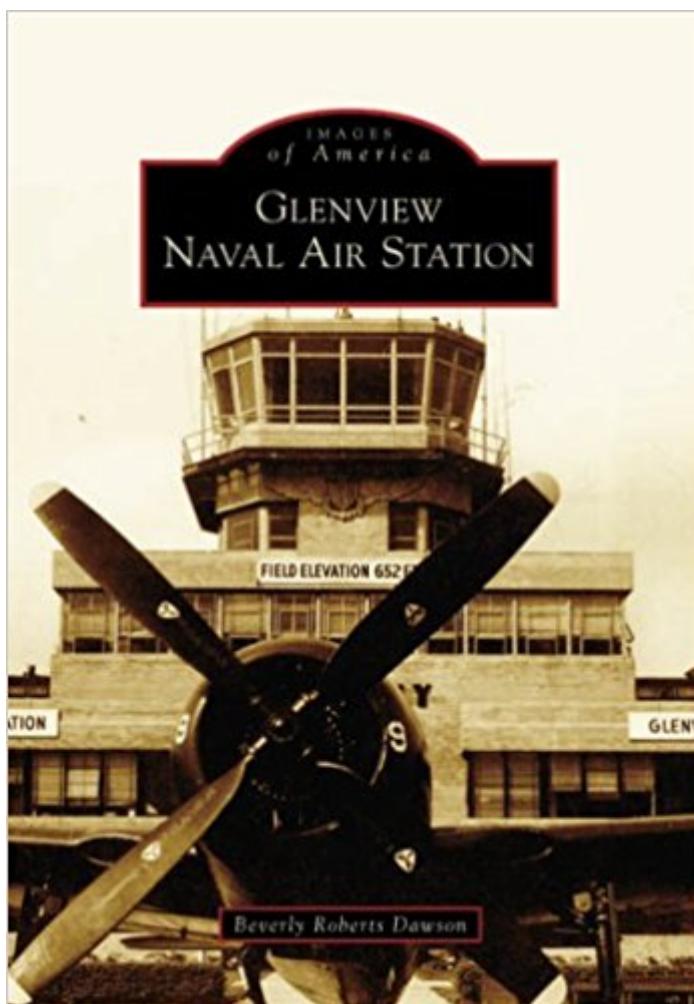


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# Glenview Naval Air Station (IL) (Images Of America)



## Synopsis

In 1923—just 20 years after the Wright brothers' first flight at Kitty Hawk—a Naval Reserve aviation training program was established at Great Lakes Naval Training Center. Originally, sea planes and a few small land-based planes were used for primary flight instruction. With the development of heavier, faster military aircraft, the Great Lakes facility became inadequate. Under Rear Adm. John Downes, commandant of the 9th Naval District, the search for a suitable new location was undertaken. Curtiss-Reynolds-Wright Airfield was deemed ideal for relocation of the aviation training program. From humble beginnings as Naval Reserve Aviation Base Chicago, Naval Air Station Glenview (the official U.S. Navy designation) went on to play a vital and unique role during World War II. Until closure in 1995, the base was home to thousands of Navy and Marine Reserve pilots, aircrews, and support personnel—proudly known as weekend warriors."

## Book Information

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## Customer Reviews

Beverly Roberts Dawson, past president of the Glenview Area Historical Society and historian of the Glenview Hangar One Foundation, frequently writes and lectures about the history of Naval Air Station Glenview. Images contained in this book are from the collections of the Glenview Area Historical Society and the Glenview Hangar One Foundation. In addition, U.S. Navy and U.S. Marine Corps personnel who served at Naval Air Station Glenview provided photographs from their own files.

I grew up close to the flight line; At least 28 years I noticed every plane, every landing. The water tower on Dewes stood right on the flight line, and the Corsairs, the jet fighters, almost every type of plane, used the tower as a beacon. I went to bed almost every night hearing the mechanics working on the war planes. When I was four I saw four parachutists land in view of my bedroom window. When I was eight I saw a Corsair go down right next to a neighbor, far off the flight path. The pilot walked away. We saw the Blue Angels practice and fly for the 4th of July. Even the Air Force Thunderbirds flew into Glenview NAS (Naval Air Station). But I never got a chance to know the inner workings of the Base until this book by Beverly Roberts Dawson came out in 2007, dedicated to all who served here from 1937 to 1995, most of them reservists. But every month, 6,000 out of 8,000 pilots flying off of carriers were reservists. I got to see the NAS from the War Department view, from World War II to the Post War and the Korean War, to the Cold War Years. I loved 'A Navy Pilots Creed.' In 1976 the Army flew Huey Helicopters here. I was fascinated by all the amazing photos which told stories of their own. President Eisenhower landed here. The book is only 128 pages, but the font is very small. There are thousands of key and informative details. I ran into the Rugen family farm (established in 1850) fields to watch the Corsairs thunder over my head, gunning the engine to get over that fence I stood next to. My father was a surgeon and officer in the Navy from 1943 to 1946. There are so many people--thousands and maybe more--who would love to read this.

This book brought back a lot of great memories. While I was in high school, I was a member of the Sea Cadet unit mentioned in the Introduction and pictured in Chapter 6 (I'm not in the picture). I had the privilege of drilling with VP-90 during their transition from P-2 Neptunes to P-3 Orions, and even got to fly on a mission on the P-3. After college, I became a member of the 126th Air Refueling Wing (ARW), Illinois Air National Guard at Chicago-O'Hare Airport. Since the 126ARW was assigned to Strategic Air Command, we frequently received classified documents and equipment via couriers. The courier aircraft wouldn't fly into O'Hare; they went into NAS Glenview. As the junior officer assigned to the Plans section, I frequently had to drive to Glenview to meet the courier and pick up whatever they had for us. We never had a firm time for the courier, just a block time, i.e., between 1300-1600, so I spent a lot of time in Base Operations, and got to meet a number of Navy and Marine aviators. There is a big hole in this book concerning the history of Glenview, specifically the role it played when other Naval Air Reserve bases closed and consolidated their operations at Glenview. I remember when the squadrons from Minneapolis moved to Glenview; there was a weekend commuter flight, a VR-51 C-118, that came in on Friday night and left Sunday afternoon

that brought reservists in for drill. Also, Glenview was the air hub for moving nuclear weapons when the Nike missiles around Chicago were deactivated in the early 70's. Lastly, there weren't many pictures of the large aircraft flown at Glenview during the 60s and early 70s, including the P-2 Neptune (various models) flown by VP-60 and VP-90; the last C-119 aircraft flown by the Marines; the P-3 Orions with both squadrons; and the factory new KC-130s flown by the Marines. I was reassigned from O'Hare to Andrews AFB in 1989 and never got back to Glenview before it closed, but this book really did a good job of refreshing my memory.

Excellent photos but narrative is hodge-podge and incomplete. Spent time at the base and author does not cover any in-depth stories which amplify pics.

I grew up near Glenview Naval Air Station and was saddened when it closed. My dad took me to the air shows, and I remember the wide variety of planes. This brought back those warm memories.

Excellent a compete history of the air station

ThankYou

This brand new author has showed that she can write a wonderful book. I like how she wrote about the Glenview Naval Air Station, because I don't think most people really know about it. It will teach you that even though it was a small town, it did big things.

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