If the speed bled off a P-38, which happened very easily, it could be in serious trouble against a Japanese fighter. Many of our men found out the hard way, particularly when we first started receiving the P-38s."

Development and Early Models

In 1937, the U.S. Army put out a requirement for a high-altitude interceptor capable of 360 MPH at 20,000 feet and full-throttle endurance of one hour at that altitude. Lockheed's design team, headed by H. L. Hibbard, include Clarence "Kelly" Johnson. With no contemporary engine that could meet the specifications, the Lockheed team settled on a twin engine design. The plane's radical configuration, twin booms with a central pilot/weapons nacelle and a horizontal tailplane stretching between the booms, offered many advantages:

- The weapons (four .50 caliber machine guns and one cannon) need not be synchronized and could fire in a concentrated parallel stream.
- Superchargers and radiators had plenty of room in the booms, aft of the engines.
- The main landing gear could also tuck up into the booms.

- With a nose wheel completing a tricycle landing gear, the pilot could see where he was going while taxiing and taking off.

Earlier Models:

P-38D aircraft reached USAAF squadrons in August, 1941, but the military did not consider them ready for combat; as such they were re-designated RP-38D, "R" for "Restricted to non-combat roles," and only used for training. By December, 1941, 69 of these early P-38's were on active duty. In 1940, the British and French had ordered several hundred P-38's. Between the fall of France and British dissatisfaction with the Lightnings' performance, very few were delivered. Most of these airframes (ordered by the European allies) were kept by Lockheed as training/experimental models or were eventually completed as models P-38F or P-38G.

P-38E

Despite being "in production," the early model Lightnings continued to have teething problems. Lockheed delivered 210 of the P-38E. In this version, the nose-mounted weapons package that prevailed through the rest of the Lightning's design history was installed: four .50 caliber machine guns and one 20mm cannon. Improvements in the -E included a larger ammunition capacity, an SCR-274N radio, Curtiss Electric propellers, and an Allison V-1710-27/29 engine.

Some early P-38's were lost when pilots could not pullout from high-speed dives. The buffeting, tail-flutter, and compressibility that these P-38's encountered as they approached trans-sonic speeds (Mach 0.67 to 0.72) did not result from any design flaw of the aircraft. The P-38 happened to be one of the first to achieve these speeds and thus the first to experience these symptoms. More aerodynamic changes in the P-38E helped, but did not fully resolve, these challenges.

First Combat Models: P-38F and P-38G

The P-38F, the first version to see combat, carried the same armament as the -E. Lockheed built 527 of them. Among other features, it employed the widely-used SCR-522 radio. (It used four channels in the VHF band, between 100 and 156Mhz; it weighed 91 pounds and was 17 inches wide, about a foot high, and a foot deep. SCR initially meant "Set, Complete Radio," and later "Signal Corps Radio.")

Starting with production block P-38F-1-LO, Lockheed provided for drop tanks, increasing range to 2200 miles. These tanks enabled P-38F's of the 1st and 14th Fighter Groups to fly to Britain in August, 1942, stopping in Maine, Labrador, Greenland, and Iceland. Two squadrons stayed in Iceland, to patrol over the Atlantic. While on such a patrol, on August 14, 1942, 2nd Lt. Elza Shahan, flying a P-38F, shared in the destruction of a Focke-Wulf Fw 200 Condor, the first USAAF shoot-down of a Luftwaffe plane.

In the Pacific, the Fifth Air Force units (responsible for Australia & New Guinea) that received early P-38's included:

- The 39th FS, of the 35th FG, received P-38's in late summer 1942. The 9th FS, of the 49th FG, in January, 1943. The 80th FS, of the 8th FG, also in January, 1943. It wasn't until mid-1944 that the 475th FG, an all-Lightning outfit, was activated.

