



---

## Illinois Wing History 1942

Compiled by Chaplain Major Jill Paulson  
Assistant ILWG Historian

## January 1942

Illinois Wing Headquarters is established at 20 N. Wacker Drive in Chicago, the Civic Opera Building. Wing headquarters shared the offices with the 6<sup>th</sup> Region Headquarters and adjoined the regional Offices of Civilian Defense.

Lt. Col. Floyd Evans of the U.S. Army Air Corps and Michigan resident is the CAP region Commander; Jack Vilas is IL Wing Commander and Herman Lacy is Wing Executive Officer.

On 2 January 1942, Major Reed Landis, Aviation Aide to Civilian Defense Director, Fiorello LaGuardia addressed a meeting at Wing Headquarters of Wing and Group officers from IL, WI, MI, IN, IA and MS. The plans of the organization were explained in detail in order that information could be passed down the chain of command and to potential enlistees.

*Major Reed Landis was a native of Ottawa, IL, now a Chicago suburb. He briefly attended the University of Chicago before enlisting with the Illinois Cavalry. Taught to fly in England during WWI, he served the Royal Air Force prior to flying for the Americans in the fall of 1918. After military service, Landis was an early member of the Chicago Aero Commission, the first Chair of the IL Aeronautics Commission and, representing of IL, the first President of the National Association of State Aviation Officials. He occasionally consulted with his long time friend, Gill Robb Wilson in Washington, D.C. in the creation of the Civil Air Patrol. Allegedly as CAP volunteers, they bunked together during the fall of 1941 as CAP was being built. Landis was married to the former Marion Keehn and had three children.*

At its inception, the Illinois Wing of the CAP was divided into nine districts. Those locations, district numbers and commanders were:

1. Bill Turgeon. Sky Harbor Airport, Northbrook
2. Fred Mac Kesney. Municipal Airport, Rockford.
3. Herb Anderson. Whiting Corp, Harvey.
4. Vern Roberts. Municipal Airport, Moline.
5. De Witt Collins. Municipal Airport, Peoria.
6. Art Carnahan. Municipal Airport, Bloomington.
7. Craig Isbell. Municipal Airport, Springfield.
8. Oliver Parks. Parks Air College, E. St. Louis.
9. George F. Lytle. Salem Airport, Salem.

IL Wing's first mission took place on 16 January 1942. A blackout drill at Great Lakes Naval Station in North Chicago was held and CAP was asked to fly the engineers that developed the blackout over the area to test its effectiveness. Wrigley Offield piloted his own plane for this mission. Wing headquarters reported "CAP has won the confidence of its first official customers."

## February 1942

Headquarters reported to numerous local and state agencies that IL Wing is now capable and anxious to fulfill any necessary missions. In addition, training is rapidly progressing. In the beginning, people apparently believed they could join CAP in order to receive their pilot's license. The February 1942 issue of Wingover addressed that misconception: "The work of teaching student pilots to fly and of making airplane and engine mechanics of student mechanics is outside the province of this organization. Our job is to enroll personnel with basic aviation skills and abilities, classify and organize them. And give them such basic defense training as may be necessary to make the individual members and units of the Civil Air Patrol of maximum value for auxiliary service to the armed and civilian defense forces of the U.S.A." According to the February 1942 IL Wingover, training for CAP was as follows: The training program will consist of a series of basic and specialized courses. The basic courses will be required of all members of the Patrol and will include such subjects as military courtesy and discipline, infantry drill for foot troops without arms, local civilian defense familiarization, first aid for civilian defense, national defense familiarization and airport protection. Specialized courses are being developed for both the flying and ground personnel. These courses will include such subjects as terrain familiarization, map and aerial photograph reading, meteorology, aerial navigation, aviation communications, observation and reconnaissance aviation, aircraft maintenance, airport service operations, and motor transportation.

In February 1942, IL Wing Commander, Jack Vilas had not quite fulfilled all the Wing personnel positions. Nonetheless, the Wing Staff consisted of:

Personnel Officer: Jim Graham, WWI Pilot and Mid West Representative of U.S. Aviation Underwriters.

Medical Officer: Dr. William H. Gehl, WWI U.S. Army Medical Staff.

Intelligence Officer: Harold Neeley, Regional Director, Civil Aeronautics Authority.

Public Relations Officer: Howard Knotts of Springfield, Attorney, Authority on Air Commerce Law.

Transportation Officer: W.A. Patterson, President of United Airlines.

Flight Training Officer: Dwight Morrow – Old Timer and well-known instructor in the North Shore Area.

The February 1942 issue of IL Wingover, only the second newsletter published in the Wing posted this request:

News Wanted! Send to headquarters ALL the news of your unit. Stories of the activities of your flight, squadron or group will make interesting reading for everyone in the Wing.

