

80th FIGHTER SQUADRON HEADHUNTERS ASSOCIATION

HEADHUNTER HEADLINES



James W. Ritter
1030 E Hwy 377, Suite 110 PMB 174
Granbury, Texas 76048
Tex@80FSHeadhunters.org
www.80FSHeadhunters.org



"AUDENTES FORTUNA JUVAT"

1 Nov 2013

WWII HEADHUNTERS

Captain James C. Ince



James Childs Ince was born at Paragould, Arkansas on 28 March 1919 and grew up in Boulder, Colorado. He attended the University of Colorado, leaving to join the Army Air Forces for pilot training. Graduating at Luke Field, Arizona on 9 January 1942 with Class 42-A, he was immediately sent to the 6th Pursuit Squadron at Wheeler Field, flying P-26s, P-36s and P-40s on patrols searching for the Japanese invasion fleet.

In July 1942, Ince joined the 8th Fighter Group's 80th Fighter Squadron "Headhunters" in New Guinea. Initially equipped with the P-39. Early in 1943 the 80th received P-38s. Ince scored his first victory on 21 May 1943, a Hamp downed five miles west of Salamaua. Exactly one month later, he destroyed one Zero and was credited with a second as probable a few miles south of Lae.

Late in the summer of 1943, Ince joined the 475th Fighter Group. Promoted to captain, he became a flight leader in the 432nd Fighter Squadron based at Dobodura. On 22 September, while flying cover for the Finschaven landing, Ince's squadron intercepted 20 Betty bombers, escorted by 40 Zekes. Taking his P-38s straight through the Zekes down to the deck after the bombers, Ince shot down one Betty, but had his left engine shot out. As he pulled up he was attacked head-on by a Zeke. He set the Zeke on fire, barely missed being rammed, and returned home. He completed his scoring in

November, downing one Zeke on the 9th and another on the 16th. He returned to the U.S. in March 1944

Ince left the service following the war, but joined the Air Force Reserves. Called back to active duty during the Korean War, he served in Korea, Japan and Taiwan from 1951 through 1955. He retired as a lieutenant colonel in September 1965.

TALLY RECORD: 6 Confirmed and one Probable DECORATIONS: Silver Star, Distinguished Flying Cross with one Oak Leaf Cluster and the Air Medal with 4 OLCs (Author unknown. Jim passed away in 2009)

*I was recently contacted by a British film company which is producing a documentary about the air war in the Pacific. The film was taken by a fellow named William Courtenay (I have no further details as to his identity). The film company asked for our help in identifying some of the people/places in his film. One of their requests was to confirm that this (below) was the 80th's actual sign and to identify the people. As usual, when I'm stumped I go to **Jaybird**. Once again he came through (with a lot of help from **Pete Sheehan AND Ken Lloyd!**). Thank you, gentlemen.*

November 1944 Morotai Island



This photo, taken in November 1944 on Morotai Island, was sent in by **Howard “Pete” Sheehan** (kneeling, second from left, with shirt). It shows 214 aerial victories—just eleven short of our final

WWII tally of 225. Of the 19 crouching men, Pete ID's some as (L to R): #1 (no shirt) **Mark Damon**; #2 **Pete**; #4 **Bill Dwinell**; #5 **Hugh Hatfield**; #8 "**Fearless**" **Furgason**?; #9 **Orland Harris**; #11 **Cy Homer**; #12 **Larry Henkes**; #13 **Donald Logslett**; #14 **John Stanifer**; #15 **Rusty Roth**.

Pete writes, "I'm fairly sure of those I've identified and the images of most of the others are familiar to me, but I can't come up with the names for them (55-year old photo!)."

He continued, "#1 **Damon** was shot down over Mindanao shortly after this picture, but a couple of months later, he turned up (wasted and bearded) at our camp on Mindoro having walked out through the jungle. #4 **Bill Dwinell** shot down two night bombers over Mindoro when the night fighters couldn't find them. #5 **Hatfield** (from the fabled Tennessee feuders) was distinguished by a serious of boxing matches against the Aussie champ. #8 "**Fearless**" **Furgason** so named because of the elaborate preparations for his personal bomb shelter. #9 Harris was shot down after a dive bomb and strafing run against a Japanese task force (at night) just off-shore at Mindoro. He managed to get into his one-man life raft and listened to the sounds of the crew's shouts as the battle continued and the ships glided past. #11 **Cy Homer** was simply the best pilot I ever saw (and I was a test pilot at Wright Field with Chuck Yeager). #12 **Henkes** was the only pilot known to me with enough strength to take-off from a dirt strip in a P-38 on single engine."