On December 27, 1942, the Lightnings proved their mettle over Dobodura, the advanced Allied base on New Guinea. About 60 Japanese Vals, Zeros, and Oscars struck Dobodura in the late morning. Alerted by coastwatchers, the 39th FS Lightnings (a mix of p-38F's and P-38G's), led by [Tom Lynch](#) and [Dick Bong](#), intercepted. The powerful armament of the Lynch's P-38 chopped one of the Oscars in half, and the American pilots claimed eleven kills overall, while suffering only one write-off (Ken Sparks' machine was badly damaged and crash-landed.) While Japanese sources only record three losses, it was clear that the Lightnings could outgun the light Japanese planes.

On the 1st of March, Allied intelligence picked up vital information. The Japanese planned to reinforce their garrison at Lae with 7,000 soldiers. Their force consisted of eight Maru (7 troop ships and 1 cargo ship laden with aviation fuel) and eight destroyers, with 30 Zeros on CAP. General Kenney ordered an all-out attack, 200 bombers and 130 fighters, which was very successful. Covered by P-38's, P-39's, and P-40's, the American bombers ripped into the thin-skinned Japanese vessels, sinking all eight Maru and four destroyers. (Read a more detailed account of the [Battle of the Bismarck Sea](#) here.) The aerial destruction of 15-20 Zeroes was icing on the cake. Lynch shot one down. The aggressive Bob Faurot and Hoyt Eason, flying in Faurot's division, were killed that day. (*"That attack on those Japanese ships was the scariest that most would fly"*)

The P-38G began to roll out in June, 1942. Lockheed accelerated its production, turning out 120 per month, completing 1082 P-38G's by March, 1943. This version was essentially similar to late-block P-38F's..

The P-38H was like the late-block P-38G; 601 built.

Yamamoto Raid

In late 1942, the Thirteenth Air Force, based on Guadalcanal, had also received some Lightnings for its 339th Squadron of the 347th FG. A couple of these were equipped with radar, in an effort to deal with "Washing Machine Charlie," Japanese nocturnal raiders over Guadalcanal.

On April 18, 1943, Lightnings of the 339th carried out the most famous fighter mission of the war, the assassination of Admiral Yamamoto. Intelligence found out that Yamamoto would be inspecting the Japanese base at Bougainville, and with approval from "the highest levels," a mission was ordered to get him. Only P-38's, with special, large drop tanks would have the range. The USAAF officers planned the intercept to the minute. Early in the morning, eighteen Lightnings took off, following a circuitous course at wavetop level ... Read a more detailed account of the [Yamamoto Mission](#).

P-38J

Visibly different, with deep "chin" radiators, changing the profile of the engine nacelles.

Early P-38's had cooled the compressed, and therefore very hot, air coming from the turbosuperchargers by ducting it through the leading edge of the wing. This had proven to be an unsatisfactory arrangement. The P-38J substituted an intercooler below the engine, which drew its air from large intakes in a lower, deeper nose. While this design increased drag somewhat, the cooler air enabled the V-1710-89/91 engines to operate more efficiently at high altitudes. Because of this change, the P-38J was the fastest Lightning, capable of 420 MPH at 26,000 feet, about 20 MPH faster than the -G and -H versions.

In a related benefit, Lockheed put fuel tanks in the newly available space in the wing leading edges. With drop tanks, the P-38J had a range of 2260 miles, enabled by its 1010 gallon fuel capacity:

- 110 gallons, in two 55 gal. leading edge tanks 180 gallons, in two 90 gal. main fuel tanks, located in the wings between the engine nacelles and the center 120 gallons, in two 60 gal. reserve tanks, also between the engine nacelles 500 gallons, in two 250 gal. drop tanks

The P-38J finally resolved the compressibility problems encountered in high-speed dives, when a shock wave forming over the wings made it impossible for a pilot to operate the elevators. Once this was understood to be the problem, Lockheed engineers designed small dive flaps, electrically-powered, that broke up the shock wave. These corrective dive flaps were installed on all P-38's, starting with late-block -J versions.

For a variety of reasons, the P-38 was not highly regarded, nor widely used, in the European Theater.

