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LACY BATTING FOR VILAS

ATTEN-SHUN!

As you probably know by this time, I am giving up my duties as Wing Commander of Illinois and enrolling in the U. S. Air Force for assigned duty at our National Headquarters. I can truthfully say it is not just what I wanted for the reason that I regret leaving a command and a personnel in which I took great pride. Our National Commander has asked that I help in Washington and I feel I should go where I can be of most service. You have been good soldiers. You have accomplished all jobs I have asked you to do. The Illinois Wing has been a leader and I take great pride in having acted as its Wing Commander. It has been thru the grand patriotism of the entire personnel and voluntary war efforts in carrying out orders that Illinois has been able to achieve recognition as a leader in the Civil Air Patrol.

I am taking this opportunity to express my thanks to you one and all for your fine cooperation and to ask you to keep up the same spirit you have in the past, so I leave you with my last command—

Carry On.

JACK VILAS.

IS THERE A CARTOONIST IN THE WING?

Surely there must be within our ranks cartoonists well capable of doing something appropriate for our front page box captioned "The High Point of the Month."

May we suggest as a theme our Wing Motto: "No stalls in the Illinois Wing."

Let's have your submissions for the June issue. Any used will be appropriately credited.

—The Editors.

JACK GOES TO WASHINGTON

Yes, it's true, our popular Wing Commander has gone to Washington, and while I know that each and every member of the Illinois Wing regrets our loss, at the same time we rejoice in the promotion to the high office of National Executive Officer to which Jack has been elevated.

Heartiest congratulations to you, Jack, from every member of the Illinois Wing.

It has fallen to my lot to carry on as Wing Commander and with the continuance of the splendid cooperation and interest of the members of the Illinois Wing you may be assured that Illinois will remain on top where you have placed it.

The Wing Commander is at your service and I want you to know of my appreciation for the excellent cooperation I know you will give Wing Headquarters.

Sincerely,

HERMAN E. LACY,
Commander, Wing 61 (Acting).

WHO'S WHO IN C.A.P.

WING COMMANDER HERMAN E. LACY

Recently elevated to the office of Acting Illinois Wing Commander, when that office was vacated by National Executive Officer, Jack Vilas, Herman E. Lacy assures the Illinois Wing the character of leadership that will enable us to continue in the position of eminence we have won in the Civil Air Patrol.

Born in Nashville, Tennessee, he spent his youth in the Smoky Mountains of Eastern Tennessee, where men are men, and the women are glad of it.

He attended Northwestern University and served four years in the United States Coast Guard on the Great Lakes. Has been ship's radio operator, and holds a Captain's ticket.

He resides in Lincolnwood, Illinois, one of Chicago's northern suburbs. (Continued on Page 4)



WING TIPS

GROUP 611—John S. Sammons

Public Relations Officer and Associate Editor

Ed Darrell, Commander Squadron 2, tendered his entire staff a fine dinner at the Medinah Club on Monday, April 20th. The sessions lasted well into the evening and the discussions of C.A.P., its past, present and future, was most interesting—many helpful ideas were contributed and the consensus was that the affair was most worth while. It is bound to bring out a higher degree of efficiency and cooperation where staff officers become better acquainted and learn to work together.

Squadron 2 is organizing a detached flight at Waukegan Airport—20 members have already been sworn in with 25 additional applications now in process at Washington. The airport is located three miles west and slightly north of the city of Waukegan; Wayne Carpenter is the airport manager and has already been designated as flight leader. Dr. Charles Lieber, medical officer for Squadron 2, who is regularly in charge of the Lake County General Hospital, will be active in this Waukegan flight. He has long been active in aviation and keeps his private plane at the Waukegan field; there are 27 planes based at Waukegan regularly, and so altogether this detached flight of Squadron 2 will soon be contributing some constructive work.

