



The Chorus at Highland Park high school consists of 86 members, directed by Mr. Chester Kyle.

## Let's Take a Look

By

WHITT N. SCHULTZ



(Special to The Highland Park Press)

### War Over Highland Park

(Editor's Note: Our columnist, Whitt N. Schultz, recently accepted the Navy's invitation and made a tour of nearby Glenview Naval Air Base. He also flew on a simulated combat mission over Highland Park. The following is his story, just passed by Navy censors.)

Our Navy is keeping its ace pilots in fighting trim by simulated wartime air maneuvers over Chicago's sedate North Shore where high-speed planes roar over suburban homes during nearly every hour of the day and night.

And a few miles out over the lake, in a restricted and carefully patrolled area between Highland Park and Kenosha, combat-equipped fighters and bombers daily drop practice bombs and shoot hundreds of rounds of machine gun bullets.

In these unpredictable, foreign-involvement days, future-thinking Navy braid believe it's wise to keep America's highly-trained pilots alert to all new aerial advancements.

#### FLY EVERY WEEK-END . . .

Every week-end then, and once a year for a period of two weeks, scores of ex-fleet pilots, many of them wearing Navy and Distinguished Flying Crosses, don war-weary uniforms, buckle on parachutes, climb into sleek fighter planes and again assume the role of air warriors.

Typical of the young men in reserve training at Glenview Naval Air Base, six miles west of Evanston, are George C. Johnson and close friend, and former Highland Park, Richard D. Higgins.

Lt. (jg) Johnson, who wears three DFCs and five air medals and has five Jap Zeros to his credit, has over 1700 hours in the air and can pilot a plane as well as a skilled driver drives an automobile.

#### 1800 HOURS IN THE AIR . . .

Lt. Higgins has about 1800 hours air time logged and held the important duty as flight-instructor and member of a fleet squadron.

Johnson and Higgins have recently completed one of the first, reserve training, active duty schedules, set up by young, able, Lt. Com. Bill Miller.

Reporting for the intensive two weeks period of active duty to the beautiful, well-equipped base under the command of Capt. C. B. Gill, USN, Johnson and Higgins, together with 40 other pilots and a staff of trained enlisted men, first take rigid physical exams to determine whether they're still in "flying trim."

#### DIVIDED INTO DIVISIONS . . .

The group is then divided into 11 divisions of four men each, and given a squadron number. In this case CV-VF Sq. 57-A. Division leaders are then picked by Lt. Com. J. R. English, Evanston, C. O. of this group.

After brief organizational talks where duties are explained, action begins.

Pilots receive ground school instruction in the latest Link trainers, designed to make "ground flying" almost as real as the show upstairs.

Officer in charge of this synthetic training program is Lt. William L. Strahar, Wadsworth, Ill., who claims he's in great need of qualified enlisted men to maintain

sensitive and valuable ground training instruments.

#### FLY FIGHTERS . . .

From lecture halls, pilots don flying gear and go to the flight line where ground crews — the men who keep 'em flying — have polished carefully maintained Hell Cats (a fat, rugged fighter that scared the Japs and turned the tide at the Marianas) ready.

Twenty Hell Cats then roar into the air and join up into five divisions, rendezvousing over Northwestern university.

The pilots, ordered to be cautious and to fly over areas not restricted, begin war-like maneuvers, flying in formation, diving, peeling off, firing machine guns, and dropping bombs.

A gunnery hop, with two divisions, races out over the lake to a patrolled area where trigger fingers squeeze and tow-targets rip to shreds.

All firing is done away from the shore. Over 13,000 rounds of ammunition were fired by this fighter squadron.

#### BOMB HOP . . .

A bomb hop flies over another patrolled area. Eight inch bombs, with shot-gun shells inside, send up puffs of smoke when they strike die-marked targets on the lake.

Bombing is done at speeds near 400 miles an hour in steep, 40 to 50 degree dives.

Night flying, a must but an unpopular duty, keeps pilots proficient in maintaining tight, wing-tip formations. Navigation problems are also solved when divisions take off fly to different locations, then rendezvous at a certain location with split second timing.

#### FINAL TEST . . .

Final test for reservists is to go on cross country flights of about 1000 air miles. Each pilot picks his own destination, charts his course, flies to his objective, lays over 12 hours, then returns to Glenview.

"We're trying our best to keep our pilots proficient with concentrated training," Com. Miller told the PRESS.

