

# U.S. NAVAL AIR STATION GLENVIEW

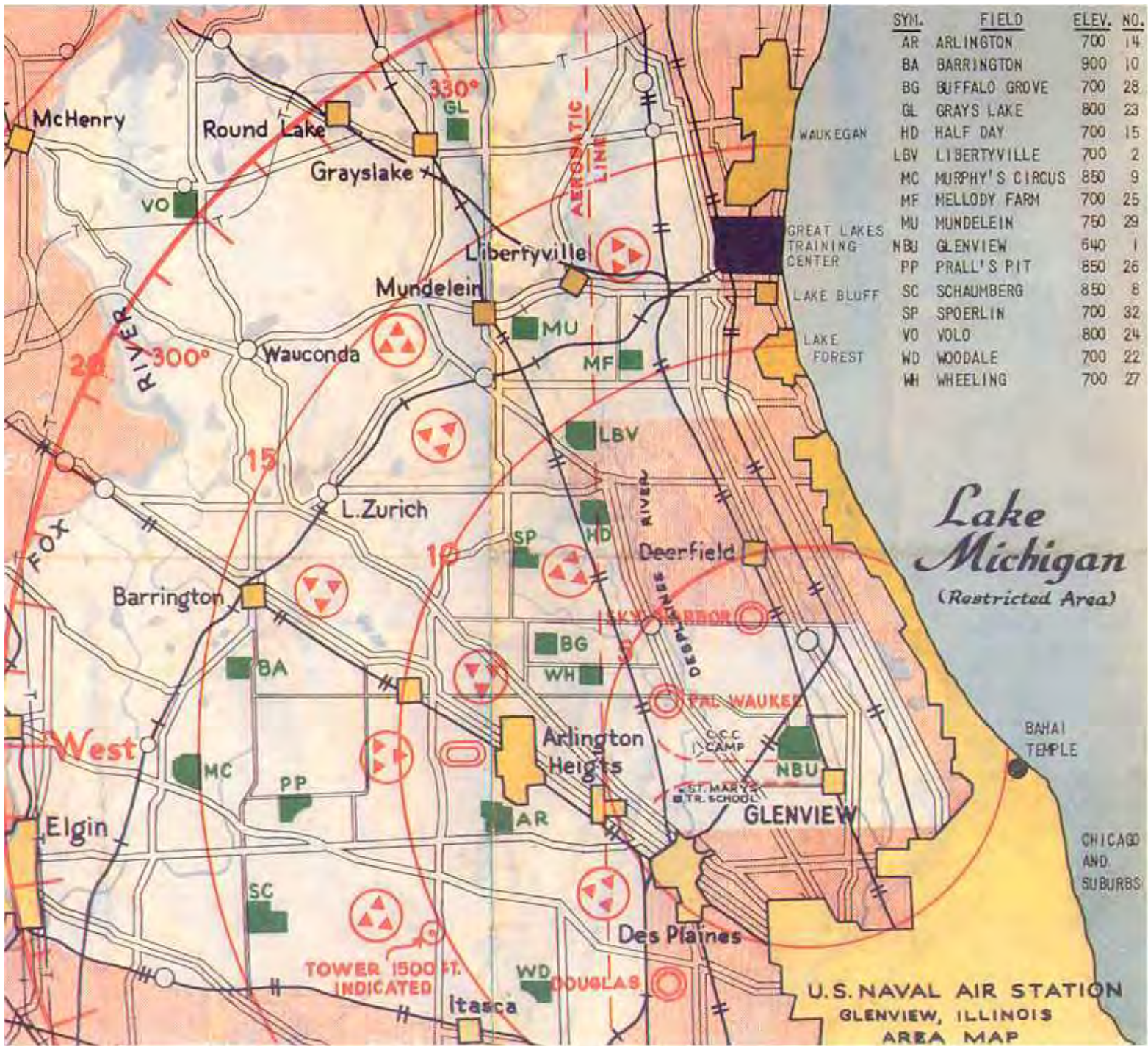
1937

"The Final Salute"

