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NOTICE TO RESIDENTS OF BLOOMFIELD HILLS SCHOOL DISTRICT NO. 2

An election has been called for Monday, November 23, 1953 at Vaughan School, to authorize a \$1,750,000.00 bond issue and supporting tax increase to obtain funds to construct a new high school and complete the Wing Lake Elementary School.

To vote you must be registered. Last day for registration is Friday, November 13, 1953. If you are not registered, do so at once at your township or city hall.

Board of Education
Bloomfield Hills School Dist. No. 2, Frl.

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STERNAL'S
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MILTON BERZ (left) AND SON, MILTON, JR. CHECK RUNWAY'S PROGRESS. Hard surfaced landing strip added to airport facilities. (Eccentric Staff Photo)

Airport is Culmination Of Thirty-Year Dream

By GIL HERMAN

How does one get started in the airport business? Milton Berz, owner of Berz airport on E. Maple, will tell you that in his case, it was an odd combination of dreams, circumstances, and hard work.

Presently in the process of an expansion program of his 150 acre airport, Berz reminisced the other day that his dreams of getting into the aviation business began more than 30 years ago.

It was in the early twenties when the late Harry Brooks taught Berz to fly, and on Sept. 5, 1924 a story in the Birmingham Eccentric announced that Brooks, Berz and Harry Kendall had entered into a flying enterprise.

The services they intended to perform were aerial photography, stunt flying, passenger rides for pleasure and an air taxi service. The men envisaged a great future. They were, however, a few years premature and their business failed.

BERZ POCKETED his dreams while he directed his attention toward the building business in which he engaged for 20 years. World War II and its demands for defense production called a halt to Berz' operations as a builder, and from then on it was irresistible circumstances that pressed Berz toward a career as an airport operator.

Berz had kept up his interest in aviation. He owned a plane of his own, and it was at the insistence of some flier friends that he decided to attend an aviation trades meeting in St. Louis, Mo., in 1944.

WHEN HE prepared to register for the meeting, he scanned the list of names of those attending. To Berz it was very impressive the way previous registrants added to their names the titles of such firms as Martin, Fairchild, North American, Capitol Airlines, etc. So he put down his name—Milton Berz—Berz Airport.

An advertising agency picked up the registry for a mailing list and soon a flood of aviation advertising and magazines began to arrive at the Berz home, addressed to Berz Airport.

The idea of owning his own field intrigued Berz, and, anyway, he was tired of driving all the way to Pontiac airfield to fly his plane. So in 1945 he bought the present site of his airport and built a hangar in which to keep his plane and those of a few friends.

THINGS SNOWBALLED after that. Other fliers asked Berz if they could park their planes on his field. Soon young men with yearnings for the "wild blue yonder" began to drop in to ask if they could learn to fly at the field.

Then came the C. I. Bill and Berz found himself in the aviation business for real.

Three full time instructors were employed and 12 training planes were kept busy.

More and more private plane owners sought to keep their planes at Berz Airport until today 50 craft are based there. Twenty-five planes are quartered in six hangars, while the remaining 25 are provided with tie-downs.

Ground has been broken for two more hangars with space for 10 airplanes which, according to Berz, have already been contracted for.

IN A BID for the business of owners of twin-engine aircraft in the area, Berz promptly commenced constructing a 3200-foot paved runway. He expects when the runway is complete that many large planes will use his field's facilities.

Also in the immediate future of the field is an aviation mechanics shop and a new business office, Berz said.

Berz stated that his present building program has been made possible through the generosity of his friend and fellow flying enthusiast, H. W. Stanley, owner of a road and gravel construction company.

STANLEY IS contributing the use of several pieces of paving and earth moving machinery.

"Milt's paying for the job that is being done here, but we are doing all we can to help him keep the cost down," said Stanley.

Berz states that he looks on his airport as something more than a business venture.

"I feel that it's a community service and that by having the field I am making a contribution to

the cause of aviation," said Berz.

FOR THE FUTURE Berz sees no end to the possibilities of his airport. He feels that his field's location is ideal to provide the aviation needs of the surrounding community.

"I have made provision to allow factories and other interested parties to build their own hangars on my field," he said. "Who knows but what this may someday become a municipal airport for such cities as Birmingham and Boy's Oak."

Berz states that his field is the largest private airport in the state and even exceeds some municipal airports in size.

"I believe that when we finish it, this will be the only private airfield in Michigan with a hard surfaced runway," Berz concluded.

Flying has become a normal thing for the Berz family. Berz' son Milton, Jr., is manager of the airport, and his wife is a licensed pilot and owns her own plane. Latest member of the family to take to the air is 16-year-old daughter Emily who is presently in training for her pilot's license.

