



I'M IN THE ARMY NOW

By
Cpl. Whitt N. Schultz

Special to the Highland Park Press

A Flight in a Flying Fortress

Chanute Field, Ill.—
"Are you Cpl. Schultz?" a young, good-looking captain asked.
"Yes, sir."
"I'm Capt. Fred R. Stolp, flight instructor. I understand you're collecting material for a story on the four-engine transitional training school at this field of the Army Air Forces Training Command."
"Yes, sir."
"You'll ride on my ship today. The O7. We're taking off at one this afternoon for formation flying. I'll meet you in the cockpit."
"Yes, sir."

Bought some gum . . .
I ate a quick lunch, bought some gum (in case of air sickness), and reported to the school office. It was 12:30 p.m. Non-commissioned officers gave me a parachute for my flight.
"You're going to be cold up there," Capt. Stolp said. "Better put on these wool flying togs."
I did. I looked like a be-spectacled man from Mars.

Engines one, two, three, and four were warming up on the giant Flying Fortress when I arrived. Student-officer-pilots were studiously going over the "check list"—an itemized memorandum sheet of over 100 different points to look over before take-off.
Take-off instructions
"O7 to Chanute tower. Out local. Request and instructions and altimeter reading. Greer," said the student-pilot sitting in the co-pilot's seat. He was talking with the men high in the control tower. Those men have a complete view of the field. Pilots must have the control tower operator's permission before they can taxi on the field and take-off.

Instructions were received. The giant, 40,000 pound B-17 taxied to the designated take-off area. Our ship was behind two other Fortresses. It was to be a formation take-off.
Engines were running smoothly. Now, in turn, each engine was "revved" up to several thousand revolutions per minute. The giant airplane, like a spirited horse, quivered, waited for the signal to start.

Into the bright, blue yonder . . .
"O.K. to take-off O-7," came the report to our earphones from the control tower.
Off went the brakes. The ship lunged ahead, gathered speed, took off smoothly, quickly gained altitude up into the clear and blue and bright sky.
Wrote Army Air Forces Commanding General H. H. Arnold recently:
"The Air Forces have taught the men at home the maneuvers they would execute in combat abroad. . . . While still training in this country, pilots are taught formation flying. . . . In combat a tight formation is often the airman's best protection."
We're in the air now . . .
Sweat dripped from the pilot's face as his hands gripped the throttle bars and control wheel and as he moved them now ahead now back, constantly maneuvering the big ship into its proper place in a javelin formation.
It's a tough job to keep a 20-ton instrument in perfect alignment—particularly when cruising at high speeds in rough air. But student pilots flying our ship did just that. And this is significant when you realize it was the first time they had flown formations in Flying Fortresses.

Flew for hours . . .
For over two hours we flew—jockeying, turning, banking, speeding up, slowing down, remaining in our proper place in the formation.
For awhile we were the lead ship. . . .
"A pilot leading a formation must execute each maneuver smoothly," explained Capt. Stolp, a 2,000-hour flying veteran. "Formation flying requires split-second timing, precision, and alertness. A pilot's eyes must constantly be on the airplane ahead. Smooth movements lead to a close, steady, effective formation," he concluded.
We were preparing to land now, land in formation—a difficult job.
Wheels were down. Landing instructions were received and acknowledged. And in we came, settling down smoothly.

For many months now I, like you, have been reading "heavy bombers, flying in tight formation, flew over Berlin tonight bombing important military objectives."
I've been anxious to know about these heavy bombers, about these tight formations, about these skillful airmen who fly and maintain these history-making airplanes.
The flight I took this week made clear to me that our bombers, fliers, air and ground crews are ready!

radio school at Scott Field, Ill., is now qualified as a member of a bomber crew, and is in line for advanced training of this type. He is the son of Mrs. Ira Gardner.
—V—
Ens. Wm. Jones, USN, meteorologist, graduate of Dartmouth College, is stationed in the So. Pacific area, and expects soon to be assigned to duty on an aircraft carrier. He is the son of Mr. and Mrs. Wm. T. Jones, 310 No. Linden Ave., and the husband of the former Betty Wampler.
—V—
Three more 17-year-old boys in the local high school have been sworn into the Army Air Corps.—Frank "Blackie" Blacker, a senior, son of Mrs. Katie Blacker, 917 Taylor Ave., Bernard Siegle, a junior, son of Mr. and Mrs. B. M. Siegle, 2210 Half Day Road, and John Erikson, senior, son of Mr. and Mrs. Axel Erikson, 589 Central Ave. They will report for active duty upon completing their high school course.
—V—
Ens. Fred Musser, USN, recently enjoyed a brief leave before reporting for active duty. A graduate of the local high school and of Iowa State College, class of '43, he has since attended the Naval Reserve Midshipman's school at Notre Dame University, last week receiving his commission. He is the son of Mr. and Mrs. V.C. Musser, 529 Oakwood Ave.
—V—
Another high school senior to enlist in the Navy V-5 program is Wm. Tenneman, son of Mr. and Mrs. A. Tenneman, 1020 Oakley Rd., Deerfield. He will be graduated from high school at the end of January and report for training the first of March.
—V—
Mr. and Mrs. Peter Glader, 236 McDaniel's Ave., have three sons in the armed forces. Ted Glader, T/5, of the aviation engineers, is stationed in the Pacific area. Rollo, a paratrooper, is stationed at Ft. Bragg, N.C. Victor, the youngest, was recently inducted and will report early in February at Ft. Sheridan, for active duty.
—V—
Henry Wm. Woiak, son of Mrs. Mary Ann Woiak, 830 Deerfield Ave., was graduated on Jan. 28 from the