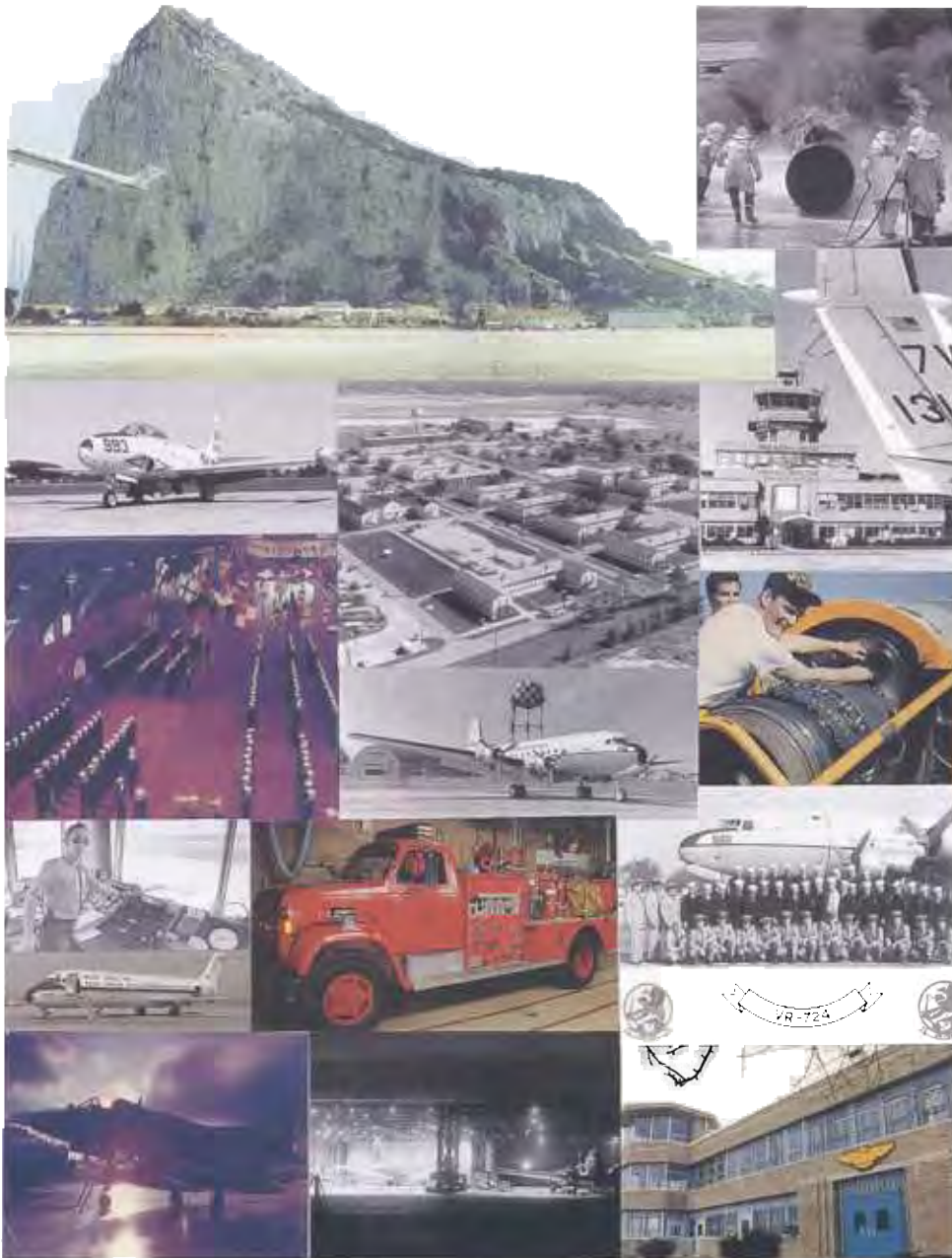
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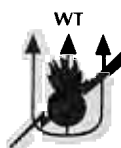
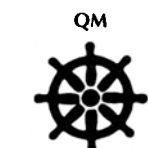
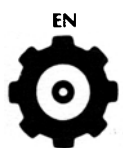
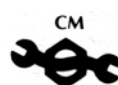
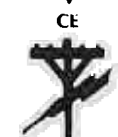
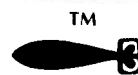
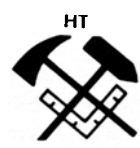
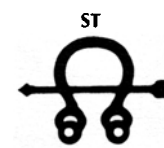
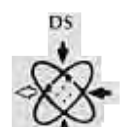
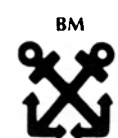
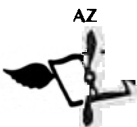
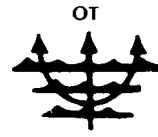
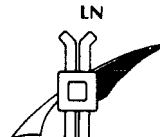
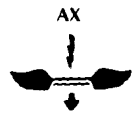
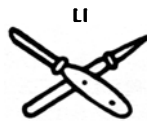
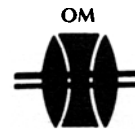
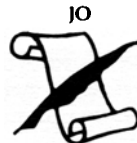