Obituary Notices

JANET MARIE WATTS, nine-month-old daughter of Mr. and Mrs. Harold F. Watts, 24569 Rensselaer, died at her home Sunday, Jan. 17, 1953. Janet Marie is survived by a brother, Jeffrey Allan, age three, in addition to her parents.

Also surviving are the grandparents, Mr. and Mrs. A. G. Halgerson, Bloomfield Village, and Mr. and Mrs. M. D. Watts of Fremont, Mich.

Prayer services were held Monday night at the Manly Bailey funeral home with funeral services Tuesday at St. Paul's Cathedral, Detroit. Interment was in White Chapel cemetery.

RICHARD MCGUIRE, 88, of 1910 E. Long Lake road, Troy township, died Oct. 29 at Martha T. Berry Memorial hospital, Mt. Clemens.

Born July 8, 1885 in Winnipeg, Man., Canada. Mr. McGuire was a retired baggage clerk for the Michigan Central Railroad, Detroit.

Surviving are three sons, Fred of Winnepeg, Alex of Centerville, and Joseph, 6127 University, Detroit; two daughters, Mrs. Robert Giff of the Long Lake address, and Mrs. Margaret Whitney of Vancouver, B. C., Canada; 10 grandchildren; and seven great-grandchildren; and a sister, Jane Rowan of Detroit.

Funeral services were from the Spiller-Gramer funeral home with a requiem Mass at 9:30 a.m. Saturday at Guardian Angel church. Burial was in Mt. Olivet cemetery.

DWIGHT L. DICKINSON, 68, of 24800 N. Cromwell, Southfield township, died Thursday night at Pontiac General hospital of injuries sustained in an automobile accident on Telegraph road near his home Thursday afternoon. Born Feb. 2, 1885 in Detroit, he

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was a graduate of Central high school.

Mr. Dickinson came here in 1938 and was the owner of the Dwight L. Dickinson Lumber company Detroit.

He was a member of the Michigan Association of Lumber Salesmen and a member of the International Lumber Hoo-Hoo Association.

Surviving are his wife, Grace; three sons Dwight L., Jr., Birmingham, James P. of Port Huron; and Arnold Smith, Detroit; two daughters, Mrs. George P. Forbes, Jr., Larchmont, New York, and Mrs. Donald D. Davis, Detroit; 11 grandchildren and a brother, Hazlett D. of Cleveland Heights, Ohio.

Funeral services were Monday from the Bell Chapel of the William R. Hamilton company with burial at White Chapel cemetery.



EILEEN AND JOSEPH POMASKI
Father guides "little Dutch girl" to Halloween parade route (Eccentric Staff Photo)

RAYMOND H. MOORE, 61, of 1081 N. Woodward, died suddenly of a heart attack at his home Monday.

Mr. Moore was born Feb. 29, 1892, in Cleveland, Ohio, and attended public schools there. A resident of Birmingham for the past two years, he came here from Chicago, Ill.

He was a consulting engineer for the Standard Schmiele Co., Detroit. In Chicago he was associated with the National Engineering Co. Mr. Moore was a member of the American Foundrymen's Assn.

Surviving are his wife, Marsha S., and two sons, Edward J. of Detroit, and Albert W. of Los Angeles, Calif.

Funeral service will be at the Bell Chapel of the William R. Hamilton company at 11 a.m. Thursday (today). Burial will follow at White Chapel cemetery.

MRS. HELEN KOTELMAN, 49, of 5271 Livernois, Troy township, died Tuesday at St. Joseph Mercy hospital following an illness of two months.

Surviving are her husband, Harry, two daughters, Mrs. Shirley Martin and Mrs. Cora Kasumurski, Pontiac; three sisters, Mrs. Frank Keupper, Mrs. William Legault, Mrs. Mary Boulton, all of Newberry, Mich.; and three brothers, John Phillips, of Newberry, Manuel Brunette, of Port Austin, and Louis Brunette of California. Four grandchildren also survive.

Funeral services will be Friday at 1:30 p.m. at the Huston funeral home, Pontiac, with burial at White Chapel cemetery.

To Build Tennis Courts At Eton

Improvements to Eton Park which will total an estimated \$15,000 were approved by city commissioners Monday night.

Commissioners voted to transfer \$11,000 from the park improvement fund to the Eton park fund to construct four tennis courts and work done by the forestry department including seeding, tree planting, play equipment and drinking fountains.

The city's sum will be added to a \$3,000 appropriation from the recreation board and \$200 to be contributed by the Birmingham Lions club.

City Manager Donald C. Egbert admitted that unless bids for these improvements were somewhat lower than anticipated, a portion of the forestry department's work would have to be deferred until the 1954-55 budget.

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Rayon Jacquard ROBES \$19.95

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