*It seems that even after 75 years, some things never change ...*

## March 1942

### Good Work Group 5!

Word has just been received of the excellent work done by Group 5 in the emergency resulting from the recent Southern Illinois cyclone. Called by the Physicians Exchange, group members transported doctors, nurses, and other workers to the scene of disaster. They also rushed drugs, sutures and other material to distressed localities. As a result of this work, valuable experience has been gained and suggestions have been outlined which will facilitate this type of work in the future. Good work, Group 5!

At the first official Wing staff meeting on 12 March 1942, Commander Jack Vilas said:

“It’s no easy job to direct the enthusiasm of the 1900 volunteers in the Illinois Wing through this initial period of organization and training.

*“We have already enlisted the cream of the pilots in the state. Their enthusiasm is boundless. But just as in any other branch of the service, there has to be a period of training before we can ‘fire a gun’. Naturally, groundwork organization and the training directives will seem tedious to some. But as soon as we have a dependable, well-coordinated group, Washington will be only too glad to send the patrol on more and more responsible missions.*

*“We are progressing with the organization and raining program as fast as information is released from Washington.”*

It is important that we keep on the job and be patient - - and keep flying for C.A.P.

In addition to the staff members mentioned last month, Commander Vilas appointed:

Executive Officer – H.E. Lacy

Adjutant – Robert K. Belt

Public Relations Officer Lyman Sherwood was appointed in addition to Howard Knotts

Supply Officer – Sam Pirie

The March 1942 of IL Wingover reports:

The Salvage division of the War Production Board gave us a nice assignment recently to locate junk by airplane. This is a worthwhile statewide job to get some scrap to be used in slinging stuff and the Nazis and Japs. If we do a good job, the other 47 states will probably follow. **Illinois leads again!**

The following were listed as “graciously helping in stenographic work” at Wing headquarters: Edna Kearfott, Jo Bull, Gertrude Steinman, Marge Dickman, Lola Peterson, Blossom Graham, Adde Auerbach, D.E. Barton and Dorothy Cook. Special accolades were given to the Colonel’s secretary, Mary Lou Kretschmer.

Earl Bacon of Group 3 [Chicago & Western suburban counties] came up with the idea to put snippets of news under a column in the IL Wingover entitled Wing Tips. Some of the first news items in Wing Tips were:

The activities in Group 1 made the front page of the Highland Park Press.

Group 3 had completed 5 meetings, in which “Patrolees” logged three-and-a-half hours each of military drill and first aid. Attendance at the meetings has gone from 32 to 51.

The Moline Squadron in Group 4, reports that 60 to 75 members are meeting every Friday night. In the same group, the Sterling Squadron has upwards of 50 members.

Group 8 was competing for Kudos: The Commander of Squadron 36 claimed more pilots than any other unit in the Wing. The Squadron had 80 members, all personnel from Parks Air College. Meanwhile, Squadron 37 claimed the most advanced CAP program in the nation. The 78 members meet for three hours every Monday night in Belleville. Group 9 organized a flight in Cairo.

On March 18, 1942, Downwind Jackson, sidekick of *Smilin' Jack*, the popular Chicago Tribune comic strip star, officially joined the Civil Air Patrol. In the fictional comic strip, that is. Still, folks in the IL Wing was hoping he'd sign up with them.

Standard numbering for CAP units was devised based on Region, Wing, Group, Squadron and flight. Illinois became #61, so Group 1 became known as #611. Squadron #1 in this group became #611-1 and Flight A became #611-1A.

The Annual Sportsmen's Show held at the International Amphitheatre {Chicago} became the first air show / display in which the IL Wing held a pivotal role. Our Wing provided 31 volunteers throughout the nine-day program who helped publicize the work of the newly created CAP.

April 1942

High Point of the Month: an excerpt from Will O'Neil's article in the Chicago Sun.

### **Civilian Pilots To Tow Targets**

For the first time in the Army's history civilian pilots will tow air targets for anti-aircraft battery practice, it was announced yesterday by Jack Vilas.

Vilas, Illinois Wing commander of the Civilian Air Patrol, said the targets will be towed over the lake at Fort Sheridan every day next week. The hazardous task will be performed by Norman Scott and Frank Hlavacek, both of Evanston. Only 1,800 feet of line will separate them from their towed targets. Scott is an undertaker and Hlavacek a florist.

### **Let's Dance, CAP!**

What a few short weeks ago was just an idea in the mind of Jack Vilas, Civil Air Patrol skipper in this area, has come to full flowering under the careful nurturing of W.J. Vignola; and his prize bloom, in the form of a dance orchestra, will exhibit its tonal beauty to the patrol May 2, at a dance in the Lake Shore Athletic Club.

The development of the Civil Air Patrol Band in so short a time may be traced to the enthusiasm of Vignola, himself a former member of the Daily News Boys Band. From a first rehearsal attended by 12 members to the formation of a 50 piece band took only seven weeks. All rehearsals were held in the auditorium of the Chicago Commons Settlement House through the generosity of Miss Taylor, daughter of the late Dr. Graham Taylor, its founder.