Later Lightnings

The last production version was the P-38L, and the most numerous, almost 4,000 being built. The -L model included the latest Allison engine, the V-1710-111/113; otherwise, it resembled the late-block P-38J. Photographic versions of the P-38L were designated F-5F and F-5G.

Bong and McGuire

These two aces scored 40 and 38 aerial victories, respectively, while flying P-38's against the Japanese. Personally, they were very different: Bong was a mild-mannered, self-effacing farm boy, popular with his squadron mates and the press. McGuire was brash, more openly ambitious, less well-liked by his peers, as even his laudatory biographer, Charles A. Martin, admits in [The Last Great Ace: The Life of Major Thomas B. McGuire, Jr.](#) McGuire flew with the 475th Fighter group, and rose to command its 433rd Squadron. Bong started with the 35th group, but shortly moved up to a special status, a "free-lance ace," reporting to Fifth Fighter Command HQ, roving around, looking for Japanese targets.

Neither of them (the two highest scoring aces in American history) survived the war. McGuire was shot down in combat in January, 1945, while Bong died test-flying the P-80, in August 6, 1945.

Name	Kills	Medals	Theatre/AF	Unit	Plane
Richard I. Bong	40.0	MH	PTO/5AF	49FG	Marge

Thomas McGuire	38.0	MH	PTO/5AF	475FG	Pudgy V
Charles MacDonald	27.0	DSC	PTO/5AF	475FG	Putt Putt Maru
Jay T. Robbins	22.0	DSC	PTO/5AF	8FG	Jandina
George S. Welch	16.0	DSC	PTO/5AF	8FG	-
Edward "Porky" Cragg	15.0	-	PTO/5AF	8FG	Porky II
Cyril F. Homer	15.0	-	PTO/5AF	8FG	Uncle Cy's Angel
Daniel T. Roberts Jr.	14.0	DSC	PTO/5AF	475FG	P-38
Kenneth G. Ladd	12.0	-	PTO/5AF	8FG	Windy City Ruthie
Richard L. West	12.0	-	PTO/5AF	8FG	-
Francis J. Lent	11.0	SS	PTO/5AF	475FG	T.Rigor Mortis
John S. Loisel	11.0	SS	PTO/5AF	475FG	Screamin' Kid
Cornelius Smith	11.0	-	PTO/5AF	8FG	Corky III
William Giroux	10.0	-	PTO/5AF	8FG	Whilma II/ Dead Eye Daisy

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HISTORY: KOREAN WAR HEADHUNTERS

HISTORY: VIET NAM HEADHUNTERS

12/28/2011 - KUNSAN AIR BASE, Republic of Korea -- Operation Bolo was born within the context of Operation Rolling Thunder, which went on from March 2, 1965 to Nov. 1, 1968.

Operation Rolling Thunder was the most intense air and ground battle waged during the Cold War period and was fought during the Vietnam War. During the last months of 1966 the MiG-21s of the Vietnam People's air force became very active and were successfully intercepting the F-105 Thunderchiefs, or "Thuds", formations of the U.S. Air Force which were flying missions for Rolling Thunder. The number of F-105 supersonic fighter-bomber planes lost to the MiGs worried the U.S., so the Air Force decided to make an important effort to neutralize the MiG threat: the effort known as Operation Bolo.

The idea and planning of this operation was the masterpiece of a living legend among the U.S. F-4 Phantom pilots in Southeast Asia: Col. Robin Olds.

He was a P-38 Lightning and P-51 Mustang Ace during World War II, credited with 12 kills against the German Luftwaffe in 1944 and 1945, and now - at 44 years old - he was the commanding officer of the 8th Tactical Fighter Wing.

He was an old-fashioned fighter pilot: impulsive, rough, hard-drinking, but a natural leader and an intuitive tactician. It was said the sign over his door read, "Peace Is Not Our Profession", in mocking reference to Strategic Air Command's motto. His vice commander was Col. Daniel James, who went on to become not only the Air Force's first African American four-star general, but in any American military service. In those less-inhibited times, the men of the 8th TFW openly referred to this great duo as "Blackman and Robin."

