FLIGHTPLAN!

“HELP US SAVE A VIETNAM VET!”

Cessna 0-2A Skymaster

This aircraft flew with the 29th TASS on the 11 day mission in 1972 to rescue Lt. Col. Hahn at Hanoi. It was the longest, largest, most complex search and rescue mission of the Vietnam War.

Help us honor those who served by preserving this aircraft for generations to come. Your donation will help acquire and restore its appearance during its service in Vietnam.

LEVELS OF SPONSORSHIP

- $100-$499 will have your name listed as a Bronze Sponsor
- $500-$999 will have your name listed as a Silver Sponsor
- $1,000 and Above will have your name listed as a Gold Sponsor

Sponsorship form is on page 7
Many thanks to everyone who has checked the birthday list for their day… and emailed me when they didn't find it. I rely on your help keeping the list up-to-date. Send an email to Katha Lilley, tootiekat@live.com

**APRIL BIRTHDAYS**

- John Russell
- Bill Litherland
- Joan Carter
- Gary Sohn
- Timothy Guetz
- Ronald Skidmore
- Greg Macy (cad)
- Andy Hines
- Allen Herkamp
- James Cerar
- Laurent Gallipeo
- Stan de Stwonlinski
- Lynn Gelines
- Gerald Heister
- Betty Martin
- Ryan Johnson Jr
- Dale Cook
- Neil Arney
- Scott Simpson
- Shane Bedard
- Ronald Grose
- Ray Clevelence Jr
- Dan Goodrich
- Joel Krane
- Jack Thede
- Stacy Allen
- Ken Rentmeester
- Arthur Molin
- Andrew Fitzgerald
- Paul Russell
- Don Robison
- Julias Folgate

**Our Mission**

- To inspire and educate
- To promote and preserve aviation and space history
- To honor the patriotic service of our veterans

**IN MEMORIAM**

ROSEMARY RUSH

*A museum collection:*

Includes rare artifacts and priceless treasures. These things have survived for decades. You don’t want to be the one to break them!

Please resist the urge to remove or clean our Museum displays. Special conservation methods may be needed. And the condition you see may be part of the artifact story.

If you have concerns or questions, please contact Larry Wood or Stewart Bailey. Thank You, The Staff
A friend of mine tipped me off to this fascinating story. I’d never heard one like this before AND I’ll bet you haven’t either. The story was written by Jim Newsom and was printed in Pacific Flyer in 2011.

MOST DANGEROUS PHOTO-RECON MISSION OF WORLD WAR II

On August 27, 1943, a German Luftwaffe long-range photo-reconnaissance bomber, a Junkers Ju-390 took off from its base in Norway and flew out across the Atlantic Ocean. Among its four-man crew was a brave and daring woman, Anna Kreisling, “the White Wolf of the Luftwaffe” -- a nickname she had acquired because of her frost blonde hair and icy blue eyes. Anna was one of the top pilots in Germany; and even though she was only the co-pilot on this mission, her flying ability was crucial to its success.

The Ju-390 was twice the size of the B-29 Superfortress. It was powered by six 1,500 hp BMW radial engines and had a range of 18,000 miles without refueling.

This was to be the longest photo-recon mission flown by an enemy airplane in WWII. Nine hours later, the Junkers was over Canada and swinging south at an altitude of 22,000 feet. In the next few hours, it would photograph the heavy industrial plants in Michigan that were vital to the United States. By noon on August 28, the gigantic six-engined bomber was over New York City, where it finally was spotted by the US Army Air Corps. but by then it was too late. The Junkers disappeared in the vastness of the Atlantic Ocean; fourteen hours later Anna would bring the huge bomber in to land at a Luftwaffe base outside of Paris.

Jim continues …Thoughts of this mission came to mind as Anna and I sat across the table from each other at an Oktoberfest in Los Angeles. She is still quite beautiful with her icy blonde hair tied back in a ponytail and her radiant blue eyes which have seen events in human history only a few could ever imagine.

She had flown Ju-52 Trimotors into the streets of Stalingrad when it had been surrounded by the Red Army. Many times her plane had been riddled with bullets so badly that she landed with only one engine running while the other two were on fire.

In 1945 she was assigned to fly the jet fighters that Germany was producing. One of these jet fighters was the Horten V9 flying wing. It was powered by two Jumo turbo-jet engines, which enabled it to fly at 600 mph. It was armed with two 30mm cannon and air-to-air missiles. Anna never scored any victories in the Horten. While taxiing in the snow, an American Sherman tank crew captured her after she had turned off the engines. After she pulled off her helmet, they thought she was a movie star. For the next six months she poured coffee for the US Army and did not spend one night in a POW camp. Everyone thought she was part of Bob Hope’s USO show.

