

CLOUSBUSTER

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On The Lighter Side . . .

Blonde: The sergeant isn't exactly polished when you go walking with him in the park, is he?

Brunette: No, you're liable to find him a little rough around the hedges.

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Our idea of an understanding wife is one who has pork chops ready when you come home from fishing.

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Yegg: Be careful of those advertising slogans. I took the advice of one of them and got five years for doing so.

Pal: Which one was that?

Yegg: The one that says 'Make money at home.'

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"I'm cutting quite a figure," said the chorus girl, as she sat down on some broken glass.

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A certain Frenchman voluntarily appeared at a Nazi labor recruiting office.

"I'd rather work 12 hours for the Germans than two hours for the French," he told one of Hitler's dumbfounded functionaries. The delighted Nazi official clicked his heels and asked, "And what do you do?"

"I'm a grave-digger," was the reply.

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Sweater girls make excellent school teachers. They outline things so clearly.

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The seaman stood rather timidly before his commanding officer.

"You see, sir," he said, "my wife thinks I

Cadet "Lonnie" Whitlock One of Two Men Still Living From Bomber Squadron 5

Bombing Squadron 5 aboard the USS Yorktown in the Gilbert-Marshall Raids, Wake and Guam, the Coral Sea, and at the Battle of Midway was a tough outfit. They took the war to the enemy when the fighting was the toughest, when the opposition had the advantage.

From that group of 36 heroic men only two came back alive. One of them—Eldred Whitlock from Kansas City—is stationed here as a cadet in 57-E-1. Just 23 years old, he has a story to tell.

For Whitlock's benefit, the fellows out in the Pacific didn't call him Eldred and the Cadets here don't either. The name is Lonnie, and he's been through 'Hell' in the war sense of the word.

But let him tell you about it!

"On December 7, when the Japs hit Pearl Harbor, we were in Norfolk, but every man aboard the Yorktown wished we were at Pearl Harbor. A lot of their buddies—especially those of the old fleet men—had been killed, and they wanted revenge.

"It wasn't until a week later that we started to the West Coast, and after a single day at San Diego we headed for Pearl Harbor.

"Our first contact with the enemy came in the Gilbert and Marshall Raids, and the results were pretty bad. We lost seven planes the first time out."

Wake, Guam and the Battle of Coral Sea followed. At the latter the Yorktown was pretty well shot up, and the end for that great ship came soon after at the Battle of Midway. It happened when a bomb hit the flight deck, set fire to the hydraulic system, and proceeded toward the aviation gasoline. Whitlock's plane was in the air fighting at the time. He was an Aviation Radioman 1c on an SBD, and the orders he received told him to make land if possible. If not, the orders came through, land at sea, and every effort will be made to pick you and your pilot up.

His plane made Midway, landed okay, and was immediately burned. He was picked up, along with the pilot, taken to Tulagi, then to Pearl Harbor, then back to the states.

After a short leave, he was ordered to the South Atlantic and patrol duty in Anti-Submarine Warfare. This was at the time there were so many subs off the coast of Florida, and the men on patrols would always fly two and often three four-hour patrols a day. That kind of flying time mounts up, and Cadet Whitlock has over 3,000 hours of air time to his credit.

Whitlock's experiences continue. Before the United States entered the war, Whitlock was a member of the first official convoy to England. The convoy consisted of six British

ain't being advanced fast enough. She told me to ask you to recommend me for a rate."

"I understand," smiled the CO, "and I'll tell you what I'll do; I'll ask my wife if I can."



Cadet Eldred "Lonnie" Whitlock

merchantmen, and they were escorted by nine destroyers, two heavy cruisers, and a battleship.

On the sixth day out, some two or three hundred miles off the coast of England, the convoy ran into a score of German subs. Rear Admiral Buckmaster, USN, who was then Captain in command of the Yorktown, asked his crew what they wanted to do, "go through the submarines or around them." To a man they expressed the desire to go through.

That same day the Yorktown was in back of the convoy with four destroyers. A German sub broke through, launched two torpedoes at the Yorktown, missing the stern about five feet. Whitlock's plane was in the air at the time. They spotted the submarine, scored a direct hit, but before it went down, Whitlock's plane was hit. Both Whitlock and the pilot were shot up a bit, but shortly after the plane hit the water, they were picked up and returned to the Yorktown.

Whitlock holds the American Defense Ribbon with Bronze A, the American Theater of War with four Bronze Stars, the African-European Campaign with a Bronze Star, the Four Year Good Conduct Ribbon, the Expert Gunner Ribbon, Wings with three Stars, the Pacific Theater and the Purple Heart.

"How does it feel to be in actual combat?" Whitlock was asked.

"You're scared as hell at first," he replied. "Then you know what you've got to do. When it comes, you're too busy to be scared. Planes are coming at you in all directions. Then it's over, and you're scared as hell all over again. Only the last time you're scared is much worse than the first."