**"STRENGTH THRU READINESS"**









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### ORDERING INFORMATION

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1. Sam, the Fighting Eagle
2. Glenview Training Command
3. Strength Thru Readiness

### PHOTOGRAPHY

Sincere thanks for many of the photos shown goes to our former Official Navy, Marine and Coast Guard Photographers, both Active and Reserve.

Special mention goes to our Photo Editor, Illinois Aviation Hall of Fame Award Winner, Ted Koston. Ted was a World War II Naval Aviation Photographer, and continued his interest in Military affairs by documenting activities at Glenview. His photography has been published Worldwide. He is one of eleven founding flyers of the U.S. Coast Guard Aviation Auxiliary at Glenview.

Thanks also goes to PH2 Eric Lundahl (USN Ret.) for his patience, humor, consulting and professional layouts. Eric was instrumental in guiding us, having been involved in the production of other Base Closure Magazines.

Ten years ago, the GNAS Photo lab was flooded and a large percentage of archive negatives were lost. Without a skillful pictorial record, the history of this Base could have been lost forever. So with photos from outside sources, our staff, and specifically our staff Photographers Ted and Eric, we were able to compile a vast pictorial history. Our appreciation goes to everyone that provided materials enabling us to appropriately depict GNAS.

- Outside Front Cover - GNAS 45th Anniversary  
Navy Photographer, PHC Rehm
- Inside Front Cover - "1940 GNAS Flying Fields" Map  
Courtesy of Bruce Walker  
"1943 NRAB Glenview Squadrons"  
Released by the Associated Press, N.Y
- Inside Rear Cover - "Sunset Aerial of GNAS"  
By Allan Goldstein, available through Aerial Images Photography  
Elk Grove Village, IL
- Outside Rear Cover - "The Final Salute"  
Ted Koston  
"Glenview residents wave goodbye"  
Rachelle McClarren



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## COMMISSIONING OF U. S. NAVAL RESERVE AVIATION BASE CHICAGO



**AUGUST 28, 1937**



## CURTISS AIRPORT

### PROGRAM

CHICAGO

#### ORDER OF EVENTS

CHICAGO

1. Address by Rear Admiral Byron Ellis, U.S.N.
2. Flag Raising Ceremony.
3. Review and Parade by Regimental Major Leibel.
4. Commencement of Aerial Gunnery.
5. Exhibition Band Flying by Navy Trainees.
6. Demonstration of Dive Bombing by 3 Grumman Fighters.
7. Exhibition of Aerial Stunt by 1 Red Bull.
8. Trenchard Flying by 3 Grumman Fighters (Demonstration of Lathbury Crash and Recovery System).
9. Formation Trenchard Flying:  
1st Division 3 Grumman Fighters,  
2nd Division 3 Grumman Fighters,  
3rd Division 3 Red Bulls.
10. Mass Review,  
13 Grumman Fighters,  
3 Red Bulls.

CHICAGO

#### IDENTIFICATION COLOR MARKING

CHICAGO

- Chicago Plane - Red Tail Barbican.
- Devault Plane - Blue Tail Barbican.
- Kenyon City Plane - White Tail Barbican.
- Manassas Plane - Yellow Tail Barbican.
- A. Link Plane - Green Tail Barbican.

The Naval Reserve Aviation Base, Chicago, is one of five located in the United States, under command of the Commanding Rear Admiral Byron Ellis, U. S. Navy.