Another copy of the same photo was sent in by Mrs. **Francis Harvey**. He is standing, second from left, with his hand up on large sign. **Bob Peters** is first on left standing. #3 crouching is **William Underwood**; #10 crouching is **Samuel Barnes**.

On 9 December 1999, Ken Lloyd sent this e-mail message in: "(Jaybird), You asked if any of us in that photo could identify others shown.

The 4 standing: L-R, **Peters**, (can't remember his first name); **Francis Harvey** (Armament Officer); **L. G. Johnson**, (in tee shirt, leaning against Home of the Headhunters sign; and yours truly – **K. B. (Ken) Lloyd**, right arm on top of Headhunter emblem.

Crouching in front of Headhunter near L. G. is **Louis Schriber**. To Sheehan's left is **Underwood**, first name eludes me.

L. G. Johnson lost an engine on takeoff from our strip in Mindoro and was killed trying to crash land in the bay. He had survived a previous crash landing in the water off Owi Island.

*From Ken Lloyd's memoirs: "On the morning of December 30, 1944 the 80th lost one of my best friends, Lt. **L. G. Johnson**. He was having trouble with one of the engines on his plane and had been working with his crew chief trying to solve the problem. Taking off on another mission, I could see that a plane had crashed in the bay and a fire burning on the water. Presumed it was one of our planes, but did not find out who the pilot was until landing and parking the plane my crew chief hopped up on the wing and said: "Did you hear about Lt. Johnson?" Everyone was saddened at his loss, especially those of us who had been with him all through training and combat."*

Francis Harvey had been with the squadron longer than any of us and seemed to thrive on the bully beef and dehydrated spuds. He was a great guy and we all enjoyed knowing "Old Harv, friend of the white man", as we fondly called him because of the long time he had been there. Harv lived in Alameda, CA. He passed away over 30 years ago from something like Lou Gehrig's disease.

Louis Schriber's, one of our Aces, exploits are well known.

One of my grandsons took my copy of the picture to try to bring it into clearer view. I have most of the names on that photo. Will ask "**Deac**"**Logslett** if he can remember more names for you.

Cy Homer, was certainly one hell of a pilot! I was very privileged to have flown as wing man for both him and "**Cock**" **Robbins**, who was one hell of a fighter pilot too!"

While confirming the other men in the photo, **Don Logslett** sent in this additional information on 11 Dec 99: #1 crouching from the right is **Endres**; #2 is **Jenner**; #3 is **Louis Schriber**; #4 is **Caldwell**.

William Courtenay's screen shots of this sign seem to show damage and not set up as in this photo. I'm guessing when our 80th Squadron moved (quite often), these two large bulky signs were left behind and trashed. However, they are definitely our 80th signs. Check 6, **JayBird**

*In the August newsletter, I put in a short article on OJ Harris. Jaybird's post got me digging around for **Ken Lloyd's** narration of "that night attack on those Japanese ships" that was "the scariest most would fly. Enjoy:*

***O. J. Harris** had a harrowing experience none of us will ever forget. He came in to strafe a destroyer when he received a jolt, which threw his head up against the gun sight stunning him momentarily. Recovering from shock he realized his left engine was on fire and then he says he heard over the radio "that P-38 on fire is high enough to bail." So Harris figured he was that P-38 and released the canopy and started to climb out onto the wing when he realized that he had not fastened his parachute harness to his legs (some pilots undid the parachute leg straps for more comfort when flying). He had to crawl back in and fasten them then dove out hoping to miss the dreaded rear stabilizer. Clearing the plane he pulled the "rip-cord" and as the chute fully opened his feet were in the ocean surrounded by the Japanese fleet. After disengaging himself from his chute he started swimming away from a destroyer nearby, taking his rubber raft with him. When he turned on the valve to inflate the raft the hiss was so clear and loud that he had to turn it off until the destroyer was out of hearing distance. After finally getting the raft filled with air he started to climb aboard when another destroyer came bearing down on him so he had to flip the raft over hoping its blue bottom would hide him from being spotted by the Nips. The destroyer came so close that he was dragged along side as it passed. He could hear the enemy talking on the ship above as his raft slid by. Harris was a big strong guy and started paddling towards shore when the fleet finally went away. The ocean currents were carrying the rubber raft past the island so he started paddling like mad and finally got close enough for someone on shore to spot him. They sent out an amphibious "duck" to rescue our guy. Happily Harris had no injuries other than the bump on his head where it hit the gun sight.*

All the pilots from the 80th fighter squadron who flew on that nighttime mission against the Japanese task force were awarded the Distinguished Flying Cross.