It was later reported that "The Illinois Wing is to have a Civil Air Patrol Military Band! The Illinois Wing leads again, since, so far as we know, it is the first exclusively C.A.P. band in the country."

At the request of the War Dept., the Weekly Notices to Airmen issued by the Civil Aeronautics Authority have been placed on a restricted basis, as military information. Arrangements have been made by the War Department for Civil Air Patrol pilots to be permitted to have access to these files.

A fifth squadron is projected for Group 1 at the Kane County Airport.

Group 2 headquarters are being completed at Machesney Airport where a special room has been set aside for meetings and social gatherings.

One-hundred-and-fifteen members have been sworn into CAP in Group 5.

For the (East St. Louis) Easter parade, Squadron 37 "blossomed out" in their own brand new CAP uniforms.

National Headquarters reports that Maj. Gen. John F. Curry has been assigned as Commander of the Fourth District Air Corps Technical Training Command. Earle L. Johnson now takes over as National Commander of the Civil Air Patrol.

New Directives – Additional directives issued by Col. Harry H. Blee, Training and Operations Officer, include Map and Aerial Photograph Reading, Observance and Reconnaissance Aviation

and Physiological Aspects of Flying. The latter one goes into the aspects of flying which affect the normal functioning of the body, with corrective measures and emphasis on maintaining high standards of physical fitness for the proper performance of flying missions.

*“At an Army air field recently, the control tower was reluctant to permit the landing of a small, private plane bearing the unfamiliar emblem of a three-bladed propeller within a triangle and circle. The pilot kept insisting that he was sent by the Civil Air Patrol with cargo to deliver at the field. After the little ship had circled a few times, it was allowed to land. The pilot astonished the welcoming committee of armed guards by unloading a consignment weighing hundreds of pounds. ‘Did you bring all that?’, an officer exclaimed on arriving at the plane. ‘We have been using bombers for loads that size.’*

*Before the CAP airplane took off, another Army post had become warmly enthusiastic about the services of the Civil Air Patrol. As courier operations of this type are developed, dozens of Army bases already have received service which realizes military planes and crews for more important duties.”*

The Illinois Wing of the Civil Air Patrol is singularly fortunate in having as its Regional Commander, a native son, Col. Floyd E. Evans.

Born in Hinckley, IL he attended Illinois University. There he received his degree in Chemical Engineering (1917) and enlisted forthwith in the Air Corps.

He is now on leave of absence from the post of State Director of Aeronautics (Michigan), which office he has occupied since 1930.

Recalled to Military service in 1940 he was assigned the post of Air Officer, 5<sup>th</sup> Army Corps at Camp Beauregard, LA, where he served till December 1941, when he was assigned his present post of Regional Commander, 6<sup>th</sup> Corps Area, Civil Air Patrol.

Your Wingover (ILWG newsletter) was conceived in the fertile mind of Jack Vilas, Wing Commander, and was named by the expectant father will in advance of the happy event.

Life was soon evident, and with the advent of a couple of suckers (your editors: Frank Ewing and Mike Heath) who led with their chins by asking for work, the infant was born.

The first issue was financed by the painful and uncertain method of “passing the hat.” Since the first issue, we have grown in opulence and now have sponsors assured for many issues to come.

We take this occasion to express our appreciation for the cooperation of our Associate Editors [and] the Group Public Relations Officers. Conversely, we promise “red faces” where that cooperation is so feeble as to be considered practically non-existent.

# ILLINOIS WINGOVER

## HOW THE ILLINOIS WING C. A. P. COVERS ILLINOIS

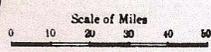


The Illinois Wing of the Civil Air Patrol is divided into nine districts. Group Commanders for these districts have been appointed by Commander Vilas as follows:

1. BILL TURGEON  
SKY HARBOR AIRPORT  
NORTHBROOK, ILL.
2. FRED MAC KESNEY  
MUNICIPAL AIRPORT  
ROCKFORD, ILL.
3. HERB ANDERSON  
WHITING CORP.  
HARVEY, ILL.
4. VERN ROBERTS  
MUNICIPAL AIRPORT  
MOLINE, ILL.
5. DE WITT COLLINS  
MUNICIPAL AIRPORT  
PEORIA, ILL.
6. ART CARNAHAN  
MUNICIPAL AIRPORT  
BLOOMINGTON, ILL.
7. CRAIG ISBELL  
MUNICIPAL AIRPORT  
SPRINGFIELD, ILL.
8. OLIVER PARKS  
PARKS AIR COLLEGE  
E. ST. LOUIS, ILL.
9. GEORGE F. LYTLE  
SALEM AIRPORT  
SALEM, ILL.

Here are some of the outstanding men in the local aviation field. Their combined flying experience exceeds 150 years. Their calibre and training and wholehearted devotion to job of winning the war in the home theater promises not only an efficient Illinois organization, but an organization that will set the pace for every other state in the country.

