



80th FIGHTER SQUADRON

HEADHUNTER HEADLINES



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Vol. XI, No. 40

"AUDENTES FORTUNA JUVAT"

February 1, 2001

Greetings, Fellow HEADHUNTERS!

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



The final mission—*Headhunter* pilots pose for the camera in what constituted the last official sortie of World War II. These are the ten pilots who escorted the two surrender G4M1 Japanese bombers to Ie Shima on 19 August 1945. Standing (L to R) are Swanson, Owens, (unknown), (unknown), Johnson; kneeling (L to R) are Leon Bradley, William Coleman, Clarence Mason, Harold Miller, and (unknown). Communications between the fighters, two Air Apache Mitchells and the Japanese Bettys were not good. At one time the Bettys drifted off course, but the first Betty landed at Ie Shima in early afternoon to be greeted by a huge crowd of curious Americans.”

Photo and text from “*The Forgotten Fifth – A Photographic Chronology of the US Fifth Air Force in World War II*” by Michael John Claringbould

NEW HEADHUNTER COMMANDER FOUND!

A previously unreported Commander of the 80th Fighter Squadron has been identified! An e-mail from one of our WWII LTMs, Charles R. “Charlie” Taylor on 23 November explains:

“**Y**es, it's true. I was the acting C.O. of the 80th, without any official orders, for about a month when 1st Lt Art Sullivan was scheduled to return home, and no one had as yet been named as his successor. I returned to our field with a recon flight one day, and the pickup Jeep took me back to the head of the strip where Lt Sullivan was with his ‘Commanding Officer’ Jeep and some others who were gathered to watch our landings. I was told that the pilot who made the best landing was going to be the new C.O., and that I had been selected. I thought, ‘yeah, big joke!’ But the next day Lt Sullivan turned over his ‘Commanding Officer’ Jeep to me and took me to the Group tent where I was shown to my desk. I had a young PFC assigned to me to handle all of the mail and any correspondence that required an answer. I remember that one of the letters I received was from Major Robert Hochuli's widow [Squadron Commander from 31 May – 12 August 1945, when he was KIA on the last combat mission the 80th flew in WWII]. She was inquiring of more detail of how he was killed. I answered her letter and told her the details I knew. The information they have received from “Attack and Conquer” are not the true facts. I was on that mission when Major Hochuli went down, and it was not from ground fire on the way back to the base. Major Hochuli was leading the attack on the bridge, and he was shot down as he was diving in on the target. Looking back I know that I was an interim C.O. with no cut orders, but I played out the role until Major Susott took over. I'm sure that John can fill in any missing details. I also remember that I wrote the closing day of the History of the 80th on its last official day of existence and included it in the footlocker which I personally locked and turned over to the Group. But nothing of what I said is now included in the history of the Squadron. Someone had to have tossed it after that day. Charlie”

In another e-mail of 28 November, Charlie continues: “I've done some re-reading of the Squadron history to try to figure out when and where Lt Sullivan advised me of my ‘Appointment’ as C.O., and I have determined that it had to be after we moved up to Fukuoka, Japan on November 25, 1945 and not while we were still on Ie Shima. I have learned from Judy Lee, Major Hochuli's daughter, that my letter to Mrs. Hochuli was dated January 6, 1946 [See Judy Lee's e-mail of 6 December in the *Mail Bag* on page 6]. My final entry into the Squadron History (which someone obviously discarded) had to have been written at about that same time, and that's when I would have locked up the footlocker for delivery to the Group Headquarters. My ‘tenure’ had to be about 3 weeks, the last week in November, 1945 and the first 10 days or 2 weeks in December, '45. I recall that at that time I was coaching our Group basketball team. We had a league-leading game scheduled in Fukuoka with one of the other commands in the area on a night when I was doing my 10 day stint at our airstrip which was about 30 miles away from the city. I remember driving my ‘Commanding Officer’ Jeep down to Fukuoka, alone at night, just for the game and then driving back to the airstrip after the game. I never knew a Jeep could travel as fast as I was driving. I confess that I had a concern for my personal safety from the natives but I don't remember even seeing another vehicle on the road for the entire roundtrip. We won the game by the way. We did have some super athletes in our group including Jerry Williams who returned home to play professional football with the Los Angeles Rams and Philadelphia Eagles. He was the defensive coach for the Eagles when they won the NFL championship in 1960. Jerry was in the 36th and bagged a *Jack* on one of his missions. I have an express mail on the way to you with a copy of a photograph I think you will enjoy seeing. Regards, Charlie”