Headhunters (especially you young Juvat Headhunters), these are the jocks who went before you.

This is where we all came from.

Never forget that!

KOREAN WAR HEADHUNTERS

James W. Ritter
P.O. Box 162
St. Marys, PA 15857

Hello Jim:

I'm writing in regard to the article on Chuck Loring in the August issue of the Headhunter Headlines. Obviously, I enjoyed the article and noted the request for other stories from Korean War Headhunters. As I have aged, (I'm 90), I often reflect on the past events, including a mission I flew just two weeks prior to Chucks last flight. This was a group level effort to destroy a rail bridge in North Korea. As Chuck and I discussed the 80th Squadron's participation, we decided that I would lead our group.

The 8th Fighter-Bomber Group Commander was scheduled to lead the mission with a member of group operations flying in the number two position. As noted in the enclosed citation, a cold front had passed through the area the previous night and deposited snow over our designated route. Shortly after reaching cruising altitude and proceeding toward our target, I noticed that we were drifting to the right of the pre-planned route. I radioed and advised the group the group commander of this and he in turn asked his wingman if this was true. The wingman replied that all was well and for him to continue on his present heading. Later, I advised the group commander again, telling him that we now were very far to the right of course. But like before, he was told by his wingman that all was fine.

When our time enroute expired, we were instructed to begin our descent and prepare to execute bombing runs. Knowing, however, that we were far from our target, I remained at cruising altitude with the 80th Squadron. After the group commander discovered that the target was nowhere in sight, he instructed all pilots to bomb "targets of opportunity." After the confusion below abated, I requested and was granted permission to proceed to the original target which the trusty headhunter gang destroyed without the assistance of the remainder of the group.

My Warmest Regards,



Bill Grusy

BETWEEN THE WARS HEADHUNTERS

Where are you guys?

Nothing to share?

VIET NAM HEADHUNTERS

From the "He was a worthy foe, but I'm glad he's gone!" department:

HANOI, Vietnam October 4, 2013 (AP)

Vo Nguyen Giap, the brilliant and ruthless self-taught general who drove the French out of Vietnam to free it from colonial rule and later forced the Americans to abandon their grueling effort to save the country from communism, has died. At age 102, he was the last of Vietnam's old-guard revolutionaries. *(they still can't bring themselves to call him a mass murdering Communist, eh?)*

(MORE) KOREAN WAR HEADHUNTERS



JUVAT HEADHUNTERS

80th Fighter Squadron Welcomes New Commander

Story by Capt Christopher "Kosmo" Cady, 80th Liaison Officer



On June 10th 2013, Lt Col Les “Toro” Hauck III relinquished command of the Headhunters to Lt Col Paul “Bender” Miller. After a year of commanding the Juvats, Lt Col Hauck will be returning to his previous assignment location at Luke AFB, AZ where he will perform the duties of the Deputy OG Commander for the 56 FW. Lt Col Miller has arrived on the ROK to receive the honor of commanding the leading single-seat, single-engine, fighter squadron in the world. Lt Col Miller departed from Misawa AB, Japan, vacating the position as the 14th Fighter Squadron’s Director of Operations. Accompanying Lt Col Miller, while he leads the Juvats to victory, is the Headhunter’s new DO, Lt Col Jeff “Gyro” Jeffress.

The Change of Command between “Toro” and “Bender” took place on the flight line inside of one of many sweltering hangars on Kunsan AB. Members of the 80th Fighter Squadron from both maintenance and operations gathered in Hangar 3 for the morning ceremony. Wolf Pack leadership as well as Tiger 1, the ROKAF 111th Fighter Squadron Commander, Lt Col Maeng Hyon Jae were in attendance.