#12642  
Base Map Copyright  
AMERICAN MAP CO., N.Y.  
Authorized reproduction  
Fred Wild Co., Maps Chicago



May 1942

### Change At the Top ... Again

Wing Commander, Jack Vilas, enrolled in the U.S. Air Force for assigned duty at National Headquarters. CAP's National Commander asked Commander Vilas to help in Washington as National Executive Officer. Meanwhile, Herman E. Lacy will take Vilas' place as IL Wing Commander. Commander Lacy attended Northwestern University and served four years in the U.S. Coast Guard on the Great Lakes. Always interested in aviation, Commander Lacy took flying lessons, soloing on September 5, 1940. Less than a year later he received his pilot's license, certified for instrument rating and had logged 550 solo hours.

Commander Lacy lives in Lincolnwood, a northern suburb of Chicago.

By the end of the month, Herman Lacy was commissioned Captain in the Air Corps. Welcome and farewell, Commander Lacy.

### News From Around the Wing

Squadron 2 of Group 611 is organizing a flight at Waukegan Airport. Twenty members have already been sworn in with 25 applications now being processed in Washington. On Friday, April 24<sup>th</sup>, Lake County had its first blackout and CAP was officially represented by the Public Relations Officer of Group 1 on the observation plane – a 21-passenger Douglas belonging to American Airlines.

Group 612 reports "Old-timers who haven't had a stick in their hands for half a dozen years or more are getting the same thrill out of C.A.P. activities as are the young fledglings still working to win the single wing of observers. More than 100 members are on the active rolls for Group 2. Six members of Group 613 have volunteered for patrolling coastal areas for submarines. Five flyers of the Moline Squadron, Group 614, flew over the Tri-Cities to drop leaflets plugging a war bond drive.

All squadrons of Group 615 have put in at least four hours a week on training directives, including many provided by the Red Cross. On April 27<sup>th</sup>, a windstorm leveled the hangar at Macomb Airport damaging two planes, destroying two planes and the headquarters of Squadron 3.

In Group 617, the Springfield Squadron flyers were guests of the Quincy Squadron at a breakfast fly-in.

Cairo's Squadron 4, Group 619, completed a salvage report and are ready for any patrol activities in the strategic center in which they are located.

National Commander Earle L. Johnson, received a wire from the Commanding officer at Fort Sheridan stating, "Your Illinois Wing just completed a most satisfactory towed target mission for anti aircraft machine guns at Fort Sheridan. Missions were excellently flown and precisely on schedule. The Wing personnel is to be highly congratulated on a superior performance."

All C.A.P. squadrons have been instructed by Col. Harry H. Blee that they must recruit to the minimum strength of 50 members or else be reorganized as Flights and attached to the nearest Squadron. The maximum authorized Squadron strength is 200. Henceforth all enrollments will be

limited to Pilots, Observers, Mechanics, Radio Operators, Radio Mechanics, and Parachute Riggers except when , in the opinion of the Unit Commander, the enrollment of other specialists is necessary to meet operating requirements.

C.A.P. units are helping meet the Army's call for additional flight instructors. The Army wants 2,000 within 60 days to be drawn from the ranks of the more experienced pilots who can quickly qualify after suitable refresher courses. Candidates must be between the ages of 21 and 42 and with not less than 140 hours of solo time to their credit.

June 1942

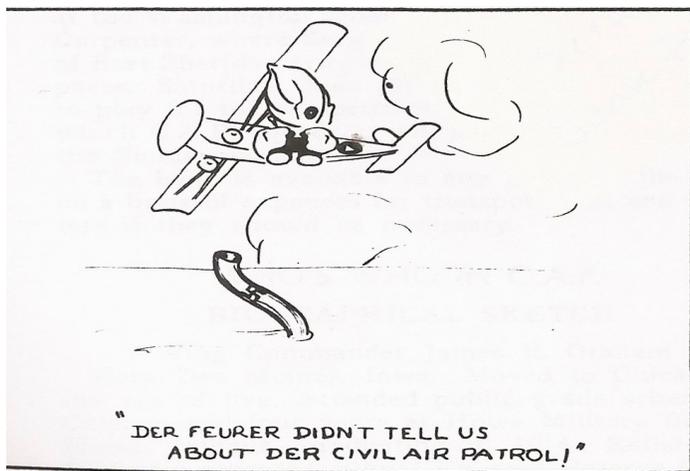
The front page article starts, "It seems that around here the only thing that is permanent is change." Then the third Illinois Wing Commander, James Graham, is introduced. Commander Graham writes to the entire Wing:

In assuming the duties of Illinois Wing Commander, I am doing so with the full knowledge of the seriousness of the undertaking. The responsibilities which the post entails are only those that any loyal citizen would gladly assume.