"We know our planes make a lot of noise and frequently disturb people on the North Shore," he continued, "but we're doing everything we can to cooperate. Last Sunday, for example, we stopped all flights between 11 and 12 a.m. so church services could be held without interruption. We've ordered our men to stay away from certain areas; to fly high; to perform no stunts. So far as we can determine, pilots are obeying orders," he declared.

#### MINK COMPLAINT . . .

Despite efforts to cooperate and to fly over certain areas, complaints still come from suburbanites who don't appreciate the importance of reserve training.

Last week a party called the Naval Air Station and upbraided officers in charge for permitting planes over mink farms, located west of Highland Park.

"We didn't know the farms were there," Com. Miller explained to

the PRESS.

"It seems mother minks eat their young when frightened or disturbed. Our planes were scaring the minks and the expensive little animals were being eaten almost as fast as they were born. We immediately called in all our pilots and ordered them not to fly over these areas. We don't believe we'll have any more mink trouble," he concluded.

(Writer's note: I want to thank Lt. William A. Kinsley, Glenview's likeable public relations officer, for his courtesy, his cooperation, and his permission to fly with Lt. Higgins.)

### Local Engineer Students Get High Honors at Purdue U.

Two students from Highland Park, Harry Bowman West and Robert M. Wolters, were initiated recently into the Purdue university Indiana Alpha chapter of Tau Beta Pi, national all engineering honorary society, one of the highest honors a student engineer can receive.

### Harry Bergmann Gets Navy Citation

"In grateful appreciation and recognition of meritorious personal service during World War II," Harry Bergmann, member and resident of the Evanston YMCA, received a certificate from the United States navy, bureau of naval personnel.

Mr. Bergmann will be remembered by Highland Parkers for his work in the Highland Park USO in providing weekly programs at the club. He also provided entertainment for the other USO's on the North Shore, Glenview air base, Great Lakes training station and for veterans' hospitals. Since

the war ended he has continued his efforts to provide entertainment for veterans' hospitals. We congratulate Mr. Bergmann.

### Veteran Janitor Tells

(Continued from page 1)

being started." Mr. Nichols can still remember when there was only a woods where the school stands today. He used to go berry-picking on the land on which the high school buildings now stand.

"The assemblies used to be held in what today is the Library," he continued, "and Mr. Pertz would play the piano for the students marching in. The reference library was then the library for the whole school."

The cafeteria was where the teachers' room is now located on the third floor in Shields hall. Making ice cream was one of Mr. Nichols' tasks. He would then send it up on the dumb waiter to the cafeteria.

"I remember," he said, "when football games were held out on the playground by the school, and the fences were covered with canvas so that outsiders couldn't look in. In 1921 there was such a crowd at the championship game we had to bring in the bleachers from Lake Forest."

Traveling with the team, to care for equipment was another job of Mr. Nichols. In the gym classes the gym clothes were kept in boxes and called for by the students. Towels were put in the boxes and changed about twice a week instead of a new towel every day.

Mr. Nichols has helped take care of all the buildings, but most of his time has been spent in Shields hall. Although always very busy, he has always been ready to help wherever he was needed. Both students and teachers will miss his friendly personality.

—High School Survey.

### Dompke To Retire After Serving High School 17 Years

You've probably seen him many times since you first came to high school . . . directing the parking (Continued on page 5)

### FLAG DAY PICNIC

The Blackhawk society of Children of the American Revolution will hold the Flag Day picnic at the home of Mrs. Truax, 300 Egandale road, Sunday, June 15, from 4 to 7 pm. Miss Nancy Waggett is the hostess. This will be the last meeting for the summer.

SPECIAL ON

## DRAPES

Odorless

## DRY CLEANING

Roessler's Exclusive Cleaners

Telephone H. P. 352

1545 So. St. Johns Ave.

Highland Park

Who says all prices are high?



These Big Beautiful All-wool Kenwood Blankets only 12.50 to 16.95

No need to put off having the blankets you want. For Kenwood has kept quality up and prices down. Today these long-lasting, luxurious Kenwoods cost scarcely seven per cent more than they did seven years ago.

Why does a Kenwood Blanket last so many years? Because the wool is from selected fleeces with long, strong fibres. Because it is woven for sturdy wear, yet with a gentle draping quality. Because it has a deep, deep nap — soft and warm. 72 in. x 90 in. Bound with wide rayon satin ribbon. Colors: Green, Rose, Peach, Yellow, White. A quality blanket at an economy price now.

Use Our LAY-A-WAY PLAN—10% Down, 10% a Month until October

## GARNETT & CO.