An article in Air Progress magazine in the Nov/Dec issue 1965 also talked about the Junkers Ju-390 over-flying Michigan and New York. This was held top secret throughout WWII and the Cold War.

Researched & submitted by Bob Osborn
Questions/comments: osbornrlawrence@frontier.com

Happy Easter
Famous Aviators – Richard Bong

“Richard Bong made his final contribution to aviation in the dangerous role of test pilot of an untried experimental plane, a deed that places him among the stout-hearted pioneers who gave their lives in the conquest of sky and space.” Eddie Rickenbacker

Richard “Dick” Bong, America’s Ace of Aces in World War II, died testing the new, jet powered P-80 Shooting Star fighter on August 6, 1945. He was 25 years of age.

Richard Ira Bong was the first of nine children born to Swedish immigrant parents in rural Wisconsin. He became interested in flying when President Calvin Coolidge’s personal plane flew over his home during a summer trip to nearby Superior, and he vowed to become a pilot.

Bong began college in 1938, joined the Civilian Pilot Training program, and took flying lessons. In 1941 he enlisted in the Army’s Aviation Cadet Program. One of his instructors was Capt. (later Senator) Barry Goldwater. Receiving his wings and commission in early 1942, he went to California for training in the new, twin engine P-38 Lightning. One of his instructors said that he was the finest natural pilot he had ever seen. “I flew the P-38, he flew the AT-6 trainer, a slow plane, and I still couldn’t keep him off my tail,” he said.

In mid-1942 Bong was sent to New Guinea to acquire combat experience. On December 27, 1942 he claimed his first aerial victories, downing a Zero and Oscar. He was awarded the Silver Star.

He then began a long series of successful combat sorties, slowly amassing victory after victory. Bong considered himself to be a poor shooter in his P-38, needing to close within a new yards of his adversaries to achieve victories. “I am the worst shot in the Air Corps,” he said, but his hit rate was above 90%.

On April 2, 1944, Bong achieved his 27th aerial victory, surpassing Eddie Rickenbacker’s total during World War I. Rickenbacker sent a congratulatory telegram and a case of scotch whiskey. Bong’s commanding general, George Kinney, promoted him to Major and sent a case of Champagne. Richard Bong was a teetotaler, so he made many of his fellow flyers very happy. To compensate, Air Corps Chief Hap Arnold sent him two cases of Coca Cola.

Following his 27th victory, Bong was sent back to the US to tour the country and promote war bonds. When he returned to the Pacific, he was assigned as a gunnery instructor and excused from further combat.

Not content sitting on the sidelines, Bong consistently bent the rules and flew regular combat missions. His excuse was that he was trying new gunnery methods and tactics in realistic settings. While doing that testing he managed to shoot down 13 more Japanese aircraft, making him America's top ace with 40 victories. General Kinney then sent him home permanently.

While returning to the US, Bong stopped in the Philippines and was awarded the Medal of Honor by General Douglas MacArthur. MacArthur threw away his prepared statement and said: “Major Richard Ira Bong, who has ruled the air from New Guinea to the Philippines, I now induct you into the society of the bravest of the brave, the wearers of the Medal of Honor of the United States.”

Bong returned to the US and married his long-time sweetheart, Marjorie. Over 1200 people attended the wedding, and it was covered by the international press.

Quiet and introverted on the ground, Richard Bong was something quite different in the air.

Bud Varty
Riley Sanders is looking for volunteers who would like to serve an additional day on Sunday.

****ATTENTION VETERANS****

New ID cards for veterans are now available.
The Veteran Health Administration’s Chief Business Office, Health Eligibility Center has made the decision to launch a redesigned card and software package for the issuance of Veterans Health Identification Cards (VHIC). Social security numbers and date of birth will be removed from the cards. Proper identification will be required.