The U. S. Naval Reserve Aviation Base, Great Lakes, Illinois, was commissioned in September, 1935, with Lieutenant Richard E. Byrd, U. S. Navy, as the first Commanding Officer. The base operated a number of airplanes and later had a small field at the Naval Training Station.

The present Commanding Officer, Lieutenant G. A. T. Washburn, U. S. Navy, assumed command of the Great Lakes Naval Reserve Aviation Base on 24 July, 1936.

With the development of various type planes and the higher speeds, the field at Great Lakes was not adequate for the proper operation of the reserve planes on operations and was moved to Curtiss Airport on 4 January, 1937, and on 14 May, 1937, the Aviation Base moved to Curtiss Airport, Glenview, Illinois.

The officers assigned to the Reserve Stations are employed in civilian life and relinquish their time away from their usual occupations to attend duties on Saturday afternoon, and in this way maintain their continuity to the high standards required of a Naval Aviator.

The aviators are assembled in the mess or dining room by the First Assistant Surgeon, followed by a medical exam. A detailed account of these is obtained for each plane, in primary, dive bombing, formation flying, formation, solo, emergency flying, carrier landing practice and night flying.

The detailed program of the operations also gives up their time to learn the latest aircraft and maintenance standards of aircraft and engines.

By this weekly attendance at duty, the aviators and civilian men are ready to meet at a national emergency, to take their place in the Fleet with an operating squadron.

Flight training is conducted at the Base to obtain students for appointment as Aviators Cadets. The candidates must have at least two years of college at the expense, preferably college graduate, between the ages of 20 and 30, and pass a final physical examination given by a Navy Flight Surgeon. After a two to 30 days waiting duty the candidates are given an Army dual instrument and then receive the required standard on test in formation on Aviator Cadets for further training. Upon completion of the course the Cadets are designated as Naval Aviators and ordered to the Fleet for three years active duty.

The appointment of aviators consists of the Grumman Fighters, four Red Bull-type observation, four Devault Red Bulls, five Kenyon City planes and one Landing airplane.

The Base complete other branches of the larger scope at the field, approximately \$150,000 was spent on improving the hangar, building new administrative offices and shops.

The present plans provide facilities for complete overhaul, assembly and repair of airplanes and engines, making the Base a small Naval Air Station and a completely self-sufficient unit.

It is impossible to allow a less important of the Base today but it will be open to visitors on a day to be announced later.



### CHICAGO NAVAL RESERVE AVIATION BASE

CHICAGO

- Rear Admiral Byron Ellis, U.S. Navy,  
Commanding Naval Reserve Station
- Commander Selva Ward, U.S. Navy,  
Aviation Aide to the Commanding Officer
- Lieutenant G. A. T. Washburn, U.S. Navy,  
Commanding Officer, Naval Reserve Aviation Base
- Lieutenant Col. James G. Shroy, USNR,  
Executive Officer, Naval Reserve Aviation Base
- Lieutenant V. W. Sanderson, USNR,  
Flight Instructor
- Lieut. Col. C. G. Roberts, USNR,  
Base Medical Officer

CHICAGO

### SQUADRON VS SR

CHICAGO

- Lieutenant J. E. Shughan, USNR,  
Commanding Officer
- Lieutenant E. G. Frank, USNR,  
Executive Officer
- 1st Squad: P. R. Baker, USNR, 1st Sgt. G. T. Trumble, USNR,  
2nd Squad: G. Schuman, USNR, 1st Sgt. R. H. VanFoy, USNR,  
3rd Squad: G. A. Aspin, USNR, 1st Sgt. R. H. Vogt, USNR,  
4th Squad: G. G. Robinson, USNR, 1st Sgt. C. W. Allen, USNR,  
5th Squad: J. A. Haddy, USNR, 1st Sgt. J. A. Stephenson, USNR,  
6th Squad: J. P. Smith, USNR, 1st Sgt. P. C. Scott, USNR,  
7th Squad: G. G. Lamb, USNR, 1st Sgt. A. T. Taylor, USNR,  
8th Squad: J. E. Remondino, USNR, 1st Sgt. R. W. Johnson, USNR.