Olds realized the F-105 and F-4 formations used the same approaches time after time, and that the signals intelligence

analysts in Hanoi had become experts in identifying the more vulnerable F-105s from the F-4s by their radio frequencies and call signs. Olds decided to fly a large F-4 formation using the same routes, altitude, and call signs as the F-105s. By doing this, he hoped the MiG-21s would be guided toward them expecting to find slower Thunderchiefs, and when they realized the truth it would be too late. To further convince the enemy, the wing modified its aircraft to carry electronic countermeasures pods previously used only on the F-105s.

The operational plan was presented to Gen. William Momyer, 7th Air Force commander, on Dec. 22, 1966. Momyer approved the plan, which was assigned the code name "Bolo" after the cane-cutting machete that doubled as a Filipino martial arts weapon. Sharp and deadly, the Filipino bolo does not appear to be a weapon until the opponent is drawn in too close to evade. This was the intent of the plan - to draw the MiGs into the Phantoms' kill zone and strike while the VPAF were still expecting to find the less-dangerous F-105s.

The D-Day of Bolo was Jan. 2, 1967. Olds presented the plan to his pilots as being one where they would be wolves in sheep's clothing. His last words to them were, "alright you Wolf Pack, let's go get'em." (NOTE: Col Olds probably was repeating these words often used by Col. Huber "Hub" Zemke C.O. 479FG- Tex)

The attack was an unprecedented success and was the most successful aerial battle of the war. Flying with call signs derived from American cars of the period; Ford, Rambler, and (inevitably for the CO's flight) Olds, the 8th TFW caught them completely by surprise. Assistance was given by the 366th Tactical Fighter Wing, who was covering possible MiG withdrawal routes.

Between seven and nine enemy MiG-21s were shot down that day, depending on who did the counting. The VPAF was grounded for several months for fear of losing all their planes while teaching their pilots updated tactics. Bob Hope, while on tour, referred to the 8th TFW as the "greatest distributor of MiG parts in the world."

The 8th TFW has been known as the Wolf Pack ever since.

HISTORY: JUVAT HEADHUNTERS

JUVATS HEATING UP FOR WINTER

In August the JUVATS participated in Exercise RED FLAG-ALASKA 12-3 (RF-A), which was a great success. We received valuable training while executing deployed operations in a challenging, large force environment alongside our Joint partners and strategic international allies. Our outstanding performance led to the JUVATS receiving the "Red Star of Excellence," a 354 FW award for the "best deployed forces" performing unit. Additionally, our maintenance executed at an unprecedented level, resulting in 165 of 166 sorties flown. In all, the exercise provided us an extremely robust threat, both validating our training from home station, and providing young wingmen their first look at an full-blown aerial war.

Following RF-A, we stayed in Alaska for DISTANT FRONTIER. For three weeks, the JUVATS dropped over 78 inert Mk-82s and Mk-84s, along with over 49 live bombs. We employed 219 rockets, 5501 rounds of 20mm, fired Mavericks and dropped GBU-12 and GBU-24. Throughout our stay in Alaska the JUVATS were a Kunsan class act; we enjoyed the great outdoors, with a combined 14 FS and 80 FS canoe trip down the Chena River and a fishing trip to Valdez.

In September, and back in Korea, we took advantage of a closed runway to go tour USFK/CFC/UNC headquarters and the Joint Security Area (DMZ). As expected, the North Koreans covered before the JUVATS as we stood on the line, and we actually entered North Korea in "T-2." At one point, JL-106 even had to be restrained by a ROK guard from single-handedly invading North Korea. After our productive visit, the Juvats were also fortunate to perform *Twin Tailed Lightning* at the Air Force's 65th birthday celebration at the Air Force Ball in Seoul.