No cards are printed locally. Veterans will receive their new card via mail typically within 3-4 weeks. All information is available at the website at www.roseburg.va.gov under the Resource tab titled NEW VETERAN

AT THE THEATER

THE MUSEUM POLICY REGARDING SMOKING: IT’S NOT ALLOWED IN ANY OF THE MUSEUM BUILDINGS OR OUTSIDE ARTIFACTS. THIS INCLUDES TOBACCO AND E CIGARETTES
**Oregon Precision Farming Expo 2014**

Date: April 2, 2014 **until** April 3, 2014  
Time: From 07:30 AM to 5:00 PM  
Cost: Two-day, All-Access pass: $100

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**Home School Days: Robotics Alive**

Date: April 11, 2014  
Time: From 10:00 AM to 3:00 PM  

For more information, please contact the Museum Education Department: education@evergreenmuseum.org or by phone, at 503.434.4185

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**Easter Eggstravaganza**

Date: April 19, 2014  
Time: From 12:00 PM to 2:00 PM  
Cost: General Public: $10, Museum Members:

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**20,000 Leagues Under the Wave Pool**

Date: April 5, 2014  
Time: From 11:00 AM to 2:30 PM  
Cost: Event is Free with Waterpark Admission.

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Location: Evergreen Chapel and Oak Grove  go to [http://evergreenmuseum.org/upcoming-events/](http://evergreenmuseum.org/upcoming-events/) for details
HELP US SAVE A VIETNAM VET!
Cessna O-2A Skymaster

This aircraft flew with the 20th TASS on the 11 day mission in 1972 to rescue Lt. Col. Icau Hamilton; callsign BAT-21, from behind enemy lines. It was the largest, longest, most complex search and rescue mission of the Vietnam War.

Help us honor those who served, by preserving this aircraft for generations to come. Your donation will help acquire 67-21395 from the US Air Force Museum, move it to McMinnville and restore it to its appearance during its service in Vietnam.

Sponsorship flyers will be available at the Museum . . .
From the Curator: Comings and Goings

With all of the recent news that the Ford Tri-Motor on display in the Museum has been sold and that other aircraft may leave, I want to offer some explanation about what is going on with the Museum’s collection.

As an aviation and space museum, Evergreen has chosen to display and educate the public about the entire history of humanity’s attempts to leave the earth. This is a pretty broad spectrum and differs from museums that are more specialized, such as the National Museum of the US Air Force, which displays only items related to the USAF history, or the Cradle of Aviation Museum, that focuses exclusively on aerospace efforts on Long Island. As such, we strive to feature many different facets of flight from hot air balloons to space probes. They are all part of the story that we tell the visitors.

In order to do this, the Museum has to reach beyond the “core” collection that it owns, to other museums, organizations and individuals to borrow artifacts that help to tell a part of the story. As an example, we would not be able to tell the story of modern military aviation without the help of folks at the National Museum of the USAF, the National Museum of Naval Aviation or the National Museum of the Marine Corps. As a civilian museum, we would have a very hard, if not impossible, time acquiring this government-owned property. (The government tries very hard to keep combat capable aircraft out of the hands of civilians.) So our only option, if we want to show this aspect of aviation, is to borrow artifacts. But even though the artifacts may be on loan for a long time, they do not and never will, belong to the Museum.

In fact, of the aircraft in the collection, only 55 of 133 (43% percent), actually belong to the Museum. The rest are on loan from other museums or individuals including our founder, Mr. Smith. On the Space side, the percentage is far smaller! We tend to get attached to these objects and refer to them as “our Tri-Motor” or “our Titan,” when in fact they are not. We are blessed with the privilege of displaying them and interpreting them in a way that fulfills our mission.

At the same time, the changing display of artifacts allows museums to keep their public face fresh and dynamic. If nothing ever changed, there would be little reason for our visitors to return; making our interface with them a one-time, closed-ended experience. The very fact that there is change helps give us a reason to reach out to the visitors and say, “hey, come see us again; we’ve got something new or different for you to experience.”

This aspect of museum operation is not unusual and it goes on with most every collection. Not every museum can own every object in their chosen field, so it only makes sense that we work together and borrow from each other to help each other “tell the story.” So as some objects leave and others come in, just remember that it is a natural part of what we do. It may be sad to see some old favorites go away, but it’s always exciting to see new things come in, and it allows the museum to remain fresh and appealing instead of being a “dusty, unchanging attic full of old things…” It helps us to achieve our mission of educating and inspiring our visitors every day.

Stewart Bailey

Q: How did April Fool’s Day get started?