### VISITING OFFICERS PARTICIPATING

CHICAGO

- Lieutenant Commander J. E. Miller, U. S. Navy,  
Commanding Officer, U. S. Naval Reserve Aviation Base,  
St. Louis, Missouri
- Lieutenant C. F. Greber, U. S. Navy,  
Flag Officer, U. S. Naval Reserve Aviation Base,  
Boston, Michigan
- Lieutenant H. L. Ruppel, U. S. Navy,  
Commanding Officer, U. S. Naval Reserve Aviation  
Muskegon, Michigan
- Lieutenant Frank E. Wolf, U. S. Naval Reserve,  
Commanding Officer, U. S. Naval Reserve Aviation  
Kenosha City, Wisconsin

### VISITING PLANES

CHICAGO

- U. S. Naval Reserve Aviation Base,  
St. Louis, Missouri:  
3 Grumman Fighters,  
1 Red Bull.
- U. S. Naval Reserve Aviation Base,  
Boston, Michigan:  
3 Grumman Fighters,  
1 Red Bull.
- U. S. Naval Reserve Aviation Base,  
Muskegon, Michigan:  
3 Grumman Fighters,  
1 Red Bull.
- U. S. Naval Reserve Aviation Base,  
Kenosha City, Wisconsin:  
4 Grumman Fighters.

### COMMANDING OFFICERS

LT G.A.T. Washburn	Mar 37 - Jun 38	CAPT T.M. Hampton	Jun 59 - Jul 61
LCDR J.G. Sliney	Jun 38 - Jul 38	CAPT D.W. Bowman	Jul 61 - Aug 62
	May 40 - Jul 40	CAPT M.L. Lowe Jr.	Aug 62 - Jul 64
CAPT J.F. MacComsey	Jul 38 - May 40	CAPT A.W. Newhall	Jul 64 - Sep 66
LCDR R.K. Gaines	Jul 40 - Mar 42	CAPT R.W. Labyak	Sep 66 - May 68
CDR G.A.T. Washburn	Mar 42 - May 43	CAPT W.E. Graham	May 68 - Jul 68
CDR T.C. Penny	May 43 - Jul 43	CAPT D.E. Poynter	Jul 68 - Sep 70
CAPT G.C. Montgomery	Jul 43 - Oct 44	CAPT W.T. Dyckman	Sep 70 - Jun 72
CDR W.J. Staples	Oct 44 - Jan 45	CAPT P.G. Merchant	Jun 72 - Jul 75
CAPT J.M. Carson	Jan 45 - Feb 47	CAPT F.T. Clark	Jul 75 - Aug 77
CAPT C.B. Gill	Feb 47 - Jan 49	CAPT M.D. Fitzgerald	Aug 77 - Aug 79
CAPT D.L. Mills	Jun 49 - Aug 50	CAPT J.B. Eskew	Aug 79 - Aug 83
CAPT R.M. Oliver	Aug 50 - Sep 52	CAPT S.B. Palmer	Aug 81 - Aug 83
CAPT C.W. McClusky	Sep 52 - Jan 53	CAPT J.W. Sessions	Aug 83 - Aug 85
CDR H.F. Webster	Jan 53 - Apr 53	CAPT R.J. Ackerman	Aug 85 - Jul 89
CAPT F.N. Taylor	Apr 53 - Jan 55	CAPT C.R. Karlsson	Aug 87 - Jul 89
CAPT W. Hollingsworth	Jan 55 - Jun 56	CAPT W.D. Vandivort	Jul 89 - Jul 91
CDR B.G. Preston	Jun 56 - Dec 56	CAPT P.W. Kinneberg	Jul 91 - Aug 93
CAPT L.P. Carver	Dec 56 - Jun 59	CAPT J.C. Schultz	Aug 92 - Sep 95

1995/May

Last commanding officer of Glenview Naval Air Station, CAPT James C. Schultz, is presented an honorary award at the annual Glenview Survivors Banquet by President William Schoewe of Milton, Florida.





## AVIATION IN GLENVIEW, THE PRE-WAR YEARS

With the announcement of a major Airport development for suburban Glenview in early 1929, it must have seemed as if the small community was to become home to a key Midwest air field. Chicago's other major airport, Metropolitan (later known as Midway) was quickly becoming surrounded by home and industry.