The JUVATS have much on the horizon. We have started to exercise more in preparation for the Combined Unit Inspection (ORI) in the Spring, and have Exercise MAX THUNDER the end of October (a ROK-US Kunsan-based RED FLAG-type exercise). Kunsan is also starting to get crowded again, as the 4 FS Fujins are here from Hill AFB, and the Pantons return from Red Flag Alaska at the end of October. The Kunsan economy, Ms. Choe-baby at the O'Club, and barbershop ladies are very happy about this!

Thanksgiving and Christmas are approaching quickly and many JUVATS will have the opportunity to see their families for the first time in months. We expect to have big celebrations for both, and possibly host F-16 spouse taxi rides and a tanker ride for the wives. Any JUVAT that falls off the boom will surely have a long night...rumor also has it that Santa may even visit!! CRUSH 'EM!!! **LTCOL Toro Hauck, JL #106**

A JUVAT GOING IN FOR GUNS



HEADHUNTERS DOWN

From: **LaDonna Kraft** lkraft@frontier.com

I am the widow of **SSgt. Michael E. Kraft**. I don't remember if I notified you or not, but Mike passed away on January 16, 2011. He thoroughly enjoyed reading the newsletter and was able to find three (3) of the guys he served with in Vietnam before he passed. He had an incurable kidney cancer that he fought for almost 6 years (1 month short of when he was diagnosed). He was originally told he had 3 to 6 months. As you can see, he was still a fighter till the end. God Bless you all. LaDonna

Received a phone call from Ann Beasely (hope I spelled that right) in September. She said that **Don Dalton** had passed away in June.

NEWS AND REQUESTS FROM AROUND THE WORLD

From: Werner Sieber Jr. EMAIL: dsieber64@gmail.com

COMMENTS: Does anyone have any pictures of 1950 personnel? My father *Capt. Werner "Dean" Sieber* went missing in Sept. 1950. His remains were never found and I am looking for a Squadron Book from that time frame with the embroidered front as mine was destroyed. I would like for his grandson and great grandsons to be able see this part of their heritage. Think you for any information. Werner "Dean" Sieber Jr.

Did you know there is a **Headhunter Island**? It is between Bougainville and Guadalcanal. Cheers, **Neil O'Keefe**



Dear Tex,

Hi. I'm **Ginger Swenson Lewis**, wife of **Henry "Clay" Lewis, Jr.**, Lt.Col, USAF/Ret. We had a terrific Yokota tour with the 80th from Feb 1968 until Nov 1969. The 80th, 35th, and 36th, all of the 149th TFW, rotated TDY to Osan AB, Korea in turn and the Tachikawa AB Hospital was kept busy delivering Yokota babies. You could almost set the calendars by which squadron went when. All our children were born at Tachi, since Yokota had only a clinic. (It sure made for some interesting 45 minute rides over to Tachikawa!) These three babies were born mere weeks apart in the Spring of 1969.

The three kiddos in this photograph are all 80th kids. From left to right, they are **Lara Slater**, **Chad Burney**, and **Mindy Lewis**. (I'll spare you their full names.) The Dads, F-4 jocks all, were: **Lt. Walter Slater**, **Capt. Willard Travis Burney**, and **Lt. Henry Clay Lewis, Jr.**

The photo was taken during an inspection. I remember that it was a Saturday, but cannot remember the reason for the inspection, although I think it was local wing activity.

Years ago, I told Jaybird I had this photo, but it took until now for me to find it. Feel free to use it, if you choose, in the HEADHUNTERS newsletter.

Thank you for all you do,
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'Excellent' rating for Wolf Pack

5/2/2012 - KUNSAN AIR BASE, Republic of Korea -- The 8th Fighter Wing received an "Excellent" rating after nearly a month of review by Pacific Air Forces Inspector General team members in the base's first Consolidated Unit Inspection Phase Zero plus Operational Readiness Exercise.

"The Wolf Pack did what we are known for...produce combat capability," said Col. Scott L. Pleus, 8th Fighter Wing commander. "Everyone who is a part of the 8th Fighter Wing...our Airmen, civilians, contractors and our great Korean employees had a hand in this success; and I couldn't be more proud of the entire Wolf Pack."