In the process of developing a smooth functioning and well coordinated organization, mistakes will be made, both of omission and commission., but these will be rectified as quickly as possible. If each and every one of us will promptly and thoroughly carry out the specific tasks assigned to us, the burden on each individual member will be light and the important work we are doing will be handled with dispatch and efficiency.

I am counting upon 100% cooperation of Group and Squadron members, and their officers, to the end that 1. the Illinois Wing will become a vital link in the all-out War Effort, and 2. that all members will themselves get from C.A.P. increasing benefits from the many privileges of membership, among which is the knowledge that your are contributing to a great extent toward our ultimate goal – VICTORY!

An interesting note, Commander Graham was the Western Manager of the United States Aviation Underwriters, which granted him as much time as necessary to spend with the Civil Air Patrol. Blossom Graham, James Graham's wife, is also a Civil Air Patrol member.



Bob Bentley of Squadron 3, Palwaukee Airport, became the Illinois Wingover cartoonist / artist.

Bob actually submitted rough sketches, requesting more time to complete them before publication. The Wing sent its regrets – sorry, Bob. We're printing them anyway.

### News from Around the Wing

Waukegan, originally organized as a detached flight of Squadron 2, qualified as a separate squadron. It was designated 611-6. Wayne Carpenter was appointed commander.

The 9<sup>th</sup> Group (619) "willingly and cheerfully accepted the responsibility of absorbing Group 618." Group 618 had been located at Lakeside Airport, East St. Louis. The Wingover also stated that "Group 619 is pleased to report that seven members have volunteered for active patrol duty and are awaiting orders."

July 1942

A letter to Commander James Graham from Ben Regan, Executive Secretary for Illinois in the War Production Board:

Dear Jim:

I thought you would be interested in knowing that I have had two men working downstate for the past several weeks, checking on the reports turned in by the Civil Air Patrol.

These reports have been very helpful, and undoubtedly have been responsible for a good amount of scrap iron which has been turned in to the mills.

I express the thanks of all of us in the salvage drive for the good cooperation of the Civil Air Patrol.

The Illinois Wing of the Civil Air Patrol was well represented in the National Flag Day celebration held in Chicago. "Taking part were the pilots, mechanics and auxiliaries of 11 squadrons from ten northeastern Illinois counties and the 50-piece band under the direction of Otto Reichert. This was the first mass drill and review to take place in the Illinois Wing."

#### News from Around the Wing

"'Bombs' were dropped over Rockford by Commander Fred Machesney as Group 2 of the Civil Air Patrol did its bit to help launch Rockford's biggest and most important selling campaign. The purpose of the campaign is to sell more than a million dollars worth of war stamps and bonds during July, and the city was selected by the U.S. Treasury Department to 'pace the nation.'"

The Moline squadron hosted the Chicago squadron, 611-4. Eleven men and six women flew in eight planes from Chicago to Moline Airport. The rifle team of the Moline squadron put on a display for their Chicago guests.

Pilot Camille Dickens flew Illinois CAP flying reporter, Jane Robbins, from Sky Harbor (Northbrook) to Springfield. Jane Robbins became an early, regular contributor to the Illinois Wingover with news from her flights around the Wing's different squadrons.

A guest editorial on The Importance of Morale written by Arthur Perrow, Treasurer, The Illinois Bell Telephone Company appeared in the July issue of Wingover. Some of Mr. Perrow's article follows:

Morale is an economic and sociologic necessity. Homes, clubs, churches, sports, and not the least of all, armies, would manifest chaos and disorder without morale.

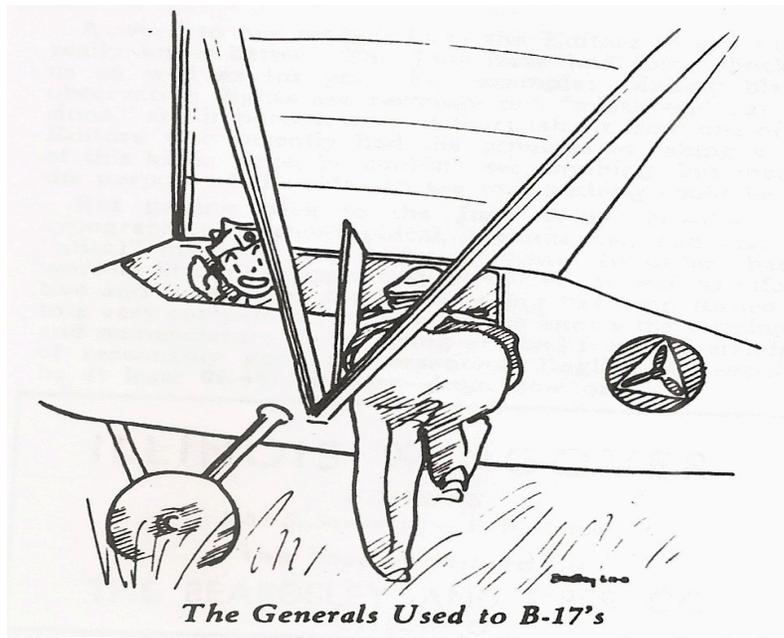
Morale means straight thinking, not dreaming. It combines such mental factors as vision, zeal, cooperation, confidence. Morale is that mental attitude whose objective is unselfish. Without morale, the fiber of character become listless and subject to subversive suggestions, losing the stimulus of inspiration. Morale is that which abides in consciousness

as part of our character, that which enables us to joyously assume our responsibility toward the common good.