“Toro” gives final “CRUSH’EM!” to Juvats



Lt Col “Bender” Miller takes command as the 107th Juvat Lead

HEADHUNTERS DOWN

Not sure if I informed you that **Major General Jesse Allen** took his last flight on March 4, 2012. It has been a long and hard time for me. The good news is that the AF museum in Rantoul, IL is going to do a display for him with everything he saved and treasured. The AF museum is just about 10 miles from where he grew up. This tribute to him and everything he did will go on. They will have quite a collection including the song books, medals and everything from Korea thru Vietnam and NATO. What a wonderful career he had from the beginning of the AF. I feel he deserves the acknowledgement.

If there is anything I can contribute please let me know. I am in hopes that his book “From Jeep Driver to General will help many. It is available at Tate Publishing. He wanted to let the new generation know how proud he was to serve. Thank you, **Barbara Allen**

Received this in mid-August. No other details available:

Sorry to inform you that the Hon **Arthur E. Lasker** has passed away please take him off your email list. Thank you, Arthur’s Family

*The following is from **Ed Jones’** wife Pat: Dear Friends,*

Ed died at 11:40 A.M. today, August 6 at Parkview Home, a Sharp Hospice residence. He went there a week ago today and was well cared for 24 hours a day. On Saturday, he had a radical change and his breathing was very shallow. He was comatose and not responding . I was called and went immediately there. After a few hours, he started breathing normally again. I spent the next 3 nights there sleeping on a sofa sleeper in his room. Each day he would have breathing problems for a few hours and then it would end. Each time I was ready for him to die. This morning his breathing really started to slow down and I watched him labor so hard to breathe. I asked God to take him to his Eternal Reward and at 11:40 A.M. He did. He was anointed on Wednesday and received his first Holy Communion. At that

time I told him that he was ready to go to Heaven and I was at peace with that. It was the very next day that he responded to voices only and could not speak but squeezed my hand every time I talked to him. He couldn't talk but he understood what was being said to him. Saturday morning was when the radical change began and he went into a coma. Ed was ready to die when he was diagnosed with Stage 4 Lung cancer in June. He elected Hospice rather than go through radiation and chemotherapy. It was a difficult decision for me to accept but realized that it was the best one for him.

Thank you so much for all the prayers, concerns and compassion that you gave Ed over the past 8 months. God bless each one of you. With love and gratitude, Pat

Obituary for Donald C. McGee

Donald Charles "Fibber" McGee passed away on 7 June 2013 in Knoxville, Tennessee. Born in Brooklyn, New York, he attended Curtis High School on Staten Island before joining the Army in 1939. He transferred to the Army Air Corps and received his wings in 1941. First assigned to the 36th Pursuit Squadron at Port Moresby, New Guinea in the P-39, he scored his first two victories on the 5th of May, 1942. In early 1943, he joined the "Headhunters" of the 80th Pursuit Squadron and checked out in the P-38 Lightning in March. That November, he joined the ranks of America's fighter aces when he scored his 5th combat victory on a B-25 escort mission in the Wewak area. Following a short assignment stateside instructing B-24 gunnery crews and P-47 Thunderbolt pilots, McGee accepted an assignment to the European Theatre in late 1944. He was promoted to major, and as a P-51 squadron commander in the 357th Fighter Group, he flew over 60 long-range heavy-bomber escort missions into Germany. He scored his 6th and final combat victory against a German ME-109 and was credited with two other enemy fighters destroyed on the ground. After the war, McGee's distinguished 28-year career continued with tours in Taegu AB, South Korea, Mansfield, Ohio as Air National Guard Advisor, Hancock Field, New York, Chateauroux AB, France, and Hamilton AFB, California before his retirement in 1967 with the rank of lieutenant colonel. "Fibber" McGee's many decorations include two Silver Stars, three Distinguished Flying Crosses, eleven Air Medals, and the Joint Force Commendation Medal.

Following his military career, McGee moved his family back to Mansfield, Ohio, where he started and ran a small tax-keeping and record-keeping business. He sold his business seven years later to pay for tuition at the Akron University School of Law and passed the bar in 1977. After a short stint in private practice assisting senior citizens with personal affairs planning, McGee became the Richland County (Ohio) Deputy Prosecutor and maintained that position until his retirement in 1985. He moved to Knoxville, Tennessee to be near family members in March of 2004. McGee was married for 58 years to his beloved wife, Margaret Lee Farlin McGee, who passed away in August of 2004. He is survived by his five children, seven grandchildren, and four great-grandchildren. He and his wife are buried together in Saratoga National Cemetery in Schuylerville, New York.