On Friday evening, April 24th, Lake County had its first "blackout"—C.A.P. was officially represented in the presence of the Public Relations Officer of the First Group on the observation plane—a 21-passenger Douglas belonging to the American Airlines—the plane left "Muni" at 10:00 P.M. and cruised over the "blackout" area for an hour. As far as most of the observers were concerned they might just as well have been over the Atlantic Ocean or the Sahara desert. While certain land marks were discernible, it was impossible to identify them—an occasional intersection or stretch or railroad could be seen but what and where was anybody's guess. How those boys take off from Britain and hit a target 500 miles away in the middle of the night will no doubt remain a mystery to most of us for a long time to come—in any event, as you probably have gathered from the foregoing, the "blackout" was insofar as the official observers were concerned, a complete success.

A fifth squadron is projected for Group 1 at the Kane County Airport, six miles west of Elgin on U. S. 20. There is an active group of flyers based there, a dozen ships or more, and a keen interest in getting started with C.A.P. One of the public officials of Elgin recently called at Sky Harbor Airport and had a conference with Bill Turgeon, who supplied him with applications and other literature. Further action awaits the return of these service records, at which time the staff will be appointed and other assignments given out.

GROUP 612—Louise K. Wilde

Associate Editor

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 these days as are the young fledglings still working to win the single wing of observers. More than 100 members, including private plane owners, commercial, private and student pilots, are on the active rolls for Group 2. Squadron 2, based at Dixon, under the leadership of Squadron Commander REINHART SCHNELL, is cooperating wholeheartedly with the squadron based in Rockford.

Capt. EUGENE WOOLSEY, chairman of first aid instruction in Rockford, has taken personal charge of the course given for C.A.P. members. Expert instructions in military courtesy and discipline and military drill has also been provided and the group is now polishing up its form for its first parade appearance. A sprinkling of girl flyers dot the ranks and march forward briskly with the official 30-inch stride. Drill sergeants order them to stand at attention with their thumbs touching the seams of their trousers, but the girls seem to get the idea all right.

Group 2 has also completed its search mission and has

cooperated in the maneuvers at Fort Sheridan. More training missions have been outlined to make full use of the longer flying hours now at hand.

A steak fry will mark the official "house warming" of the group headquarters recently established at Machesney Airport.

GROUP 613—Arch C. Johnson

Public Relations Officer and Associate Editor

See excellent record of the activities of this group in the Chicago Sunday Tribune of May 10.

The illustrated article with a banner headline and two columns long tells how the 115 members of Squadron 4, Group 613, have been organizing. Six members have volunteered for patrolling coastal areas for submarines. They've been drilling regularly, studying first aid, meteorology, radio, and Morse Code. Thirty planes belong to the squadron and they participate in a regular Sunday Dawn Patrol. And there's more to the story. We're sorry we can't reprint all of it here. (The editors congratulate Arch Johnson on a good piece of Public Relations work.)

GROUP 614—James Dix

Public Relations Officer and Associate Editor

Group IV can lay claim to a spot in the top bracket of the Illinois wing when it comes to progress. Ground instruction is well along, the personnel is practically completely uniformed and applications for enlistment are pouring in so fast that they keep the officers busy sorting them out.

The Moline squadron did a community service this month, when five of its fliers flew over the Tri-Cities to drop leaflets "plugging" a war bond drive in the cities.

The airmen have been trained into a smart military drill unit under the tutelage of military police officers from Rock Island Arsenal, having completed 15 hours of drill instruction early this month. Three assignments on basic flight instruction have been completed, as well as classes in the organization of the army and the navy, and protection against. The squadrons now have turned to the study of navigation, meteorology and communications.

More than 50 members of the Moline squadron, which has a personnel of 70, have finished the first aid course, and a second class is now under way for those who were unable to attend the first.

GROUP 615—Lyle H. Gift

Intelligence Officer and Associate Editor

All squadrons in the Fifth Group have been concentrating on training directives and putting in at least four hours a week on this work. Squadron 1 has completed several of the directives and will complete the Red Cross training during May. Squadron 3 have already completed their Red Cross and are actively working on other directives.

