

Iran Ousts U.S. Newsmen

TEHRAN, Iran, (AP)—The Iranian government Thursday ordered New York Times correspondent Michael Clark expelled from Iran within 48 hours for alleged activities against national interests.

Clark is the third foreign correspondent to be ousted from Iran since she nationalized her oil industry. Deputy Premier Hossein Fattemi said Clark had been ordered out for "activities in favor of the former British-controlled Anglo-Iranian oil company."

Last May the government ordered the expulsion of two Britishers, Haig Nicholson, Middle East manager of the Reuters news agency and Thomas Sefton Delmar, chief foreign correspondent for the London Daily Express.

Delmar was accused of "violently insulting and abusing" the Iranian people. Nicholson was charged with distorting the news. Both denied the allegations.

Fattemi, who personally notified Clark of his expulsion, at a news conference specifically referred to a Times dispatch of November 29 which he said called Premier Mohammed Mossadegh's government a "terrorist regime."

On receiving notice of his expulsion Clark reported immediately to the U.S. embassy in Tehran. It was not immediately known whether he plans to challenge the expulsion order.

Clark is one of two American newsmen now in Iran. The other is Philip Clarke of the Associated Press.

The Times correspondent has spent the past eight months in Iran. He formerly worked in the Times' Paris and Cairo bureaus. He served with French forces in the Middle East during world war two.

HEAVY IMPORT DUTIES
SINGAPORE, (AP)—Some shoe manufacturers who export to Australia say they may soon have to close their factories because of heavy duties levied on their product which runs higher than that on shipments from Britain.

Squadron Leaders Of Fourth Fighter Wing All Aces - And Stuck In Korea

By GEORGE A. McARTHUR
TOKYO, (AP)—America's three Sabre jet squadron leaders in Korea—all aces—are so good they have spoiled their own rotation hopes.

Normally when a fighter pilot becomes an ace by bagging five enemy planes he is sent back to the United States.

But the squadron leaders of the fourth fighter-interceptor wing all became Korean aces within three days. The air force can't send home every squadron leader in the wing.

Maj. Richard D. Creighton of Baton Rouge, La., became an ace November 27.

Storm Breaks Up Whale On Beach

DEPOE BAY, (AP)—The big storm solved this city's problem of the big snail.

As the storm whipped the coast it broke up a log raft and the logs, in turn pounded to pieces the carcass of a whale that lodged in a rocky cove near town many months ago.

Engineers couldn't dispose of the whale successfully, but now they expect to be able to get rid of the pieces.

PAINLESS METHOD

BUTTE, Mont., (AP)—A 50-year-old miner never thought he'd live to see the day when jail looked good to him. His hotel was destroyed by fire and four persons perished.

"Boy, am I lucky," he said. "I made the jail last night on a drunk charge, otherwise I'd have been in there."

Three days later, in the Allies' biggest air victory of the war, Maj. Winton W. Marshall of Raleigh, N.C., and Manhattan Beach, Calif., and Maj. George A. Davies Jr. of Lubbock, Tex., became Korean aces No. 5 and 6.

Marshall downed one LA-9 propeller driven fighter-bomber and a Communist TU-2 twin engine bomber to make his score 5½.

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kills. He got another Mig yesterday.

Davis staged the biggest one man air show of the war that day, downing one Mig and three TU-2s. He already had two Migs. He sent two more down in flames yesterday a total of five Migs and three TU-2s.

Davis racked up his eight planes in only 24 missions, far short of the normal 100 required for rotation. Marshall has 73 missions and Creighton 88.

The three squadron leaders are not complaining because they can't go home.

Davis is the hottest pilot in the Far East.

Asked if he has any goal, the Texan told a news conference: "Hell, I'd like to get them all!"

Marshall is lean, serious and balding at 32. His squadron mates call him "Bones." He is the only

one of the three without world war two combat experience. He regretfully rode out the war as a fighter pilot in Panama.

He's making up for it now.

"More Migs than we've ever seen before keep coming down every day," he said, "and they're better than ever before."

The Sabre is still a match for

the Mig, he added, "but we could use a better engine. That would make a lot of difference up there. When things get hot for the Migs they just pull their nose up and take off."