The new Glenview Airport was named Curtiss-Reynolds for the Curtis Flying Service (developer) and the land owner, Fred Reynolds. However, Glenview's promise, as a rival public airport to Midway, was not to be. The field was dedicated nine days before the stock market crash heralded the beginning of the "Great Depression".

Fortunately, before the crash, the Curtiss-Reynolds three-section hanger (now known as Hanger One) had been completed, along with concrete taxiways, some lighting and some other bare necessities. In 1930 it hosted the National Air Races which attracted such top pilots as Jimmy Doolittle, Frank Hawks, Wiley Post and Roscoe Turner. In 1933, during the "Century of Progress Exposition", it was the site of the International Air Races and also hosted the Graf Zeppelin. Shortly thereafter, the Curtiss Flying Service merged with Wright Aeronautical to form Curtiss-Wright Corporation.



- 1911/May      The Navy purchases its first Aircraft. A "Hydro-aeroplane" built by Mr. Glen Curtiss.
- 1915/Jul      An Excursion boat, the Eastland, capsizes while on the Chicago River, killing more than 825 people. It was salvaged, renamed the Wilmette, and used as a Great Lakes Navy training vessel
- 1923/Nov      Definitive Naval Air Reserve policy is proposed by ADM William Moffet. As a result: Great Lakes, IL - Squantum, Mass - Fort Hampton Bases create Navy Air Reserve Divisions.
- 1930/Aug      Curtis-Reynolds hosts International Air Races.
- 1933/June      Worlds Fair site seeing plane crashes trying an emergency landing at Glenview, 9 lives lost.

The Navy had established the United States Naval Reserve Aviation Base at Great Lakes in 1923. By the mid '30s the aviation operation had outgrown Great Lakes, while the need for seaplane facilities became less important. As Curtis-Wright was a nearby air field with plenty of available space, in May, 1937 NRAB Great Lakes moved into leased quarters in the north half of Hanger One.

Contemporary aerial photos show a dimly visible painted-over "WRIGHT" underneath a bright fresh "U.S. NAVY" on the north half of Hanger One. With its formal commissioning in late August, the new operation officially became Naval Reserve Aviation Base (NRAB) Glenview.

### GLENVIEW'S NAVAL AVIATION HISTORY COMPLETES A CIRCLE

The scheduled September 9, 1995 base closure ceremony closes the log on Naval Air Station Glenview, Illinois and ends a glorious chapter in the proud history of Naval Aviation. The transfer of the air station's surviving aviation reserve units to the Naval Training Center at Great Lakes completes the story of NAS Glenview to its point of origin.



