



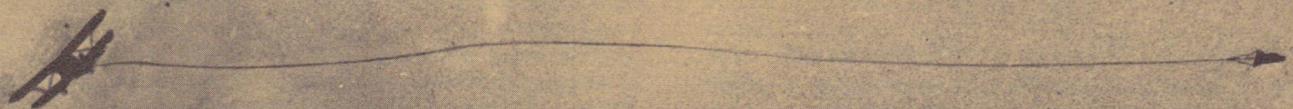
ILLINOIS WINGOVER

Published by Illinois Wing Headquarters

VOL. I
NO. 4

CIVIL AIR PATROL
CIVIC OPERA BUILDING — CHICAGO

April
1942



HIGH POINT OF THE MONTH

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.

WILL O'NEIL'S
STORY IN
CHICAGO
SUN

(Exclusive Herald-American photo by Otto Judt.)

Weekly Notices to Airmen Available to C.A.P.

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. Copies of these notices will be on file at the office of the Clearance Officer at all Certified Airports. Arrangements have been made by the War Department for Civil Air Patrol pilots to be permitted to have access to these files.

The C.A.P. BAND STRIKES UP

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 15 piece 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. One immediate result of that enthusiasm was his obtaining the wholehearted support of Otto B. Reichert, former bandmaster of that group.

From a first rehearsal attended by 12 members to the formation of a 50 piece band took only seven weeks, all of which signifies a ready response from the musicians of this area. Many of these musicians hold master degrees, some of them are active as high school bandmasters—but whatever their musicianly rank they turned out, every Tuesday evening, for rehearsals; and to this fact and an inspired interest that never lagged, may be attributed the fine results of Bandmaster Reichert in the creation of this band.

One other important factor must be mentioned. All rehearsals were held in the auditorium of Chicago Commons Settlement House through the courtesy and generosity of Miss Taylor, daughter of the late Dr. Graham Taylor, its founder and for many years religious editor of the Chicago Daily News. The gift of the Hall for rehearsals represents a substantial donation, which is deeply appreciated by Civil Air Patrol and its members.

WING TIPS

GROUP I

John L. Sammons — Public Relations Officer and Assistant Editor

Progress in Group 1 is being reflected in the changing service records. Students are getting their pilot tickets, others increasing their power ratings. Radio licenses are being obtained and work in blind flying and acrobatics is going on. Many of the private owners are having two-way radios installed in order not to be handicapped in their cross country assignments by the C.A.A. two hour rule.

A fifth squadron is projected for Group 1 at the Kane County Airport, six miles west of Elgin on U. S. 20.

GROUP II

Louise K. Wilde — Associate Editor

"Traction splints" and "parade rest" are as familiar lingo as "stalls" and "spot landings" to CAP members in Group 2 these days as they whip smartly through their basic training program under the supervision of Commander Fred Machesney.

Group headquarters are being completed at Machesney Airport where a special room has been set aside for meetings and social gatherings. CAP members are invited to visit Group 2 headquarters when they are in Rockford, where a cordial welcome awaits them.

GROUP III

Arch C. Johnson — Public Relations Officer and Associate Editor

Herb Anderson, our Group Commander, is reported out of town; location censored by Group Intelligence Officer on account of unfiled flight plan. Herb where are you?

Steve Hammond, Executive officer, has plans for some new task flights on the way through for this week end, if we have flying weather.

John Wilson, Adjutant, says membership applications coming through right along, looks like Civilian Aviation is going "all out" for C.A.P. in Group 3 area.

GROUP IV

James Dix — Public Relations Officer and Associate Editor

Members of the Moline and Sterling squadrons of the Fourth group have been "keeping 'em flying" with a vengeance ever since receiving their assignments for the scrap metal survey from Commander Vern Roberts, and all of their designated territory will have been covered by the time this item appears. Wingover five western Illinois counties for an aggregate of more than 6000 miles, the Moline airmen had checked every area excepting a few spots in Mercer County by early this month. The Sterling squadron has been conducting the survey in Whiteside County. Among other things, the fliers spotted an abandoned locomotive and some unused railroad tracks.

GROUP V

Lyle H. Gift — Public Relations Officer and Associate Editor

Activities in recruiting have gotten under way and one hundred fifteen members have been sworn in and a number have applications in the mail.

The Group Staff is completed, being headed by DeWitt Collins as group commander, Harold S. Lang, executive officer and Dr. R. B. Singer, group adjutant.