In the heart of every participant in this contest for right over might, for freedom over oppression, for liberty over slavery - in this struggle for the preservation of worthwhile things in life - we must adhere to vision, sincerity, perseverance, enthusiasm and progress, which, in composite, is demonstrable morale.

Nothing could be more important to the high place in the war effort now held by the Civil Air Patrol than this mental, if not spiritual, quality. A cheerful willingness, a willing obedience, an obedient courage - such is morale.

The opportunity is at hand and the demand paramount. It must and will be manifested, because that is the spirit of America.



August 1942

“If the Civil Air Patrol finds a place in history it will be by reason of what it has done, hence the emphasis on activities. Each day the story is being written in its cooperation with the armed forces and civil authorities – target towing, tracking, training, flood and forest patrol, scrap iron and scrap rubber salvage, Bond sales, courier service, and various confidential missions for the Army and Navy, all of these services fitting into the gigantic pattern of world conflict. Yes, the Civil Air Patrol is making its place in this global war and when the final victory is drawn from the fierce heat of the conflicting purpose – there will be peace. The Civil Air Patrol, by its readiness and willingness, is earning the right to share in that peace – to go forward with all others who have sacrificed, to an order and economy of equal privilege and individual opportunity.”

Copied from the newspaper, The Fort Sheridan Tower:

An airplane to be used for towing missions in connection with anti-aircraft training at Fort Sheridan has been given to the Civil Air Patrol, Major Henry F. Doty of the Anti-aircraft Training Center announced this week. The plane is a Travelair biplane with a 225 horsepower motor. It is the gift of Parnell S. Billings and Harold Mattis, president and vice president respectively of the Belmont Radio Company of Chicago.

Members of the Illinois Wing of the Civil Air Patrol are now working with the men of the Anti-aircraft training center by flying planes and towing targets for tracking and firing practice. The patrol is a group of 100 men and 25 women organized to voluntarily offer their private planes and services to the government so that planes and men of the army may be released for more important assignments. Women members of the patrol fly planes for tracking by the anti-aircraft guns. When actual firing at the towed targets commences, male members take over the controls.

#### News from Around the Wing

Dropping messages at low altitude is a lot of fun and good practice, but it must be done with the necessary C.A.A. waivers. Squadron 613-1 from Harlem Airport found that flying had a new “zip” for both observers and pilots. The real kick came when pilots crowded around the flight officer to hear what the scores were, varying from 10-12 feet from the center of the target up to several hundred yards. Some really good scores were turned in, some of the best being from girl pilots.

From Chicago Heights word has arrived there is no curtailment of the dirtier work such as drilling two nights each week, plus two classes each week in various subjects. As for flying, Squadron 4 is very proud of its accomplishments. Each Sunday morning at seven, various flights practice their formation flying. Later, the group goes bomb dropping.

Squadron 616-1 polished off thirty hours of close order drill just in time to participate in Bloomington’s “Commandos for Victory” parade. Learning that CAP members may obtain standard army uniforms at the Post Exchange at Chanute Field, those without uniforms immediately rushed over on a ‘shopping spree.’

On June 14, Squadron 615-1 cooperated with the OCD and dropped ‘Buy Bonds’ pamphlets on Peoria, East Peoria and Pekin. Work at the Peoria Airport is progressing rapidly and it is expected that the port will be fully operational within the next two months.

## September 1942

Reports are coming into Headquarters every day of the increasing demands on C.A.P. personnel made necessary by the accelerated tempo of the national war effort. Illinois seems to have been particularly hard hit, as we have had no less than three state commanders called to other duties.

- Jack Vilas, who pioneered the Wing and saw it through its birth pains, is now serving at National Headquarters as Executive Officer, with the rank of Major.
- Herman Lacy had hardly time to get his coat off before he was commissioned a Captain in the Army Air Forces.
- Jim Graham, who carried C.A.P. through what might be termed its shaking down period, has now been ordered East where he will handle the Government business for his aviation insurance group.
- Bob Belt, who was promptly named acting Commander, comes to his new responsibilities as no stranger, and needs no introduction. One of the first to enlist last December, he has served most ably as Wing Adjutant and Wing Executive Officer. It was natural and most appropriate that he be elevated to the post of Wing Commander, where we are sincerely hopeful he will enjoy an uninterrupted tenure for the duration.

Reprinted from the Chicago Daily News 22 August 1942:

At least 25 merchant vessels have been saved from being torpedoed by Axis submarines, and approximately 250 survivors from sunken ships have been located as the result of the over-water operations of light planes by Civil Air Patrol forces.