He attributes the Migs' speed to a lighter airframe, plus the fact that they are flying close to home and carry less fuel.

"That really makes a difference in turn radius," he said. "But we just don't let them get in a situation like that. We won't use their tactics and we won't get in a turn with them."

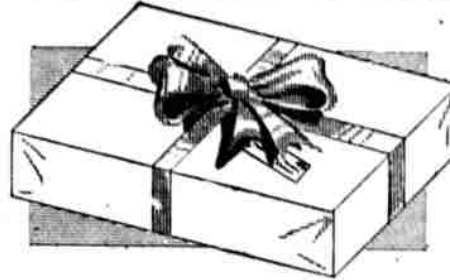
"We always seem to be the aggressors. The first time I led a

fight in a fight there were 12 of us and 60 Migs. We just piled into them.

"It just seems to be the super-ican way of doing it just in like that."

"That seems to upset them. Sometimes they go everywhere."

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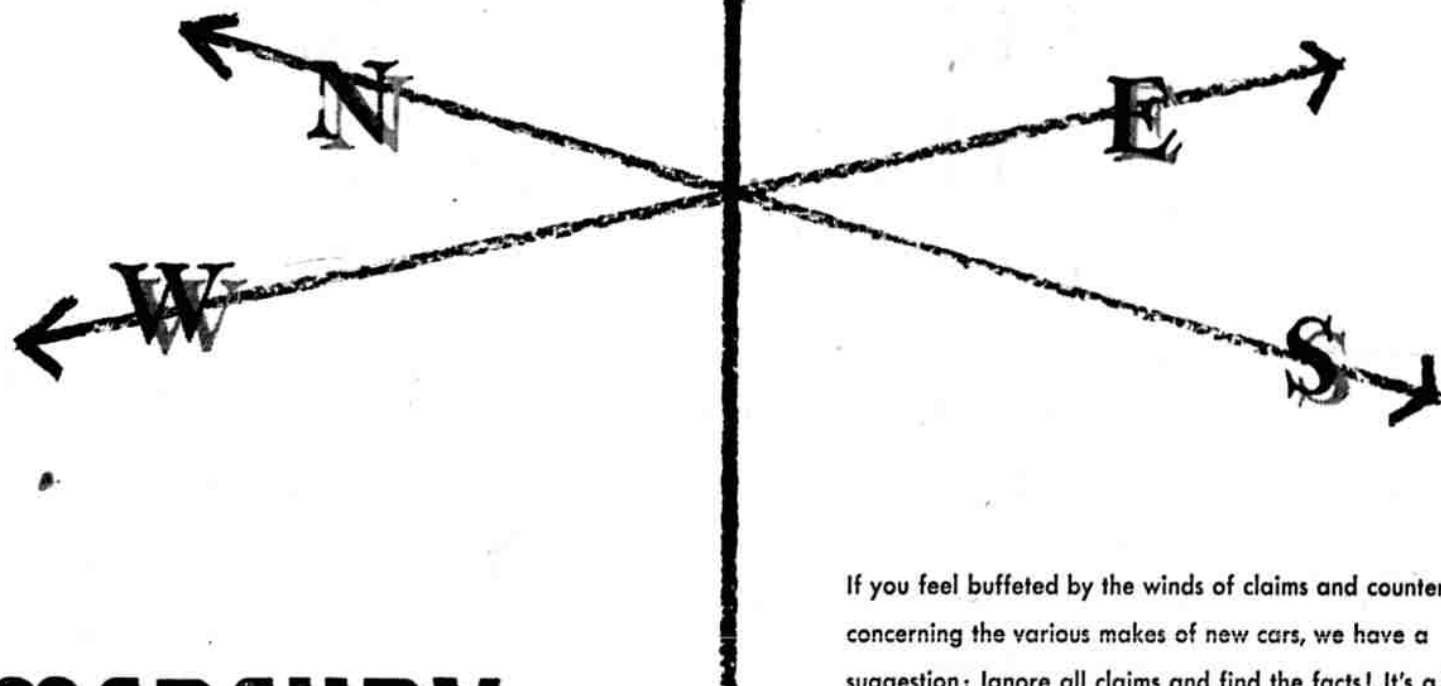
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