GROUP VI

Loring Merwin — Public Relations Officer and Associate Editor

Monday Night.....Navigation Class
 Tuesday Night.....Military Drill
 Friday Night.....First Aid, Military Courtesy
 Saturday.....CAP Salvage Survey Flights
 Sunday.....CAP Salvage Survey Flights

You want news? . . . it's all NEW activity. CAP is doing something to aviation interest in this territory that is NEWS. We have never had the interest and enthusiasm we have seen develop in CAP within the past few weeks.

GROUP VII

E. Wilson Rape — Public Relations Officer and Associate Editor

Under the leadership of Nelson Weber, squadron commander, the first squadron of the seventh Illinois group, Civil Air Patrol, is well into required ground work, and is ready with a full complement of planes for any flight duties.

Drills and classes are in operation twice a week, with Operations Officer A. G. Danforth handling the drill, and Earl L. Albin, communications officer, in charge of first aid instruction.

GROUP VIII

Robert J. Boylan — Public Relations Officer and Associate Editor

EAST ST. LOUIS—For the Easter parade Squadron 37 blossomed out in their own brand new CAP uniforms complete right down to the insignia according to Everett E. Hart, Squadron Commander. The 85 members each pitched in about \$9.50 and bought their own outfit of khaki trousers, shirt and overseas cap. Then a squadron member's wife who is a skillful seamstress undertook to make insignia for the gang. They turned out swell. The clothing dealer was so happy with his big order he bought the squadron an American flag which decorates headquarters in the Franklin school at Belleville.

GROUP IX

Clifford M. Raemer — Intelligence Officer and Associate Editor

Since February 15, each member in the 9th Group of the 1st Squadron have completed 9 to 12 hours of military drill and 6 to 9 hours of First Aid training. By the end of the week of April 10, every man in the 1st Squadron located at Salem, the group headquarters, will be in uniform and will have had sufficient military drill to carry out ordinary military basic training.

REGULATIONS — INFORMATION

EXCERPTS FROM HEADQUARTERS NEWS

NEW NATIONAL COMMANDER—With the return of Maj. Gen. John F. Curry to Denver 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.

Civil aviation is fortunate to have had Maj. Gen. Curry as its champion and leader through the critical weeks of organization. Thoroughly believing in the practical wartime usefulness of civilian pilots and planes, he brought many officials in Washington to realize the potentialities of the CAP and to give the Patrol its first assignments which already have demonstrated the value of the program.

Official confidence in the civilian leadership of the Patrol is reflected by the promotion from the ranks which brings Mr. Johnson from the post of Executive Officer to full command. The Office of Civilian Defense has cooperated wholeheartedly at every step of the program. Provision for financing the Civil Air Patrol is now being considered by the Budget Bureau after hearings and studies.

COURIER SERVICE FOR THE ARMY—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 releases military planes and aircrew for more important duties.

FLIGHT TRAINING MISSIONS—With a period of good spring flying weather at hand, the recent Directive No. 23 on Basic Flight Training Missions provides your units with a series of interesting exercises which will greatly increase their proficiency for work which may soon cease to be mere practice and will become the real thing for many of your members.

Intelligence Officers will find many opportunities for new stories and pictures in these missions and should invite newspapers in their areas to cover. Reporters assigned to CAP activities may, with proper clearances, be taken as passengers to observe exercises from the air and those of proper qualifications will be welcome as members of the Patrol, as many aviation writers and editors already are.

In the flight training missions, emphasis is placed upon thoroughness, accuracy, and teamwork. Pilots and observers with not less than 50 hours of flying

time are required to take the course. Civil Air Regulations must be carefully observed and all missions must be under Operations Orders from the Operations Officers of the units.

The first exercise is a patrol mission, along a waterfront or along the State or county border. The Pilot-Observer team will fly a prescribed section of the border and be on the watch for distinctive markers placed at points unknown to them. An automobile in an unusual place, a cloth strip, a smudge pot, or anything else out of the ordinary may be used to test their alertness.

Bombing practice is the second exercise. Flying at low altitudes, not less than 200 feet above ground, CAP planes will make approaches up, down, and across the wind to drop one-pound bags of flour or similar material on ground targets. CAA clearance must be secured for low-altitude flights. Although military bombing now is done with the aid of elaborate bomb sights and release mechanisms, it is to be remembered that in the earlier days of aviation, explosives were simply tossed overboard from the cockpit with deadly effect. Light planes, flying low and at slow speeds as compared with modern military ships, can strike with surprising accuracy after a little practice. While, for the moment, the practice bombing is simply an exercise in precision flying, it will mean that CAP planes will pack a wallop if ever called upon to drop live bombs on the enemy.