Inspectors identified and coined individual Airmen and civilians across the base who displayed exceptional performance and knowledge in their jobs. The Top Performers of the 8th FW CUI are: (*a bunch of other people plus one of ours- Tex*)

- **Capt. Oliver Lause**, 80th Fighter Squadron

Kunsan Falcons arrive, take on Kadena's Eagles

6/13/2012 - KADENA AIR BASE, Japan -- A dozen F-16 Fighting Falcon aircraft and 150 Airmen from the 80th Fighter Squadron, Kunsan Air Base, Republic of Korea, arrived here last weekend to conduct two weeks of dissimilar aircraft training.

Lt. Col. Douglas Thies 80th FS Commander said it's important for the pilots to engage in close air-to-air combat. More so, it's important to engage other types of aircraft to experience their capabilities first-hand.

"I have only been in the combat Air Force for 10 months and only engaged with F-16s," said **Capt. Keegan Dale**, (*one of our newest LTMs- Tex*) an F-16 Fighting Falcon pilot. "The chance to engage with the F-15 Eagles provides a unique opportunity for me to test my abilities against a different aircraft and learn how it operates."

"This dissimilar air-to-air combat training is vital to preserving the Pacific Air Forces' ability to gain and maintain air superiority," said Thies.



U.S. Air Force **Capt. Marc Dufresne**, 80th Fighter Squadron F-16 Fighting Falcon pilot from Kunsan Air Base, Republic of Korea, performs standard pre-flight checks before taxiing to the runway on Kadena Air Base, Japan, June 13, 2012..
(U.S. Air Force photo/Airman Tara A. Williamson)

PATCH HISTORY FROM CORT PROCTOR



391st date unknown



391TFS Patch
Misawa AB, 1968



391TFS Patch designed
by L/C Carnell in 1968

As you may or may not know, the 391st TFS was reactivated at Misawa AB Japan in 1968. It was my first fighter squadron after F-4 RTU at MacDill. Lt. Col. Ben Carnell was the squadron commander. Disregarding the AF heraldry rules, Carnell (later promoted to O-6 and killed in an auto accident in Saudi Arabia), adopted the tiger patch with Audentes Fortuna Juvat along the bottom. The squadron became known as the "Juvats". The other two squadrons at Misawa at that time were the 67th (Roosters) and the 356th (Puking Pups). When the 391st moved from Misawa to Kunsan it was reactivated as the 80th TFS but most of the 391st aircrews, including myself, mostly moved from Misawa to Kunsan to form the 80th and we kept the Audentes Fortuna Juvat flash and are still known as the "Juvats". **Cort Proctor** Colonel, USAF (Ret)

Folks, For those of you who didn't hear, we had a little lightning strike out here before Erin made her way back to the U.S. to start her residency in Portland. Alas, the Vonage module was fried in the process. I picked up some new hardware and a new number in the process: 703-825-3267 Hope this finds you well. Cheers, **JB/HASH (Bailey)**

Bob Sim : ashlandkb@aol.com

I am looking for anyone who might have information about the 80th 5th Air force under Gen. Kenney, during the periods of July, 1943 to Jan. 1944. My uncle **Lt. Jesse E. Gidley** was a fighter pilot flying P-38's and was shot down in Jan. 1944. His flight leader was **Capt. Cy Homer** and saw him go down. Lt. Gidley was flying in the position of "tail gun charlie". Does anyone know of any members of this group? I have a picture of a group of pilots, of which Lt. Gidley was one, standing under a sign captioned " The hottest pilots in the world". Perhaps your father or relative was a member of this group. Please contact me if you have any info.