"This really makes me want to cry. Another proud and great person has joined my Father. I'll pass this information on to my Mom (**Ruth Saffro, widow of Yale Saffro**), she was also a good friend of Meg." **Shelly Brostoff**

Tex: (*Concerning*) **Vincent L. "Daubie" Daubenspeck**, 8916 Cranes Nest Court, Fort Myers, FL 33908.

He passed away on August 28, 2013 at the Douglas T. Jacobson State Veterans Home in Port Charlotte, FL. Neptune Society took care of the arrangements and a very nice, full honors service was held on September 6, 2013. He was inurned at the Sarasota National Cemetery.

I'd be happy to provide any other information you would like as my father was very proud to be part of Headhunters, and I am very proud of him. He is a rather decorated MSGT who went to Vietnam an unprecedented 13 times. He holds a DFC among many other service medals. I made a large memorabilia shadow box for him before his passing which hangs at the Douglas T. Jacobson State Veterans Home. I've included a picture. Also, I have several pictures of 80thHH stuff; his patches, the squadron, helmets, lots of stuff. I'd be happy to share those with you as well.

Please let me know if you would like any further information. Yours Truly, Keri Piasecki (*Daubie's daughter*)



NEWS AND REQUESTS FROM AROUND THE WORLD

NAME: John Bannon EMAIL: njbjack@aol.com

COMMENTS: I was only in the 80th after the end of WWII in Japan. I was with the same 8th Fighter Group in the 36th FS, Flying Fiends; joining them on Mindoro toward the end of that campaign. We proceeded to Ie Shima, off Okinawa to strike Japan. I believe we flew the last mission of WWII from there to Kyushu. After that we were near Fukuoka, during the occupation- flying from Ashiya. I joined your P-38 Assoc. early on, and contributed to the statue of a P-38 erected near March Air Force Base. My name is on the base.

I am a Lifetime Member, but I'm not adept at the computer- it's loaded with content. It took a long time to get this site. Please keep me on the list and I'll try to respond to your new methods. Thank you, all. **Jack "Nails" Bannon**

*In an email exchange with **Moose Moseley**, I naively asked why he was using "Adder" as a nickname. He replied:*

When we in the Sqdn were chosen (F-84G's) to add to the force sitting strip alert in Taiwan for the Tachen evacuation, Group decided we needed individual call signs. Because I had extensive

experience with snakes and reptiles, I would often collect large examples of a species, live box them and when one of our KB-29's were due to stop by, they would be airlifted to Japan (Yokota) where they were on show and tell as examples of crawling wildlife that could be seen. I was fairly good at it and was assigned that call sign. It did have its moments.

At Okinawa, I had a nearly 6 ft. Habu boxed to go with a tanker crew while our flight was in Taiwan. Some smart cat wanted a look at the snake, broomsticked an air vent hole to have a look. The Habu, a viper or a Rattler without the buzz tail, came out and could not be found in Ops and for safety, Ops was shut down and the call came to Taiwan to grab a bird and get my ass home and find that snake! Now!

I had in possession a snake that looked like the Japanese Rat Snake. No carrier sack or pillowcase available, I just stuffed'm into the lowest map pocket of my flight suit and headed for Oki. Arriving, I was met by some very angry people. Once told the problem, I took out the Taiwan reptile and put'm in the bush and went to Ops for a look. She was quiet and cool under the map and chart table. Got her in the repaired box, took the hell coming my way and back to Taiwan at dawn.

While looking over my book of Asian snakes, I found that I had made an ID mistake and had brought back a mild Krait....genetic cousin to the Cobra family. A single animal, cross reproduction was unlikely, but the assigned call sign stuck and Sqdn mates would often greet me with a loud hiss...something Asian snakes don't do.

I used the call sign when I had a chance over the years but other than an effect on my ER, it was normally not used in the real world, except for the stag bar, that is. And here endeth the epistle of the sage.

William

"Moose"

Moseley

From the website:

COMMENTS: Dear Sir:

My father, **Thomas Joseph Marino** (Sgt.) who passed away 1997 served in the 80th Ftr. Squadron, 8th Ftr. Grp. (Headhunters) from 6/23/43 through 9/29/45 in China, New Guinea, Northern Solomons, Bismark Archipelago, Western Pacific and Southern Philippines. I realize that I am not allowed to join, however I am attempting to locate any members who know my father and can provide me with any information regarding his wartime experience.