An excerpt from our official Squadron History of December 1945 reads: “The end was drawing near now for the 80th Fighter Squadron, and 2nd Lt Charles R. Taylor O779664 was selected as Squadron Commander to take over the first of the new year when the Squadron was reduced to a records keeping unit. Christmas week rolled around and everyone was looking for packages from home, and quite a few did come in. A light snowfall made things look a little more like Christmas was near, and then just before the holiday we [sic] got an issue of stateside beer, and that saved the day for a number of the fellas. New Years Eve came up soon, and most of the men began to get a heavy feeling in their hearts. This was to be the last of the 80TH Fighter Squadron and the men were going to be together on that night as such for the last time. One of the greatest Fighter Squadrons in the world was getting her Honorable Discharge after a job well done.”

Mr. Forrest L. Marion, the USAF Historian at Maxwell AFB who researched the above information, made the following comment: “The above entry is in spite of the fact that, officially, the unit was inactivated effective 26 Dec 1945.”

[Ed note] As his letter to Mrs. Hochuli was dated 6 January 1946 and signed by him as C.O., 2nd Lt Charles R. Taylor must have been C.O. from 26 December 1945 (when the Squadron was officially deactivated) to about 15 January 1946 (when all the record-keeping was about complete)---about 3 weeks, as he says! Welcome to our list of Commanders, Charlie!!

5-8 APRIL 2001 DC REUNION DETAILS!

Hotel and Reunion Reservation Forms and procedures are here!

Sol & Carolyn Harp, our reunion hosts, have provided the following additional information for our “DC” Reunion of 5-8 April 2001:

- **Reunion Reservation Form:** Please fill out the form on page 11, tear it off, and mail, with your check, to the address at the bottom of that page—not later than 1 March!
- **Hotel Reservations:**
 - Please call the **Mologne House Hotel** at **1-800-462-7691** to make your reservations for 5-7 (depart the 8th) April. Cost per night is \$75, no tax. When the operator answers, request transfer to the Mologne House Hotel reservations desk. Identify yourself as a “**Headhunter**” and code **HHO401**.
 - Smokers and overflow will be in the Washington/Silver Spring Holiday Inn at \$105 per night plus tax. Reservations at **Silver Spring Holiday Inn** – call **1-800-Holiday**.
- **Travel arrangements:** Local travel agency: **Carlson Wagonlit Travel**
Carlson Wagonlit Travel Agent (Pentagon office): **Jillian Lockhart** at **1-(703)-979-5500**, can arrange plane, hotel, car rental. Please call her to discuss details on group discounts for Headhunter travel plans. Identify yourself as coming to the “**80th Fighter Squadron Headhunter Reunion at the Mologne House at Walter Reed.**” Unfortunately, the Carlson

Wagonlit Travel office across the street from our hotel can no longer provide leisure service after 31 January, so we had to change over to the Pentagon office. The Carlson Wagonlit Travel office will provide airline service to/from the three major local airports (BWI, Reagan and Dulles) near DC.

The Reunion was scheduled during the Cherry Blossom Festival in Wash, DC; therefore, Washington will be busy during this reunion. **Please book your hotel and flight ASAP.**

MEMOIRS NEEDED!!

In the past several years we have been asking all of our members to PLEASE write down their memoirs from the time they were in the 80th. It's not for the individuals—it's for our children and grandchildren. If we don't do this, our personal stories and remembrances will be lost forever. I have been reminded that it is now time to ask those of you who haven't sent in your memoirs to please do this. Our Vietnam History, photos, and memoirs from this era are especially in need of additional information. It doesn't have to be elaborate or lengthy, and photos are desperately needed. Typed would be great, so we can scan them directly into the computer without retyping. I will get all the information incorporated into our History for all to enjoy. Please mail them in to the address in the heading on Page one—Thanks again!