During the past month, four men from the Group have been forced to leave. Phil O'Connor and Ed Snyder from Squadron 1 are taking the army instructor training courses; the former at Madison, Wisconsin, and the latter, Fort Wayne, Indiana; and as a consequence Roy Sours has been appointed Commander of this Squadron and Lee Wagener, Executive Officer. C. Varnold and T. Magnolia, both of Canton, and the 3rd Squadron, have been drafted.

A windstorm levelled the hangar at Macomb on April 27th destroying two planes and damaging two others and the headquarters of Squadron 3. On April 19th, Group Staff made an official inspection of all Squadron Headquarters.

LYLE H. GIFT, Intelligence Officer and

Associate Editor, Illinois Wingover.

GROUP 617—Wilson Rape

Public Relations Officer and Assistant Editor

A working organization has been diagrammed for Spring-

(Continued on Page 4)



REGULATIONS — INFORMATION

EXCERPTS FROM WASHINGTON NEWS LETTERS

MILITARY SECRECY—Note well that although the existence of trial operations to aid the armed forces in protecting our shipping may now be discussed, every member of the Patrol is bound by the strictest rules of secrecy against revealing any information which might inform the enemy as to the location of bases, the number of men and planes employed, or the method of operations.

Gen G. C. Marshall, Chief of Staff, in War Department Circular No. 113 issued April 17, bears down heavily upon the release of any information which might be of value to the enemy. "Such information," he warns, "includes the organization, composition, state of training, equipment, or armament of any unit; . . . identification and location of units; assignment of personnel; the activation or contemplated activation of new units; tactical employment for which units are organized; . . . military operations contemplated or proposed, or information which might focus attention upon training, personnel, or equipment from which the character of location of future operations might be deduced . . ."

THAT MEANS YOU. The enemy is listening.

C.A.P. Intelligence Officers have been advised that, subject to instructions of their unit commanders, they may release information on practice operations of a routine character. When their unit cooperates with a military unit on work such as courier service, involving no element of national security, they must clear with the public relations officer of the military unit for which the work is being done.

But on all matters affecting national security, especially in coast patrol or other area patrol work, all information **MUST** be cleared through the National Intelligence Officer of the Civil Air Patrol. National Headquarters will be obliged to take severe action should any member, no matter who he may be, deviate from this necessary rule.

WHO MAY SERVE?—To the extent that C.A.P. personnel may be needed to man operations for the armed forces, men will be assigned by National Headquarters on the basis of recommendations from Wing Commanders. When work is under way in a given area, not only the nearest Wing but other Wings within a reasonable distance will be given an opportunity to furnish volunteers, according to present plans.

The best way for a member to become eligible for active service is to work with his Squadron the best he knows how, study diligently, attend all meetings, complete the training directives, and perform the prescribed flight practice missions with smartness and dispatch. **DON'T WRITE HEADQUARTERS.** If you have exceptional qualifications and equipment, see that your Wing Commander knows.

REGULAR CHANNELS—In the above, as in all other matters, C.A.P. members **MUST** follow regular channels. A Squadron member must not write his Wing Commander or the National Commander directly but, under the military procedures followed by the patrol, should refer questions and suggestions through his unit commander. Most members understand this but many letters still come into busy C.A.P. offices with questions which could be answered from the directives available at all unit headquarters.

Only by weeding out needless inquiries can the National and Wing and Group offices function at top efficiency and give the really important letters the prompt attention which they deserve. Above all, individual members should not write directly to official agencies in Washington on Patrol matters. Unit officers are expected to check with local and regional CAA inspectors, Army officers, etc. to the extent necessary. But contacts with Washington should be handled through Patrol headquarters.

SQUADRON STRENGTH—All C.A.P. Squadrons have been instructed by Col. Harry H. Blee in Operations Directive No. 11 that they must be recruited to the minimum strength of 50 members by May 15 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. Applications for the specialists listed should be encouraged even if a Squadron is up to strength as the recruits can be assigned to other Squadrons. Otherwise, a Squadron is expected to assemble the people it actually needs to function effectively as a self-contained unit with members of the necessary skills to perform its missions. But members should not be admitted haphazardly. They must have the skills needed to fill existing vacancies in the Squadron.