Thank You and God Bless. Sincerely,

Thomas Joseph Marino EMAIL: marino.t233@yahoo.com 56 Sperry Place Staten Island, NY 10312 (347) 562-4172

NAME: **Will Rudd** EMAIL: willrudd@msn.com

COMMENTS: NOGAS-I joined a year or so ago and paid my first Paypal payment (2nd year) some time ago. On 04/06/2013 I applied to Tex for Lifetime Membership (*there was a bit of a kerfuffle there that got straightened out-Tex*) I was C Flight Commander and Weapons and Tactics Officer in the 80th TFS in the fall of 1973 and later became the 3rd TFW Wing Weapons Officer taking over from either **Sid Baird** or **Ed Lipsey** (can't remember). **Bob Hibarger** was Ops or Asst Ops in 80th and **Tony Cushenberry** was same position in the 35th TFS at the time. **Col Jim Fox** was the 3rd TFW/DO; rode a motorcycle; had a red hairpiece; we hid his brick in the Stars & Stripes paper rack at the front door of the O'Club every time he came to the bar. William T (Will) Rudd

A quick note to let everyone know that Erin and I have moved and are (back) in Alexandria, VA. New info: 6485 Linleigh Way, Alexandria, VA 22315. J - [571-249-0108](tel:571-249-0108) E - 814-203-9537 H - [\(703\) 922-4650](tel:703-922-4650) Miss you all and look forward to talking with you soon. Cheers, (LTC) **Jason “Hash” Bailey**

A comment on the post "World War II Memoir by John Stanaway:

<http://8ofsheadhunters.org/world-war-ii-memoir-by-by-john-stanaway/>

Author : Terri Kallio E-mail : tkallio2366@msn.com

Mr. Stanaway - I just wanted to thank you for writing the book Attack and Conquer. I was working on a family history book back in 2007, about my Uncle who was killed at Rabaul on November 2, 1943 - "Bloody Tuesday"(see below for a brief description of that epic battle). I had some old letters written by my Uncle who mentioned Norb Ruff. I contacted Norb and he was the one who guided me to your book. Norb gave me a great deal of insight into those days. I just recently received film footage from the NARA in which some of it was taken from my Uncle's P-38 on October 24, 1943. Such a thrill to see what he experienced that day and wrote home about. Your book helped us get a better understanding of those days that led up to his death and for that I thank you. **Terri Niece of - F/O Willis F. Evers**

*“78 Fifth Air Force planes—North American B-25s of the 3rd, 38th and 345th bombardment groups, escorted by Lockheed P-38s from the 39th and 80th fighter squadrons and the 475th Fighter Group—attacked Rabaul and were intercepted by 112 Zeros. (The Japanese) star in the November 2 air battle was Petty Officer 1st Class (PO1C) Takeo Tanimizu, who scored his first of an eventual 32 victories by downing two P-38s. From light carrier Zuiho, Ensign Yoshio Fukui downed a B-25 but was then himself shot down, possibly by **Captain Marion Kirby** of the 475th Group's 431st Squadron. Fukui survived. The loss of nine B-25s and nine P-38s earned the November 2 raid a place in Fifth Air Force annals as 'Bloody Tuesday,' but the Japanese recorded 18 Zeros destroyed or damaged in addition to bomb damage to Rabaul's ground installations.”*

If you didn't make the Chino Reunion and want to see some incredible pictures go to this website (hat tip to **Buster McGee** for the information):

<http://www.warbirdsandairshows.com/Airshows%202013/Chino%202013.htm>

And last but not least: Steve “Pacman” and Gloria Teske have a new (and first) granddaughter, little Hannah. She is as pretty as her grandmother. (I've seen the pictures). Congratulations!

FROM THE ORDERLY ROOM

1. Long newsletter. Not much to report from an administrative point of view.
2. Nogas is working on the project to register all you Lifetime Members on the website. When it's complete, he'll send you your username and a temporary password. Hopefully, we can get more folks using the really nice, interactive features of our new site. More and more Headhunters (unlike at the ObamaCare site) are signing up, but it's still a slow process.
3. I'm still trying to pin down a site for our next reunion. Please stay tuned.
4. Please keep those emails and letters coming (so to speak) for posting to the newsletters.
5. I finally figured out how to use my new scanner. So all you who have so kindly sent in letters and typed stories will start seeing them in future newsletters.

Have blessed Thanksgiving, a Merry Christmas and a happy and prosperous New Year,
Tex n Rita2

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

RETURN SERVICE REQUESTED

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



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