LOST MEMBERS

We had more than the “normal” number of newsletters returned with changed addresses in December. Unfortunately many were returned with “Moved—Forwarding Order Expired” stamped on them. As these are paid up members, any help in locating these “Lost Members” would be greatly appreciated! **Thanks!**

Matthew Kobylarz
Lt Col John K. Barker

Capt Stephen W. Pearce
Jerome J. Ravenhorst

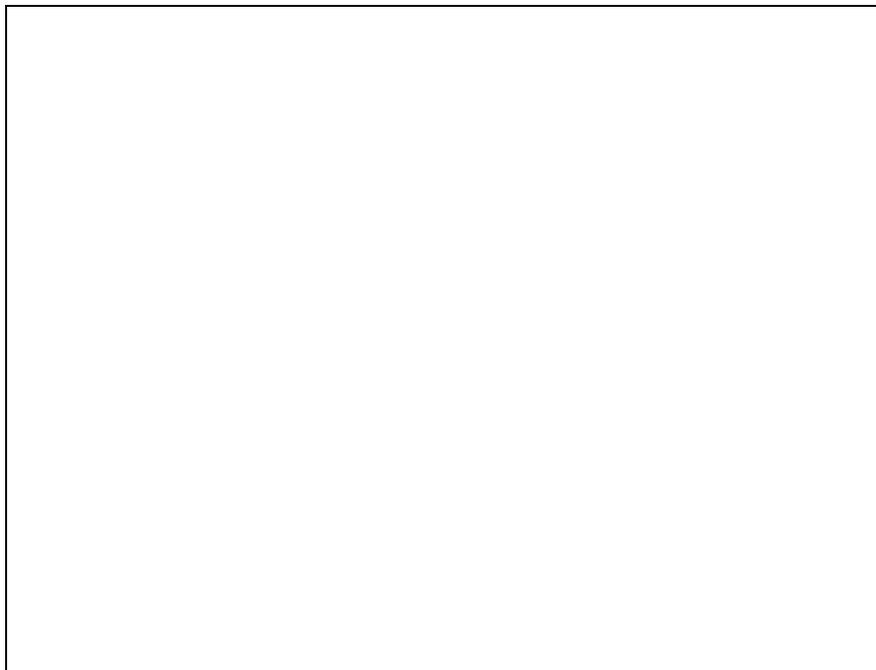
Did You Know...

A Boeing 747's wingspan (211') is longer than the Wright brothers' first flight (120').

Conscience is what hurts when everything else feels so good.

HEADHUNTERS ATTEND 8TH FBW REUNION

The 8th Fighter Bomber Wing (Korea) Reunion, in conjunction with the 50th Anniversary Commemoration of the Korean War, was held in Tacoma, WA 17 - 21 September. Major Tom Slee, 80th FBS, was the host along with Gen Woody Kees and Lorraine Robertson (John Robertson) of the 80th FBS and Col Charlie Stark 8th Wing Commander in 1950. Personnel from many units assigned to the 8th FBW including attached units attended the reunion.



Headhunter attendees: Back row (L-R): John Shannon, Robbie Robertson, Don Brown, Gen Don Hughes, Roy Marsh
Front row (L-R): Tom Slee, Jack Rico't, Bob Railey, Neil O'Keefe, Carroll Griffin

Not pictured but attended the reunion:

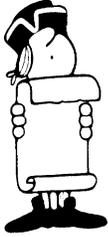
Bill Knight, Marshall Loftus, Bob McDermott, Pete Park, Lorraine & John Robertson (wife & son of John Robertson),
Al Shortt, Jim Ure, Dottie Price Victory (Dean Price), and Bob Walsh.

The attendees, on Monday, went to the Museum of Flight at Boeing Field in Seattle. That evening, they took a cruise of Puget Sound ending up at Blake Island for an Indian cooked Salmon bake at the Tillimook Indian Reservation and a show on Northwest Indian Lore. The next day a trip to Mt Rainier National Park was taken and to Paradise 5600 feet up the side of Mt Rainier. On Wednesday, the Command Section of McChord Air Force Base sponsored a tour of the base. This included a briefing by the Command Section, the McChord Air Museum, lunch at the Consolidated Clubs, and a tour of several aircraft on the flight line. At the McChord Museum, Joe Rogers, 36th FBS and onetime holder of the world's speed record in an F-106, was surprised with a presentation and a cap by the present day crew chief of the same F-106 that Joe set the record in – now on static display at McChord.

The banquet was attended by 135 guests. The colors were presented by the AFJROTC unit from Clover Park HS, which is the alma mater of the guest speaker, General Patrick Gamble, CINCPACAF. After the dinner and talk by Gen Gamble, Col Charlie Stark, a former 8th Wg Commander, presented a gift, a silver goblet with the crest of the 8th Wing, to Gen Gamble, who also is a former 8th Wg Commander. Fun was had by all! (Photo & text from Tom Slee)

WELCOME TO OUR NEW MEMBERS !