Rescue missions, dropping supplies by parachutes, highway traffic control, blackout observance, training of anti-aircraft personnel, panel reading, radio communications, and forest patrol are other basic training missions, all of practical utility, as many CAP units already have demonstrated in actual operations.

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.

A directive on crash procedure also has been issued. By the military discipline of the CAP, the highest standards of safety will be assured in all phases of the program. To be sure that well drilled crash crews will be constantly on the alert at every airport, the new directive provides for centralizing authority in the hands of the Engineering Officer of each unit, with detailed requirements as to training and equipment.

PILOTS' MANUAL—The Government Printing Office advises that the supply is running low on Civil Aeronautics Bulletin No. 24 (Practical Air Navigation, \$1.00) and No. 25 (Meteorology for Pilots, 75c). Since reservations cannot be made for future delivery, CAP members wanting these useful publications are advised to place orders with Superintendent of Documents, Government Printing Office, Washington, D. C. Cash must be sent with orders.

Spring Dance

We have been bursting (editorially) these last few weeks, to break a bit of news that has been hard to keep.

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.

The band will, of course, be uniformed and will consist of fifty pieces, complete with a drum major and all of the necessary accessories. The boys are rehearsing under Mr. Otto Reichert, former DAILY NEWS band director, and will rank with the best.

Within the membership of the band is a complete swing group. They will play for the *Spring Dance* to be held at the Lake Shore Athletic Club, Saturday evening, May 2nd, at which party the entire band will also be presented.

The dance is planned as a get together party for Groups 1 and 3 of the Greater Chicago Area, and any other members of C.A.P. that can arrange to be in town for the occasion.

The party will be replete with floor shows from the leading night clubs, masters of ceremony and, in fact, everything it takes to make such an affair a huge attraction.

Squadron Commanders of Groups 611 and 613 have the tickets. Better get yours while they are available, because the number is *definitely limited*. Come and bring your friends.

Your Wingover

Unlike Topsy, whom you will remember, "jest grew", your WINGOVER had a perfectly normal birth, except in one biologically phenomenal respect. Its sole parent was male!

Your WINGOVER was conceived in the fertile mind of Jack Vilas, Wing Commander, and was named by the expectant father well 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". The entire Wing Office and Editorial staff rose to the occasion and the hump was passed.

Since the first issue, we have grown in opulence and now have sponsors assured for many issues to come. Those who pioneered the earliest editions deserve our especial appreciation. The Aviation Department of Whiting Corp. of Harvey, Ill., Manufacturers of Special Handling and Maintenance Equipment, sponsored the February issue; The Belden Co. of Chicago, Manufacturers of High and Low Tension Aircraft Wires, the March issue, and Crowe Nameplate and Mfg. Co. the current issue.

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

WHO'S WHO IN C.A.P.

Col. Floyd E. Evans

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

His three service chevrons indicate a minimum of eighteen months overseas with the 88th Observation Squadron. He was shot down, wounded, but was able to make his way back to his own lines.

Discharged in the rank of Captain he returned to organize the Observation Squadron of the Michigan National Guard and became Divisional Air Officer of the 32nd Division, Michigan National Guard.

As State Governor (Michigan) of the National Aeronautical Association he served five years and was for three years a member of the Executive Committee of that body.

He is past president of the National Association of State Aviation Officials and of the Airport Division of the American Road Builders Association.

For two years he served on the National Aviation Committee of the American Legion.

He is now on leave of absence from the post of State Director of Aeronautics (Michigan), which office he has occupied since 1930, surviving many changes in state administration, which speaks volumes for his efficiency in that office.

Recalled to Military service in 1940 he was assigned the post of Air Officer, 5th Army Corps at Camp Beauregard, La., where he served till December 1941, when he was assigned his present post of Regional Commander, 6th Corps Area, Civil Air Patrol. He is also temporary acting commander of the 5th and 7th Corps Areas.

In spite of the pressure of the many offices he has held, he has still found time to fly, and holds a currently effective pilots certificate and instrument rating.

We of the Illinois Wing have reason to be justly proud of our Regional Commander.

ILLINOIS WINGOVER

OFFICIAL ORGAN OF THE
ILLINOIS WING

CIVIL AIR PATROL

Jack Vilas, Commander
Herman E. Lacy, Executive Officer
Robert K. Belt, Adjutant

EDITORS

O. L. Heath — F. D. Ewing

PUBLICATION OFFICE
CIVIC OPERA BLDG., CHICAGO, ILL.

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Typography by
THE STRATHMORE CO., AURORA, ILLINOIS