Lonnie Tanner, **William Tanner**'s son lonnie.tanner.ctr@us.af.mil

A correction to the information about the assignment of aircraft flown from the different locations for the 80th TFS. At Itazuki during 1956-60 the 80 TFS flew a mixture of F-84s,F- 86s, and F-100s. Itazuki turned into a transition base between the wars for the 80th TFS, and multiple aircraft were shuttled through the base. There seemed to be always something different sitting on the ramp, not always assigned to the squadron, but something different for the 80th pilots to look at. I remember seeing the F-100 Thunderbirds fly in for a special occasion once. Dad was even invited to transfer and fly lead for them, but turned down the opportunity. Asked why, and he simply stated that they didn't carry guns. A few new F-104s also came through while I was there. Dangerous plane to fly, but she sure could go fast. Also, you probably need to address Brady Air Station, which was only 7 miles away from Itazuki and was used multiple times as an alternate landing strip, or crash site for the 80th.

FROM THE ORDERLY ROOM

Sorry this newsletter is a little late. We've finally moved into the new Pennsylvania house (mostly) and are now back in Texas for the winter.

1. Concerning the new website procedures:

At the COS reunion we voted to send the newsletters out electronically to save about \$2800 per year. In the process of figuring out how to do that, we decided to automate the dues-gathering, master roster information gathering, and so on while we were at it.

We got a "friends and family" rate on the new website, with only a few glitches still left to work out. In addition to running the store and starting a new flying and simulator instructor career, **Nogas** is the Webmaster and I am his dutiful but dumb assistant. Nogas is not a computer person by nature or inclination, but has put in some long hours trying to sort things out. Thank. You. Sir!

To view the newsletters, access the Master Roster and so on, you have to register. We used Paypal as the vehicle to allow LTMs to register, since that's the way we're collecting dues from Annual Members now.

For those of you who don't like Paypal, you can register as a "Guest", use your credit card and not have to create a Paypal account.

Once you're registered, you have full access to the website. You can read, download or have the newsletters mailed to you electronically. I'm still mailing out about 195 newsletters to folks- mainly our non-computer enabled folks.

If you need help doing anything on the website, contact Nogas directly. (Nogas@8ofsheadhunters.org)

That being said, only 169 folks have registered. Please take a few minutes to do that today.

2. I have been way behind in answering emails from you all and in posting Master Roster changes on the website. I hope to have that all corrected by mid-November. Sorry, again.

3. Annual Dues Payers: So far, I've only received checks from 83 of you. That leaves about 172 of you who haven't paid for 2012-2013. Please send me your \$10 dues for the 2012-2013 year to the Texas address. 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.

4. 2013 Reunion dates have changed (AGAIN):

Where: Planes of Fame Museum in Chino, CA. <http://planesoffame.org/>

When: Friday through Monday 3 May-6 May. We made the decision to slip the reunion from its normal Thursday to Sunday time because of the Planes of Fame (POF) airshow flying schedule.

Hotel: Hilton Ontario Airport: <http://www3.hilton.com/en/hotels/california/hilton-ontario-airport-ONTAHHF/index.html> \$109 per night. 24 Hours Shuttle from /to Ontario International. Complimentary parking. Complimentary breakfast- made to order eggs. Shuttle services in the vicinity, etc. About 5 miles from POF.

Schedule of Events: Friday: Registration at the Hospitality Suite. Practice flying at POF

Saturday: Airshow flying at the Planes of Fame from 1100-1630
Beer and BBQ after the airshow (compliments of POF)

Sunday: Airshow flying
Non-flying Tour or event (to be announced)
Banquet

Monday: Checkout

Golfers: As of now, there is no golf tournament planned. If you want to play, let me know ASAP. If we get sufficient interest I'll have MRP set you up.

Host for the affair is **Zippo Fahey**. Zippo tells me that there will be 4 Lightnings there. Hopefully, **Ruff Stuff** will be one of them. Juvat Lead #106 **Lt Col Toro Hauck** is working on a deployment to the States around that time frame and hopes to be able to show up with some Juvat F-16s. There will be a veterans panel at the show that will be announced, and hopefully that will be hosted by Christina Olds and/or Johanna Doolittle. (Yes, the Doolittle.). I'm sure any 80th veterans would be greatly welcomed to participate. I think it would be cool to include WWII, Korean and VietNam pilots. Also, we have some photo opportunities with the P-38s, P-39 and F-80 and F-86. Also, **The Horseman** demonstration team will be performing. <http://horsemenflight.com/>

There will be a shuttle from the hotel to POF and golf cart transportation from the gates to our own tent (complete with adult beverages and box meals),

Military Reunion Planners is working on the final package. Look for a special mailing from HH Headquarters within the next few weeks with signup form and more information.