ORCHIDS—Earle L. Johnson, National Commander of the Civil Air Patrol received the following wire from the Commanding Officer at Fort Sheridan:

"Your Illinois Wing just completed a most satisfactory towed target mission for antiaircraft 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."

GLIDER PATROL—The Illinois Wing is cooperating with the Jay Gee Glider Patrol, a non-profit organization sponsored by the Chicago Association of Commerce, by seeking to locate a good field in the area for operations.

CARRIER PIGEONS—Squadron 613-4, Illinois, based at the Chicago Heights Airport, has been experimenting successfully with pigeon messages. Recently 10 birds were released one by one from a C.A.P. plane at 2,500 feet altitude. The plane scooted back to the airport to observe results and all the pigeons arrived safely at their loft shortly afterwards. A local pigeon fancier lends birds to the unit whenever needed. Some of the birds have 500 to 1,000 mile flight diplomas. Describing the test, Lloyd Reckner, Squadron Communications Officer, was quoted in the Chicago Heights STAR as follows:

"It is obvious that in these days of rationing, a radio may not always be available. Our trial proves the homing pigeon a valuable aid in case of emergency. When the experiment first came up, the pilots were in doubt about a pigeon being able to weather the big gust of wind from a propeller.

"In the trial flight, it developed that if the pilot banked sharply to the left and the pigeon was released at the same time from the window in the right door, the bird would follow the under surface of the right wing, up and away from the ship without any trouble."

FLIGHT INSTRUCTORS—C.A.P. units are cooperating actively to help meet the Army's call for 2,000 additional flight instructors. On top of the current instructor training program of the Civil Aeronautics Administration in which some 2,500 students are enrolled, 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. Candidate must be between the ages of 21 and 42 with not less than 140 hours of solo time to their credit.

Those who are already qualified but have not yet applied for the instructor rating can be quickly checked out while others will need to take eight weeks of courses which CAA will give free of charge. Several thousand applications already have been received but CAA is combing its lists to accept the men best fitted. For information, see your nearest CAA representative.

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WING TIPS—Continued

field squadron, C.A.P. by Nelson Weber, squadron commander, and aides. The squadron has been broken into four flights, with a full complement of planes, and a complete list of pilots and substitute pilots.

The squadron as its first semi-social function planned to participate Sunday, May 10, in a breakfast flight to Quincy as guests of the Quincy squadron. Plans called for a camp breakfast with the Quincy, Springfield, Macomb, and Hannibal squadrons participating.

While the squadron has been working twice a week on drill under the direction of A. G. Danforth, an extension of the program has been planned, to increase to three the number of regular meetings each week. In addition to the two night meetings, the squadron will meet on Sunday mornings at the Springfield airport, for an hour of drill and an hour of flight operations.

Squadron Commander Weber heads the squadron headquarters flight, and other flight leaders are Flight A, Henry Adams; Flight G, Russell Workman, and Flight C, Bill Switzer. Reserve leaders are N. E. Peterson, John Robinson, and Cletus Diss.

In the headquarters flight are Weber, Craig Isbell, group commander, and Gelder Lockwood. Planes in the flight include a Stinson Voyager, an Ercoupe 65, and one other ship.

In Flight A are Adams, Peterson, and Forrest Hodge. Planes include three 65 Taylorcrafts.

In Flight B are Workman, Robinson and one of the alternate pilots. Planes include a 65 Cup Coupe, a 60 Aeronca, and another ship to be drawn from the ship pool at the field.

In Flight C are Switzer, Diss, and one pilot from the alternate list. Planes include three 40 Crafts.