A: It’s murky, but the roots of All Fools Day, as it’s sometimes called, date back at least to the 1500s as an occasion to perpetrate tomfoolery, possibly in reaction to spring’s mercurial weather. It’s observed on April 1 in many Western countries, including Italy and France, where pranksters cry “April fish!” as they tape paperpesci or poissons to people’s backs, and Scotland, where “Gowkie Day” makes anyone a potential “gowk,” or cuckoo.
During my thirty-plus-year Boeing career, I met and worked with some fascinating individuals. There was Dr. Gerald Bull (see the April 2010 Flightplan, pg 4), and Tom Brady (see the October Flightplan 2013, pg 8), and then there was George Warburton. George was a work-visa Brit employed by Boeing as a Customer Engineer (one assigned to a customer airline to facilitate clearing technical problems) George had been initially assigned to PIA – Pakistan International Airlines. I met George later when he transferred from Customer Engineering to Sales and Marketing.

One of several events George shared dealt with PIA upgrading their fleet of older 707-300s to new 300Bs. George and several PIA air and ground crews had been sent to Wichita Kansas for 707-300B schooling. It was common practice in such cases for the Customer Engineer to return to his assigned airline aboard their first delivery aircraft, but in this case PIA ignored George’s requests for space. George’s boss kept pressing George and PIA kept ignoring George’s requests. Finally, a PIA copilot clarified the situation, confiding to George that PIA was using the first 707-300B delivery flight to secretly ship gold bullion to “Red China.”

George relayed this fact to his boss, The next day his boss suggested George swing by the Seattle office before returning to Karachi. When George arrived in Seattle his boss whisked him into a private conference room shutting the door behind him. Alone in the room was a stranger who thanked George for his “intel” on the gold shipment and informed George he would be on the next Pan Am flight to London arriving there two hours ahead of the PIA delivery flight.

“Now George, do you think it might be possible for you to secretly observe the loading of the gold?” “Yes, I think so.” “And after that would you mind calling this London number?” “I could do that also. Is that all?” “Of course!” But of course that was not all. The London phone Voice had two further requests: [1] determine if the gold was still on-board on arrival in Karachi, and [2] report such to a certain phone number in Karachi.

When PIA’s 707-300B landed in Karachi, George watched the flight crew disembark and walk away. Then George climbed aboard and there were the gold bars stacked neatly on pallets. George began counting… “Hey, who are you and what are you doing?” “Certainly, I’m George Warburton, your Customer Engineer, and I am just checking these tie downs. Have you any idea the damage that could result if any of these bars came loose?” Later when George passed on the information, the Voice was so impressed it suggested they meet at the KLM Hotel Bar for drinks.

George arrived promptly at 4:15 no one came and George was about to leave when the Englishman wandered over and quietly asked in an American accent, “Are you George Warburton?” After a couple of drinks the man finally got around to the reason for the meeting. “Tell me George, in your job as Customer Engineer at PIA, it’s not at all unusual is it for you to go on scheduled flights?” “No, not at all usual.” “So later this month, you could make the scheduled flight to Beijing, right?” “Well, what would you be asking me to do?” “Nothing, George, absolutely nothing at all. We would just like to see your briefcase for a few minutes before you leave. “Wait I’m a British national traveling as an employee of an American company, and you want me to fly into China carrying a briefcase you’ve messed with.

NO THANK YOU!!!”

Earl Scott
5 MINUTE HISTORY IN THE MAKING NOW

A review of current trends in aviation has revealed some interesting concepts. Take, for example, the recent announcement by Air New Zealand that they were introducing a new STRAIGHTUPFARES™ option, the next step in the evolution of affordable domestic air travel on sale to anyone who can ’stand it’. The special fares are part of the airline’s Grabaseat™ promotion.

The airline has installed hand holds on the cabin ceilings of selected aircraft to allow even more passengers per flight. The new “seating” plan can accommodate up to 69 extra passengers standing in the aisle for the duration of the flight, massively increasing Air New Zealand’s capacity and drastically lowering ticket prices.

The fares are offered at three different levels: STRAIGHTUPFARES™ – the standard offering includes carry-on baggage only; STRAIGHTUPBAG™ – includes carry on bag and one checked bag up to 25kgs; and STRAIGHTUPDELUXE – includes carry-on bag and one checked bag up to 25kgs, in-flight refreshments and an interactive handhold. There are height restrictions as well as girth maximums.

Southwest Airlines has begun serving a delicious onboard snack in addition to the carrier’s legendary peanut offering. To be called TOFUnuts they have the same salty taste, but contain more protein than Southwest’s lightly salted peanuts. Customers who stop in the airport terminal for that savory cheeseburger can wash away the guilt knowing that a packet of TOFUnuts will help lower bad cholesterol. Other benefits include appearing younger as customers step off one of the carrier’s LUV jets since the isoflavones in the TOFUnuts scavenge free radicals to prevent premature aging.