From the Washington News Bulletins:

- NO MAPS – Distribution of sectional and regional aeronautical charts to C.A.P. is now limited to active duty missions; no more for practice missions. We have received some indignant letters from members who want maps. No use. Maps not only are restricted for reasons of military secrecy but are scarce due to wartime demands. Members and units now possessing maps must use extreme care in safeguarding them.
- SMALL PLANES FOR COURIER DUTY – Under a new policy announced by National Headquarters, only planes under 90 horsepower will be assigned to courier service henceforth. By this ruling, this inland service, which is expected to be the largest undertaking of the Patrol, is placed in the hands of the majority of the members; the men and women who are flying Piper Cubs, Taylorcraft, Aeroncas, and light planes of this general class.

## News from Around the Wing

Group 611, at Sky Harbor Airport: ‘Twas the night of the blackout ... and all through the airport people were stirring, but definitely! Some smart member had the idea of having a squadron corn roast before the blackout began, and sure ‘nuff, it turned out to be a regular feast. So everyone stuffed themselves and had a gala time around a big bonfire which was built out on the field. Then the group gathered around to hear a most interesting talk on the organization of the Army Air Forces. Finally came the blackout with its screaming sirens – so out went the bonfire, and out went all the lights: Sky Harbor was really blacked out!

Group 613. Flight Maneuvers. The country bounded by Kankakee to Rochester to Chicago Heights was divided into patrol areas and assigned to various flights. At the end of each patrol a rendezvous was held at predetermined altitudes and localities. Since several different types of planes were used, the navigation called for expert calculations and precision flying by the flight leaders and their pilots. Especially thrilling was the precision timed landings of the formation at Rochester.

On Sunday, August 9, Squadron 613-2 was called out on a twelve-hour interior guard duty mission at Ashburn Airport. About one-third of the squadron participated and were blessed with a very stormy night. Those not on duty kept up their spirits with coffee, hot dogs and songs. Indicative of the spirit of the squadron, these same members were on hand at 2pm the next afternoon to march in the parade at Cicero which honored a member of the Flying Tigers.

Group 617. As told in the Illinois State Journal: Planes to seek scrap piles of iron on farms. Members of the Civil Air Patrol from Springfield and Peoria will make daily flights over Tazewell, Logan and Mason counties search out iron scrap piles on farms and in factory yards. More than fifty planes are expected to take part.

Group 617-3. Departing and arriving pilots must look sharply lest their planes be filled with buckshot. The C.P.T. (Civilian Pilot Training) boys are practicing skeet shooting in corner of the field.

Group 619. The 27<sup>th</sup> day of July, 1942, will long be remembered by the citizens of Marion County, Illinois and by people from the adjoining counties and being a day when the Civil Air Patrol displayed its ability as a defense unit by parading of fifty-four members of the Civil Air Patrol in the Victory Day Parade and by the appearance of twenty-six planes over the city – eleven of them at one time being in mass flight just prior to the parade. The general comment among the citizens of the City of Salem was that, “We have heard of the Civil Air Patrol, but never realized that as an arm of civilian defense the organization could muster such a showing as was made at Salem, July 27<sup>th</sup>.”

October 1942

### Precision Flying Demonstrated in Rendezvous At Peoria

Getting a faint idea of what it means to stage a thousand plane raid over Axis countries, members of the Illinois Civil Air Patrol, on Saturday and Sunday, September 12 & 13, found what it meant to follow the explicit instructions prepared by Major Belt, Commander of the Illinois Wing.

In spite of the ample size of the newly reconstructed Peoria Municipal Airport, it was essential that various Squadrons arrive at definite predetermined times in order to avoid confusion. Preceding the direct flight to Peoria were preliminary flights in which planes from different Squadrons assembled at airports such as Joliet, Kankakee, Galesburg, Pekin, Bloomington and Springfield. At ten o'clock Sunday morning there was a review and inspection of the pilots and ground crew by the assembled officers. A crowd estimated at ten thousand thronged the field adjoin the landing area to view the planes, and a 78-piece band sent by the Chicago Squadron provided music for the local activities. (See Photo, "Present at Peoria" below.)



#### PRESENT AT PEORIA

*Typical girl fliers present at the Illinois Wing maneuver in Peoria. Left to right: Miss Connie Booth, Miss Virginia Waller, Miss Helen Zabokrtsky, and Mrs. Gilbert Button.*

#### Two of our Gals to Instruct Aviation Cadets

The Illinois Wing can feel proud of two of our girl fliers – proud of all of them, of course, but especially proud of two who have left the Chicago Heights Squadron (613-4) and have gone South for the winter.

One was our Wing Adjutant, Jerry Truesdell, and the other was Barbara Willis. Both have gone to Camp Gordon at Atlanta, Ga., a U.S. Aviation Naval Reserve base, where they are taking instruction to become instructors themselves on the Link Trainer.