# NAS GLENVIEW

1937 1941



N2C-1



FF



O2C



OJ-2



OL-9



SF-1



NP-1 SPARTAN



SU

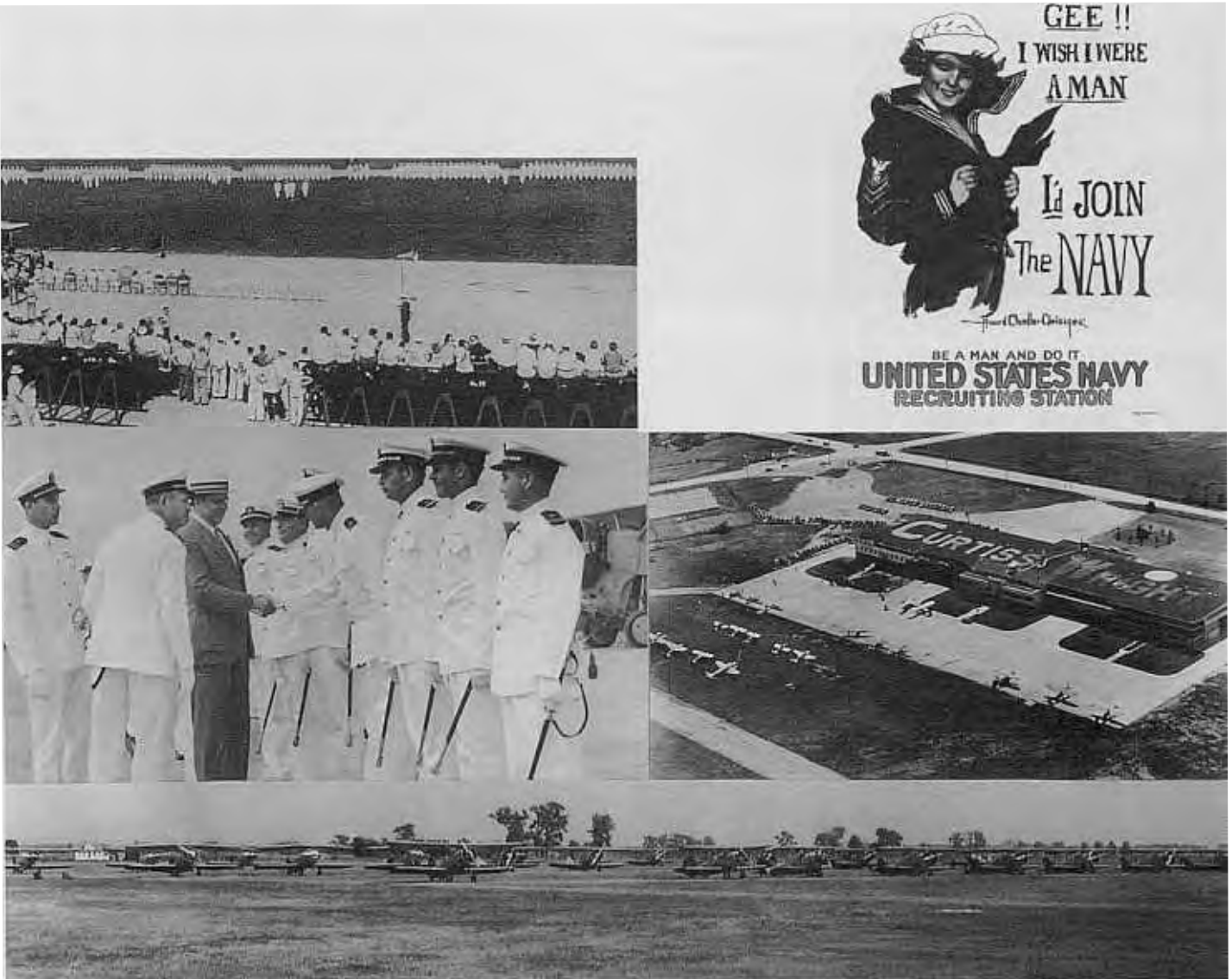


With appropriate fanfare, the U.S. Naval Aviation Base Chicago commenced its log on August 28, 1937 marking the official relocation of the tiny U.S. Naval Reserve Aviation Base, Great Lakes, Illinois to 230 acres of Curtiss Airport at Glenview. Actual construction on buildings had begun on January 4, 1937 and by the day of the formal commissioning, \$120,000.00 had been spent to accommodate more men and faster planes.

Seventeen aircraft from visiting squadrons, Grumman Fighters and Curtiss Helldivers, were lined up in rows. The tail surface of each plane was painted a bright blue, white, yellow or green to identify its home field as Detroit, Kansas City, Minneapolis or St. Louis. Chicago's own eighteen planes wore red.

Civilian guests seated in bleachers and white-uniformed men in ranks heard an address by Rear Admiral Hayes Ellis, USN, Ninth Naval District Commandant, commissioning the new air base. They watched a flag hoisting ceremony and waited through a review and parade by the regiment from Great Lakes before the aerial demonstrations began.