“We didn’t think we could top our world famous peanuts, but this little baby has real potential,” said Kevin Krone, Southwest Airlines Vice President of Marketing, Sales, and Distribution.

Not to be outdone, WestJet has unveiled its Kargo Kids program designed to create a serene travel experience. It will allow guests to travel on select child-free flights, creating a quieter and more relaxing in-flight experience, while children travel in a “special VIP” area of the aircraft. “As Canada’s low-cost airline, we are constantly looking for innovative and fun ways to enhance the guest experience,” stated airline spokesman Richard Bartrem, VP of communication. “The initial feedback on Kargo Kids has been quite positive and we’re looking forward to the peace and quiet while we get families where they need to be.”

WestJet's new pet policy looks really good too. On Monday, the airline announced that the company would be easing the restriction on pets as part of their “furry family” program. This new regulations would allow for any type of animal that fits safely on board their planes to roam, graze, slither, crawl or fly at their leisure inside a plane’s cabin.

"What's more, we will no longer be requiring animals to be kept in the kennels while they're travelling with us. After all, they're part of the family," said Bartrem. “The flight crews have received special in-flight training on how to care for the diverse family members that they'd be welcoming on board” and along with specially modified lavatories for animals. The ad sounds like a pet lover’s dream.

Spencer Vail
MARCH BOARD OF CAPTAINS MEETING

Membership Director Jeff Cool passed out new membership numbers; they are very strong. A $10k Corporate Membership was received in February. The Vietnam Veterans Panel, cancelled because of bad weather in February, will be rescheduled. Sadly, Jeff has left the Museum to take a position with the High Desert Museum outside Bend. He will be missed.

Education Director Hilda Pereyo reported that Junior Ambassadors will be coming in on Saturdays and reporting to Saturday Day Captain Jim Winters. Summer plans are for the Ambassadors to come in during the week and will be reporting to the Day Captains for assignments.

Curator Stewart Bailey again asked that artifacts not be removed by volunteers and taken home for any reason without permission from Stewart or Larry Wood. Day Captains will be making sure their crews understand this directive.

The new owner of the Tri-motor wishes to remain anonymous. He has 30-hour motors coming in to replace the ones on the aircraft; they will be changed inside the Aviation Museum. Timing of this has not been announced. No word on sale of the Avenger or the P-38, but they are still for sale. Again these aircraft do not belong to the Museum but are the property of Mr. Smith.

Efforts to buy the Cessna 0-2 are underway. The cost will be $10,000. Fliers are being printed to ask for donations for the acquisitions; these donations will be tax deductible. The Cessna was involved in the Bat-21 rescue mission which was the longest of the Vietnam War, lasting 11 days.

The Collections staff and volunteers are working on using the first floor, formerly the MIS area, in the theater building as a gallery to display much of the artwork the Museum has in its collection. Timing and approval has yet to be announced.

Newsletter co-editors like the quality of the newsletter being printed in-house by Phil Jaeger. More color will be used. Co-editor Katha Lilley will be setting up articles with direct access to Hyperlink.

Locker use: If someone needs a locker for personal ongoing use, they are asked to place their name on the locker. Only one locker per person. If, by March 14, any locker not properly labeled or where there are multiple lockers with the volunteer’s name, the locks will be cut off and the locker cleaned out. Consult your Day Captain.

E-cigarettes Policy at the Museum. These are not to be used inside the buildings, the same policy as with any standard cigarette. They may be smoked outside the buildings. If there is a problem with any visitor regarding this policy, consult the Day Captain.