It gives us great pleasure to welcome these **4 new members** to our ranks for the **first time** (in the order of "signing up" since 1 December). **Equally rewarding** are the **many** members who have **rejoined** after 1, 2, 3, 4, 5, 6, 7, or even 8 years absence! **Welcome back to all!** As of this date we have 364 Yearly, plus 457 LifeTime Members (LTMs)—**821 Total!!**



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

Albert R. Marcello (55-56)
Capt Brent P. Glines (79-80)

Maj Darryl M. Smith (98-99)
Capt Scott A. Roth (99-00)

Friends 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 5-8 April in DC!** 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 Membership Forms and envelopes—**Thank you!**

THE MAIL BAG

E-mail on 6 December: "As you know since you keep the records, I recently rejoined the group [after 8 years]. One of the reasons I became disenchanted before and dropped out was the very cavalier way the 80th members of the F-105 Vietnam era were treated i.e. as an afterthought or an unwanted uncle. Many 80th pilots were killed while flying in Vietnam in a TDY capacity. Many others spent a 'tour' at the Hanoi Hilton longer than you P-38 pilots spent in W.W.II. So now you do it again on page 9 of the newsletter re large 25oz etched mugs i.e. P-38, F-86, F-4 and F-16. Did you know that F-105's flew in the 80 from 1963 to about 68 I think.) I know they flew in 63 because I flew them.) What's the problem??" [name withheld]
[Ed note] This message was responded to "in kind." Ironically, we had been working on an F-105 suitable for etching on these steins/mugs for over two months prior to this message, and had just finalized it only as the newsletters went to the printers on 27 November. It is now available. Also, please note the phrase, "Other aircraft may be available..." in the paragraph quoted above.



Attitudes are contagious—is yours worth catching?

E-mail on 6 December: "Hi Jay, I have been having a great time speaking and corresponding with fellows from the 80th in WWII who knew my father, among them Charles Hetherington, Gordon Casamajor, Bill Coleman, Clarence Wohlgemuth, Charles Taylor, and Saul Nova. I am mailing you today a copy of the letter that Charles Taylor wrote to my mother in 1946 when he was the commanding officer. Also included in the letter is some Squadron history from Saul Nova." [signed] Judith Lee

E-mail on 4 January: Hi Jay--don't forget the T-33 [in response to an e-mail sent to all our on-line members asking for verification of all the different aircraft (a/c) flown by the 80th.] Not a combat a/c but used for strictly training purposes. The story about the T-33 in 1952 when the pilots were giving some of the Non-Coms rides, but they were taking them over to the North with loaded 50's and flying close to the deck. When the CO heard about it, they stopped the rides, and I never got a chance to take a ride. I did not work on the a/c. I was a supply Sgt, Squadron type 1951 to '52, living in tents first and then moving into Quonset huts. [signed] Bill Simmons. [Ed note:] The Rules of Engagement sure have come a long way since 1952!

E-mail on 9 January: "Hi Jay ---- I have finally succumbed to modern day technology and wish to ask you to include my E-Mail address in your next mailing. Also, I would like to get a listing of those with E-Mail addresses from the 80th. My E-Mail is **obnbeef@hotmail.com**. These past two years have been a nightmare for Ob and me. I have survived four major surgeries and a severe case of pneumonia. The pneumonia has kept me on and off oxygen for the past year and makes it near impossible to do any extensive traveling. Hence, no reunions. Actually I feel real good except I have no energy, although I can still manage to lift a cocktail glass. Thanks in advance for taking care of my request. Very best to the two of you and have a great 2001. ----- 'Scewy Looie' Schriber" [Ed note:] Lou is one of our WWII Headhunter Aces. We're all glad to hear he's feeling better after a hard 2 years. He and wonderful wife, Ob, have great stories to tell!! Their new e-mail address is above and in the E-mail Change List enclosed! Let them hear from you!!

E-mail on 13 January: "Sir, I am contacting you so that I, and others in my family, may learn more about my uncle. My uncle, Wilby N. Calderwood, was a P-38 pilot who was shot down over Leyte, while flying to the help of a fellow fighter pilot who was in trouble. We don't know which squadron he was in; only his I.D. number, which is 6581065. He was in aviation cadet training at Luke Field, Arizona in June 21, 1943. His Commanding Officer was Captain Charles H. Kinsey. I appreciate your time and consideration in this matter very much. We would dearly love to know more about Uncle Wilby's aerial record and especially about his death. Very sincerely yours, Tony Racki; 308 3rd Street East; Roundup, MT 59072. Phone: (406) 323-1956 E-mail address: **tracki@midrivers.com**" [Ed note] The book, "Attack and Conquer--The 8th Fighter Group in WWII" shows that 1st Lt Wilby N. Calderwood, a P-38 pilot in our 80th Fighter Squadron was killed October 25, 1944. If anyone has info on Wilby N. Calderwood, please contact Tony at the address above. Thank you!