HELP! I need someone (hopefully from the local area) to run the Hospitality Suite. Duties involve buying the booze, beer and snacks, providing a couple of coolers and bar utensils. Ice will be provided by the hotel. You'll get onsite help during the reunion from attendees, so it's not a 24/7 job. Contact me if you can do that. Tex@8ofsheadhunters.org or 817-229-5124

5. Party Suits This is for those of you who've noticed that the tall, good-looking, devil-may-care, true fighter pilots all wear party suits to the reunions and who want to join this elite crowd of thugs. (now) **Capt Cage Cecil** has "volunteered" to be the Party Suit POC. If you want to order one, copy the form below, fill it out and email or snail mail it to him:

Capt Stephen Cecil

PO Box 365

APO AP 96264

Stephen.cecil@kunsan.af.mil

steve.cecil8@gmail.com

HINT: add an inch or two to shoulders and all (torso, especially) length measurements. You can always take it in. The tailors cut them a little tight generally.

SEE YOU IN CHINO!

What Is Good?
Tex n Rita2

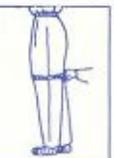
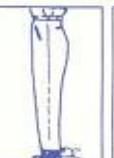
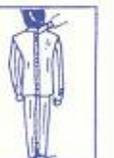
Capt Stephen Cecil
 PO Box 365
 APO AP 96264
Stephen.cecil@kunsan.af.mil
steve.cecil8@gmail.com

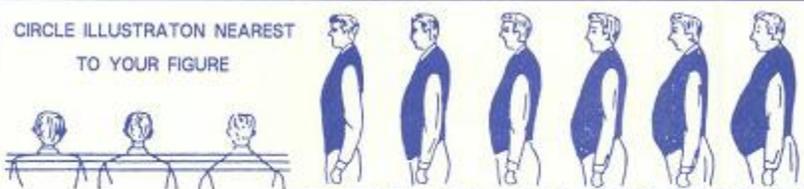


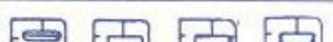
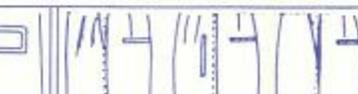
Name : _____

EXCHANGE AAFES—KOREA
 KUNSAN AB. CUSTOM TAILOR
 APO SF 96264—0003

All measurements to be written in inches in the box below each figure.

							
CHEST MEASUREMENT	WIDTH OF CHEST	WIDTH OF SHOULDER	WIDTH OF BACK	COAT LENGTH	VEST LENGTH	SLEEVE LENGTH	STOMACH
							
WAIST	HIPS	TROUSERS LENGTH	INSEAM LENGTH	WIDTH OF THIGH	WIDTH OF CUFF	FULL LENGTH	FULL LENGTH

Shirt collar _____ ins. Sleeves _____" Height _____ ft. _____" Weight _____ Age _____	CIRCLE ILLUSTRATION NEAREST TO YOUR FIGURE 									
	<table style="width: 100%; text-align: center;"> <tr> <td>No. 1 High Shoulders</td> <td>No. 2 Normal Shoulders</td> <td>No. 3 Sloping Shoulders</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	No. 1 High Shoulders	No. 2 Normal Shoulders	No. 3 Sloping Shoulders	<input type="checkbox"/>					
No. 1 High Shoulders	No. 2 Normal Shoulders	No. 3 Sloping Shoulders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Circle Pockets required by you. JACKET POCKETS	TOP COAT POCKETS	SLACKS POCKETS
		

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

RETURN SERVICE REQUESTED

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



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