Alternate pilots include Adelaide O'Brien, Earl Albin, Byron Aldrich, A. G. Danforth, Harriett Danforth, Eugene Gilbert, Rita Ruth Jordan, Bill Muir, B. W. Negus, Henry Neiger, Florence O'Connor, Raleigh Wyatt, and Betty Tebrugge.

In addition the squadron has available a large list of observers.

GROUP 619—Clifford M. Raemer

Intelligence Officer and Associate Editor

On Thursday, the 23rd of April, the First Squadron of the 9th Group were honored by the presence of Col. Floyd E. Evans, National Commander of the Civil Air Patrol, and Robert K. Belt, Adjutant of the Illinois Wing, who dropped in for a brief inspection of the activities of the 9th Group and First Squadron.

On Sunday, April 26th, the First Squadron of the 9th Group made a flight to visit the 3rd Squadron at Vincennes, Indiana. Five planes carried twelve members, including pilots, made the flight and observers logging their time as observers spotted numerous salvage dumps and reported the same.

The First Squadron is completely uniformed and taking their drill and basic training in stride. Squadron No. 2 at Benton, Illinois, have been somewhat delayed in their training and activities due to the fact that their airport in the City of Benton has been closed, but is now being opened and designated. This squadron should and will become one of the active squadrons in Southern Illinois.

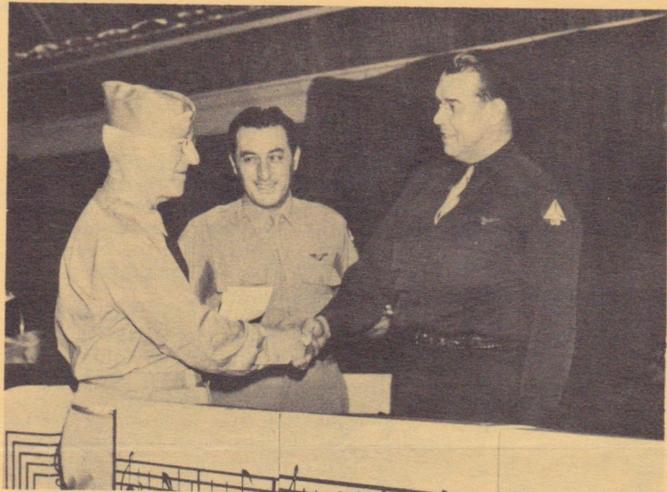
On April 29th, Group Commander, George F. Lytle, made a trip to Benton, Illinois, to meet with the second squadron to stimulate interest and complete their organization.

Squadron Four at Cairo are completing their military training and other basic courses and have turned in a very complete salvage report and are ready for any patrol activities that are necessary in patrolling the strategic center in which they are located.

FLYING PARSONS

National Headquarters would like a list of the clergy who are interested in flying whether or not within the ranks of CAP. Just name, address, and a few words to identify religious background, in order to answer inquiries received at Headquarters.

ATTA BOY BAND



Wing Commander Herman E. Lacy Congratulates Otto E. Richert, C.A.P. Band Leader, After the C.A.P. Spring Dance, May 2, at the Lake Shore Athletic Club

Who's Who in C.A.P.—Continued

President of Helmco, Inc., Chicago, Metal Fabricators, and a Director of the Mid-City National Bank of Chicago.

Other interests besides his family and flying, include pistol marksmanship, photography and machine shop operation.

Always interested in aviation, Herman decided to do something about that interest, and thenceforth did very little fooling! Soloed September 5th, 1940; certificated Private Pilot, November 6th 1940; and qualified for instrument rating July 1st, 1941. He has logged 550 solo hours.

We are confident of the future of the Illinois Wing of Civil Air Patrol under Herman Lacy's leadership.

As we go to press, we are proud to announce that Herman Lacy has been commissioned Captain in the Air Corps. Happy landings, Herman!

ILLINOIS WINGOVER

OFFICIAL ORGAN OF THE ILLINOIS WING

CIVIL AIR PATROL

Herman E. Lacy, Commander
Robert K. Belt, Adjutant

EDITORS

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