E-mail on 14 January: "Dear Jaybird, I want to thank you on behalf of myself and my mother's family, the Calderwoods, for the information on Uncle 'Bill.' One of my cousins has been searching for information on Uncle Wilby for about three years with no success. I went on the Internet for information on P-38 pilot's associations hoping for something. I saw the 'Headhunter's' website and remembered they were in the Pacific during the war and decided to give it a shot. Direct hit!! Thank you once more from the bottom of my heart for the information we have been given thanks to you. Very sincerely yours, Tony Racki and Calderwood family."

HURTIN' HEADHUNTERS



Robert M. McDermott, one of our Korean-era LTMs, suffered a stroke back in November. We received this e-mail from his wife, Ann, on 15 December:

“Macie is home from the hospital after 35 days! He is kinda wiped out from his day, but very happy to be home! What a nice evening to be home, its raining and dismal out. He will be going to rehab Mon, Wed, and Fri til?? I took him by to see an eye doctor (specialist). He said Mac had a brain stem stroke, and maybe his sight would correct itself in about 2 months. He covered one eye so he would not have the double vision. Gotta run, check on my sweetie! [signed] Ann” We all wish Mac a full and speedy recovery!

Lt Gen Jay T. Robbins is feeling much better at home after returning from the hospital in mid-December. Sir, we all hope you continue to improve back to full Mission Ready!

Kirby stopped by the maintenance hanger on 20 December to pick up some jumper cables and get his 1000-mile checkup! He was back home on the 21st—sporting his brand new, state of the art pace maker! Hope you didn’t get that thing too close to the blinking Christmas lights, Kirby! ☺

Gary Brown sent an e-mail on 6 January: “I was hospitalized for a couple of days in a local civilian hospital by referral from MacDill AFB's 6th USAF Hospital for three minor stroke incidents. I will be 64 years old on 19 Jan 01. If I knew I would live this long, I would have taken better care of my body. Life is a journey, enjoy the ride.” Hope you’re back in the “ready Room”, Gary!

head headhunter corner



There is a correction to “*Did You Know*” in our last issue! I received a phone call from Bob Connors, one of our WWII LTM’s on 8 December. He had just received his newsletter and wanted to update the statement, “...The 80th Squadron has only been stationed on US soil for 20 days—6-26 January 1942....” That was how it was supposed to be; however, when the Squadron reached San Francisco by train from Long Island on the 26th of January, their immediate departure on the Liner *Maui* was postponed due to sabotage in the form of emery being tossed into the ship’s condensers. By the time the *Maui* with the Squadron’s complement on board finally departed, it was 12 February—17 days later. Therefore, total time for the Squadron on US soil is 37 days, not 20! Bob was on the train and went to the Pacific on the *Maui*—many thanks to him for the clarification from his diary!

MASTER ROSTER & E-MAIL/FAX LIST CHANGES

Enclosed are your Master Roster & E-mail/Fax List Changes. Please note these are only changes, and not complete new lists! **Only information that has changed since the last (1 December) newsletter is included.** We still receive letters and phone calls, “*Why have I been deleted from the Master Roster [and/or E-mail List] in the last newsletter?*” If you haven’t had any changes to your information since December, you are not in this change; however, **you have not been deleted from the complete documents.** If you have any additions/corrections to any of your information, please send to me for updating. A complete 52-page, 1780-person Master Roster and/or 15-page, 550-person E-mail/Fax List is (are) available upon request. Thanks.

HEADHUNTER STORE !!

Get these items now, and 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!”

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 Memorial Plaque	\$10
*Mug & Stein set as above	\$40	Korean-era Sq Patch	\$ 5
Current Squadron Patch	\$ 5	**Personalized Sq beer mug	\$25
Squadron Logo Golf Balls (sleeve)	\$10	Lapel Pin/Tie Tack	\$ 3
Headhunter Tattoos (fun!) 2 for a	\$ 1	Reunion ’99 Shopping Bag	\$ 5
Reunion ’99 Golf Towel	\$ 5	***Squadron Bolo Tie	\$10

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

** Large 25oz mug is beautiful **etched glass**. Please indicate **Squadron logo** or our **Association logo** desired, choice of **P-38, F-80, F-86, F-84, 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 G) on professional CDs and/or tapes are available from World renowned military song writer and balladeer, and fellow **HEADHUNTER**, Dick Jonas. Contact him at: Erosonic; 2001 Mountain View Glen; Ft Mojave, AZ 86426-8833.