### News from Around the Wing

News from Squadron 1 of Group 619 is that out of approximately 30 men, only 7 are left, all of the others having entered the military service or transferred out of the area into active defense work.

Group 615, Peoria. There were two separate missions: in one observation flights were made during blackout tests on August 12 and 31. The other was a separate activity with daylight helping a lot in locating scrap iron. With many members of 615-1 getting amateur radio-telephone licenses, it appears that Peoria, with its new million-dollar airport is certainly on the job.

Group 613. Railroads have tried it, but do not always live up to the promise, in the time table; so when airplanes, contending with wind and weather, can be at a certain place at a definite time, it shows some real figuring. Squadron 4 recently completed a complex maneuver involving interception of one flight by others, rendezvous in the air at predetermined altitudes and localities, and finally, a general rendezvous of all flights of the Squadron at Rochester, IN.

Group 619. On September 12, 1942, ten ships left Group 619 for maneuvers at Peoria, flying to the designated port of Springfield, and from thence, eight of the ships, all carrying passengers or observers, proceeded to Peoria and reported for maneuvers. After the general inspection and review all ships returned safely to home ports and each and every man participating in the maneuvers expressed their appreciation to Group 615.

CAP Band Giving A Dance: On Thursday evening, November 19 at the Madison Athletic Club, 4711 W. Madison Street, Chicago, the CAP band, under the direction of Ray Parson and John Alto will provide music for CAP members and their guests. The cost of admission is forty-four cents.

November 1942

### New CAP Courier Service Saves Man-Hours in Chicago Area

With saving of time and manpower vital to our war effort, it has been found that CAP Courier Service has been very helpful in many parts of the country. The problem was to introduce this service to manufacturers in the Chicago area, and now it seems that the problem has been solved by an introductory period of thirty days in which Squadrons 1, 2, 2 and 4 of Group 611 are serving manufacturers without charge. No sooner was the announcement made than various concerns began to take advantage of it, with engineers, blueprints and parts being transported to the places where they could be used to best advantage. One instance was that of a highly skilled engineer in a small town near Chicago who was urgently needed at a factory in central Ohio. To go by automobile or train would have consumed two full days. As it was, this man was able to go and return the same day. He was able to take care of business in his own office before he went and had adequate time for his conference in Ohio.

### **Civil Air Patrol Cadets – A New Activity**

Here is a chance to take a high school boy or girl under your wing and train him as a Civil Air Patrol Cadet. It is a new activity, founded October 1, 1942, and offers the Cadet Grade of membership in CAP to a limited number of students of good scholastic standing, in the last two years of senior high school. Members must be physically fit, native-born Americans whose parents meet the citizenship requirements of CAP.

Cadets will undertake the same drill and studies as CAP but will not be assigned to flying duties. Activities will be centered largely at airports. Cadets will wear an inexpensive uniform and insignia similar to those of CAP.

Each local Squadron of CAP is authorized to form a Squadron of CAPC. The Cadets will have their own officers, conduct their own programs under the guidance of the seasoned airmen of the patrol.

Each man in CAP is authorized to sponsor as a Cadet a young man he thinks likely to succeed in aviation, and will be personally responsible for helping his recruit make good. Each woman member of CAP is authorized to sponsor one girl Cadet.

This is a local program. Application for Cadet membership will not be received by National or State Headquarters of CAP, but only by the local CAP or CAPC units.

### News from Around the Wing

#### Free flights sell War Bonds in Salem

War Bond buyers in Salem really “went up in the air” because each Bond buyer was given a free airplane ride. The Civil Air Patrol provided eighteen planes and pilots carried a total of 125 passengers on one Sunday, giving additional rides the following Sunday to those who couldn’t make the original date. A total of 172 bonds were sold, aggregating a patriotic investment of \$15,275,000-, so it looks as if the pilots of Salem are certainly doing a swell job. To make the whole program even more interesting, some of the local pilots of Squadron 619-1 put on acrobatics and the Salem High School band furnished the music. These bond salesmen certainly put the “Sale” in Salem.

### CAP Pilot Saves Fisherman from Icy Waters of Lake Michigan

A young high school lad recently found himself in extreme danger when an off-shore wind broke loose the ice floe in which he was fishing and drifted it rapidly out into the lake.

The Coast Guard sent out a boat and picked up the unlucky lad, but they didn't stop there. Knowing similar conditions prevailed along the shore from Chicago to Waukegan, they immediately called Civil Air Patrol Squadrons and soon had half a dozen planes checking the lake front for others who might have been cast adrift. Ten miles south of Waukegan another stranded fisherman was discovered – this man in real trouble – for his ice floe was a small one and every wave nearly washed him off.

The Coast Guard of Chicago is now working on a plan in connection with the Civil Air Patrol whereby the lakeshore will be patrolled, especially in bad winter weather when boats have a hard time negotiating the icy seas.