Jim Lilley

APRIL LAUNCH PAD

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<tr>
<th>Date</th>
<th>Launch Pad</th>
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<tbody>
<tr>
<td>3</td>
<td>Atlas 5 (401) Launch the Defense Meteorological Satellite Program 19 spacecraft for the USAF into a polar orbit. From Vandenburg AFB</td>
</tr>
<tr>
<td>3</td>
<td>Soyuz Arianespace Soyuz to launch a Sentinel 1A radar observation satellite for the European Space Agency &amp; European Commission. Launch site: French Guiana</td>
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<tr>
<td>9</td>
<td>Soyuz Launch the 55th Progress cargo delivery ship to the ISS. Launch site: Kazakhstan. Live TV coverage 8:15 a.m. on NASA channels</td>
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<tr>
<td>15</td>
<td>Zenit 3SL Sea Launch. Rocket to carry into orbit the Eutelsat 3B comm. satellite to provide telecommunication services over Europe, Africa, Middle East, Central Asia, South America. Launch: Odyssey platform, Pacific Ocean</td>
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<tr>
<td>25</td>
<td>Vega European rocket to launch DZZ-HR Earth observation satellite for Astrium &amp; Kazakhstan. Will provide high-resolution images to Kazakh authorities for homeland surveillance, resource management, &amp; environmental monitoring. Launch from French Guiana</td>
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<tr>
<td>27</td>
<td>Proton Russian rocket to deploy the Luch 5V satellite to relay data from Russian spacecraft to ground sites, ISS, &amp; the Kazsat 3 comm. satellite for Kazakhstan. Launch from Kazakhstan</td>
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<tr>
<td>30</td>
<td>Falcon 9 SpaceX to launch 8 2nd generation Orbcornn comm. satellites which will provide 2-way data messaging services for global customers. Rocket will fly in Falcon 2v1.1 configuration. Launch site: C. Canaveral, Florida</td>
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John Jennings
The story of Reckless is not only remarkable - it is unusual. And once you learn about her, you will know why the Marine Corps not only fell in love with her - but honored her and promoted her every chance they got. And it wasn't just the Marines that served with her in the trenches that honored her - her last promotion to Staff Sergeant was by Gen. Randolph McC Pate - the Commandant of the entire Marine Corps. You can't get higher than that in the Marines.

Reckless joined the Marines to carry ammunition to the front lines for the 75mm Recoilless Rifle Platoon of the 5th Marines - and she quickly earned the love and respect of all of the Marines that served with her. Lt. Eric Pedersen paid $250 of his own money to a young Korean boy, Kim Huk Moon, for her. The only reason Kim sold his beloved horse was so he could buy an artificial leg for his older sister, Chung Soon, who lost her leg in a land mine accident.

Kim's Loss was the Marines' gain.

It was not only Reckless' heroics that endeared the Marines to her - it was her incredible antics off of the battlefield. You will not believe her antics when she was being ignored, or if she was hungry - let's just say you never wanted to leave your food unattended. As legendary as she was for her heroics - her appetite became even more legendary. This horse had a mind of her own - not to mention, being very determined.

Reckless had a voracious appetite. She would eat anything and everything - but especially scrambled eggs and pancakes in the morning with her morning cup of coffee. She also loved cake, Hershey bars, candy from the C rations, and Coca Cola - even poker chips, blankets and hats when she was being ignored - or if she was trying to just prove a point.

One of Reckless' finest hours came during the battle of Outpost Vegas in March of 1953. At the time of this battle it was written that, "the savagery of the battle for the so-called Nevada Complex has never been equaled in Marine Corps history." This particular battle "was to bring a cannonading and bombing seldom experienced in warfare ... twenty eight tons of bombs and hundreds of the largest shells turned the crest of Vegas into a smoking, death-pocked rubble." And Reckless was in the middle of all of it.

Enemy soldiers could see her as she made her way across the deadly "no man's land" rice paddies and up the steep 45-degree mountain trails that led to the firing sites. "It's difficult to describe the elation and the boost in morale that little white-faced mare gave Marines as she outfoxed the enemy bringing vitally needed ammunition up the mountain, "Sgt. Maj. James E. Bobbitt recalled.

During this five-day battle, on one day alone she made 51 trips from the Ammunition Supply Point to the firing sites, 95% of the time by herself. She carried 386 rounds of ammunition (over 9,000 pounds - almost FIVE TONS! -- of ammunition), walked over 35 miles through open rice paddies and up steep mountains with enemy fire coming in at the rate of 500 rounds per minute. And as she so often did, she would carry wounded soldiers down the mountain to safety, unload them, get reloaded with ammo, and off she would go back up to the guns. She also provided a shield for several Marines who were trapped trying to make their way up to the front line. Wounded twice, she didn't let that stop or slow her down.

What she did in this battle not only earned her the respect of all that served with her, but it got her promoted to Sergeant. Her heroics defined the word "Marine." She was BELOVED by the Marines. They took care of her better than they took care of themselves - throwing their flak jackets over her to protect her when incoming was heavy, risking their own safety.

Her Military Decorations include two Purple Hearts, Good Conduct Medal, Presidential Unit Citation with star, National Defense Service Medal, Korean Service Commendation, and Republic of Korea Presidential Unit Citation, all of which she wore proudly on her red and gold blanket, along with French Fourragere that the 5th Marines earned in World War I.

There has never been a horse like Reckless, and her story deserves every honor & recognition she can receive.

See http://www.sgtreckless.com