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

HEADHUNTERS AT REST

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

E-mail on **21 December** from Col Jim Davenport, Korean-era LTM: "...My wife Carolyn Davenport died this past Sunday, 17 December 00. Quite a sudden event, but at least she is now out of her pain and suffering. She was only 76. She was at Itazuke when I flew missions on the first day of the Korean conflict. A stay-at-home mom while I flew 1, 2 or 3 missions a day in the 80th." We're all very sad to hear this news. We wish you and your family our condolences.

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

May God bless and keep them in His Flight forever.



The next **HEADHUNTER HEADLINES** will be dated 1 June 2001
The *Headhunter Headlines* is the official newsletter of the 80th Fighter Squadron Headhunters Association, Inc.,
a non-profit, tax exempt War Veterans' Organization



Valentines Day - 14 Feb



Presidents Day - 19 Feb



St. Patrick's Day - 17 Mar



Easter - 15 Apr

SEE YOU ALL AT THE "DC" REUNION!!



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



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

**ADDRESS CORRECTION
REQUESTED**

FIRST CLASS

“WASHINGTON, DC” REUNION REGISTRATION FORM—5-8 APRIL 2001

PLEASE FILL OUT CAREFULLY FOR THOSE ACTIVITIES YOU WOULD LIKE TO DO

NAMES: _____
(TO APPEAR ON NAME TAGS)

NUMBER X COST = TOTAL

ALL: REGISTRATION “LANDING FEE”..... _____ X \$40 = _____
(Mandatory fee for all reunion attendees. Pays for speaker’s expenses, Hospitality Room, and all drinks, snacks, and incidentals for the 3 days.)

THU PM: REUNION REGISTRATION & HOSPITALITY ROOM
HOTEL CHECK-IN (after 3:00pm)

1830-2230 POTOMAC RIVER CRUISE/DINNER/DANCE. _____ X \$59 = _____
Coat & tie suggested. Please give **number** of entrées, (i.e. 3 attending; 1 R rib, 1 MR rib, 1 shrimp):
Prime Rib: R____ **MR**____ **M**____ **Shrimp**____ **Fillet of Haddock**____ **Cornish Hen**____
Poached Salmon____ **Vegetarian or one of several Pasta Selections**____
(Cruise the beautiful Potomac River and see Washington at night while dining & dancing in comfort. Access for physically handicapped is provided. Tax included; 8-10% gratuity & PAYG bar extra.)

FRI PM: GOLF: “**HEADHUNTER OPEN**”..... _____ X \$25 = _____
1200-1600 (Fort Meade golf, cart, prizes, gifts) (“Soft spikes”/sneakers mandatory for all courses)

HANDICAP INDEX (WITH DECIMAL POINT): _____
AVERAGE SCORE FOR 18 HOLES: _____ SEX: _____ OVER 70? _____

CAR AVAILABLE FOR TRANSPORTATION OF GOLFERS? YES/NO
IF YES, HOW MANY SEATS? _____ (Local Area Members, “Drive-Ins,” or Rental Cars)

SAT AM: NATION’S CAPITAL TOUR..... _____ X \$26 = _____
0600-1100 (Bus tour of Washington, then inside tour of White House, Capital, Lincoln Memorial, Vietnam Memorial, and Korean War Memorial [limited White House tickets—about 90% probable])

SAT PM: BANQUET (COAT & TIE)..... _____ X \$44 = _____
Choice of **Beef Tenderloin**____ or **Cornish Game Hen**____
(All service charges, gratuities, and tax included.)

SUN AM: FAREWELL BREAKFAST..... _____ X \$12 = _____
(All service charges, gratuities, and tax included.)

FULL COLOR REUNION SOUVENIR BOOK. _____ X \$20 = _____

TOTAL ENCLOSED \$ _____

PLEASE RETURN THIS FORM NLT 1 MARCH WITH YOUR CHECK MADE OUT TO:

“80th FS HEADHUNTER REUNION”
10601 GREEN MOUNTAIN CIRCLE
COLUMBIA, MD 21044-2460
(410) 992-0229