Naval Air Training Center, Corpus Christi, Texas, according to official report just received. He was commissioned an ensign in the U.S. Naval Reserve. He received his preliminary flight instruction at the Olathe, Kans., reserve air base.
—V—
Wesley S. Hayes, 20, seaman 1/c, the son of Mr. and Mrs. E. C. Hayes, 518 Midlothian Ave., has completed basic training at the Submarine School, Submarine Base, New London, Conn., for duty with our growing fleet of under-seas fighters, it was announced today by that base. Seaman Hayes will be entitled to wear the twin dolphin insignia of the submarine service after further experience aboard a submarine, during which he must demonstrate to his commanding officer that he is fully qualified to carry out the duties of his rate. The insignia is regarded as a mark of distinction in the Navy.
Hayes was graduated from the local high school, where he lettered in track and football. He has been in the Navy since last February and had preliminary training at Great Lakes.
The Submarine School, the only one of its kind in the Navy, is attended by a picked group of men who must pass special physical, mental and psychological tests. The school work takes place not only in classrooms and laboratories, but also in numerous training submarines in which students master the actual techniques of operating the powerful fighting craft.
Many students at Submarine School already have seen battle as members of surface ship crews before volunteering for submarine duty.
—V—

Collect Over \$300 At Alcyon During March of Dimes Film
In keeping with the March of Dimes drive which concludes this week, the Alcyon theatre presented a film starring Greer Garson for the past five days. The picture was shown through the courtesy of William Pearl, owner of the theatre, and Robert Slayback, manager.
It has been reported that over \$300

for the March of Dimes drive was collected at the Alcyon, when the boys and Girl Scouts acted as ushers.
Those wishing to contribute to the fund to combat infantile paralysis may obtain cards at the Public Service store or at the post office.

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Births
Mr. and Mrs. Henry Neargarder, 14 McGovern street, boy, Jan. 28.
Capt. and Mrs. Frank Blasius, 249 Woodlawn avenue, Hubbard Woods, boy, Jan. 29.
Mr. and Mrs. Raymond Crompton, Midway drive, Mundelein, boy, Jan. 30.
Mr. and Mrs. D. L. Hammer, Town Line road, Libertyville, boy, Jan. 31.

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Let's Back the Attack with War Bonds

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In The Nation's Service

Four sons are the contribution to the Nation's Service of Mr. and Mrs. Samuel Holmes, 903 No. Sheridan Road. The eldest, S/Sgt. Samuel Holmes will have been in Air Force secret service radio two years next May. Refusing a lieutenantcy which meant a desk job, he chose a more active role in the war. He attended radio school at Sioux Falls, after which he became assistant commander of a fighter squadron, and was later promoted to his present position in a fighter control squadron. He is 32 years of age, a graduate of the local high school and of Chicago University. He was married last May.

The second son, Kenneth, 31, is a lieutenant (j.g.) in the U.S. Coast Guard. He spent a recent leave at home after 9 months' service in the North Atlantic, and is now in active duty on board ship. He attended the local high school, was graduated from Ashville high school and University of Michigan. He is married and has one son.

John Russel Holmes, 28, is a 2nd lieutenant in the Air Force, having just completed his pilot training at Hobbs, New Mex. His present duty is flying gunners and bombardiers at

the school for practice in the B-17's. He attended the local high school, was graduated from Lake Forest Academy, and studied for three years at University of Michigan. He married the former Jean Bullard of Highland Park, and has two children.

David, the youngest, has for over a year been a cadet at the M/Marine school at Great Neck, L.I. He has served for 6 months on board a tanker, and chose the rank of third mate in the M/Marines in preference to that of ensign in the Navy. He attended the local high school, was graduated from Elgin Academy, and attended St. John's College at Annapolis for two years.

Action in seven major engagements in the Pacific area, as well as others in the European theater of war, is the proud record of Jack Gibbons, Petty Officer 3/c, USN, who is now home on leave. A seasoned and battle-wise veteran at the age of 20, he is the son of S/Sgt. and Mrs. Carrol Cashman, 636 Onwentsia Ave.

Leaving school during his sophomore year, 1940, he chose the Navy as his career. Coral Sea, Midway, Marshall Islands, the Gilberts, Wake and other names are all milestones in young Gibbons' life during the past three years.

In the summer of '43 he was transferred to the European area, where he took part in the engagements at Sicily and Salerno. Home now on leave, he has stars and bars galore to show for his experiences, which can be more fully recounted after the war is over.

Pfc. Vera M. Greene of the Woman's Marine Corps, has returned to her base at Cherry Point, N.C., after a leave at the home of her parents, Mr. and Mrs. Geo. Greene, 504 Gray Ave.

Pfc. Harry (Bud) Carlson has returned to his base at Harlingen, Tex., after a visit to his parents, Mr. and Mrs. H. J. Carlson, 1016 Roslyn Lane. He is an instructor in Aerial gunning ballistics.

S/Sgt. Albert Steele, stationed for 2 years in the No. Pacific area, is spending a leave with his parents, Mr. and Mrs. Thomas J. Steele, 1219 Sheridan Rd. He expects to be reassigned at the end of his leave.

Willis H. Dever, who enlisted in the Navy after graduating from the local high school last June, has completed a course in Naval Aviation Radio at Memphis, Tenn. He is the son of Mrs. Lillian Dever, 120 Wrendale Ave., Highwood.

Pfc. David A. Gardner, of Deerfield, has been graduated from an air forces

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