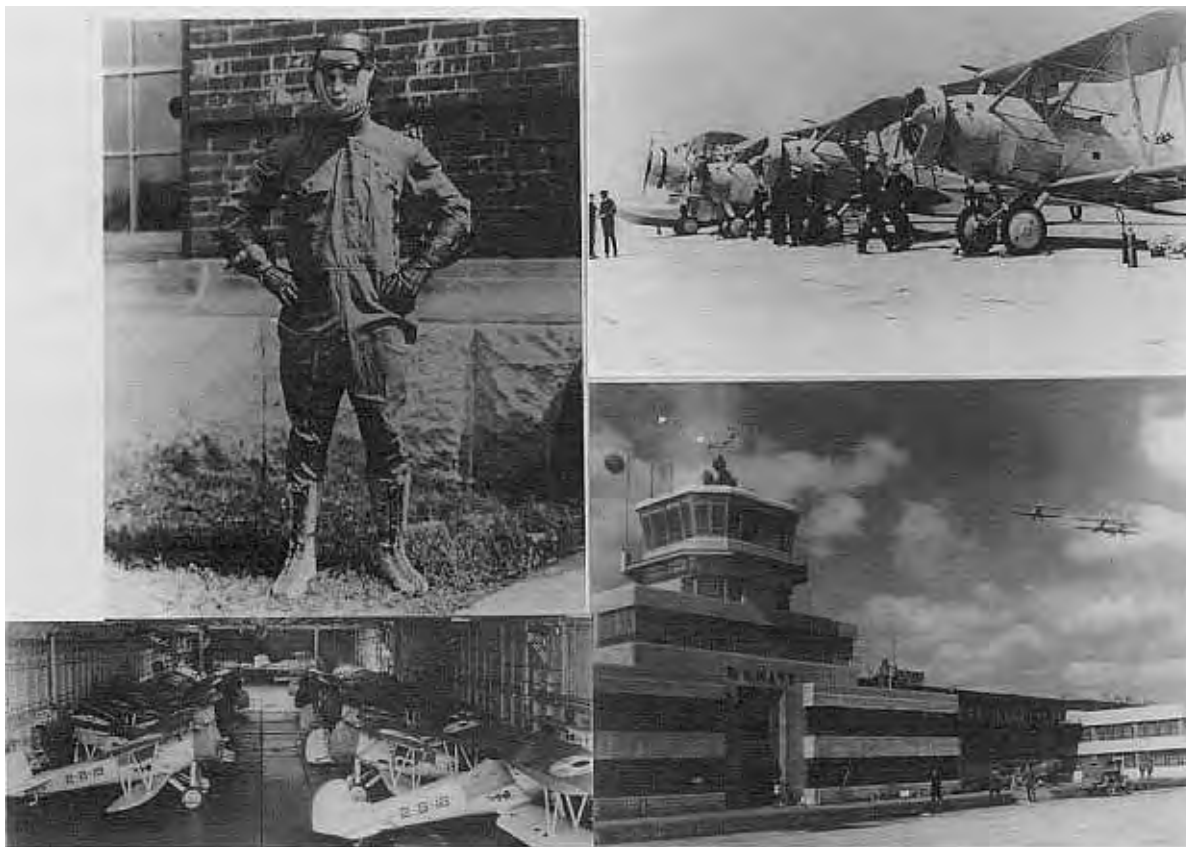
1937/Jan      The Navy commissions Glenview as a Reserve Aviation Base



Eighteen Grumman fighters and nine Curtiss Helldivers took to the sky, demonstrating aerial combat, stunts, dive bombing, and formation flying. The finale was a mass review of all twenty-seven planes in formation. Naval Aviation had taken wing at Glenview.

LT G.A.T. Washburn, USN, was the first commanding officer at Glenview. LTJG James G. Sliney, A-F, USNR, was the first executive officer. The program from the base commissioning spelled out the mission before them:

"Flight training is conducted at the Base to select students for appointment as Aviation Cadets. The candidates must have at least two years of college or the equivalent, preferably college graduates, between the ages of 20 and 28, and pass a rigid physical examination given by the Navy Flight Surgeon. After a tour of 30 days training duty the students are given ten hours dual instruction and those meeting the required standard are sent to Pensacola as Aviation Cadets for further training. Upon completion of the course the Cadets are designated as Naval Aviators and ordered to the Fleet for three years of Active Duty."



- 1940/Nov      The CO of GNRAB (Glenview Naval Reserve Aviation Base), CMDR Gaines, calls a meeting of WWI Pilots for suggestions to promote a Recruiting drive. The name designated for the drive is "Chicago's Own".
- 1941/Sep      "Chicago's Own" recruits at the Annual All-Star Football game in Chicago, four of the team sign up, initiating a surge of recruits.

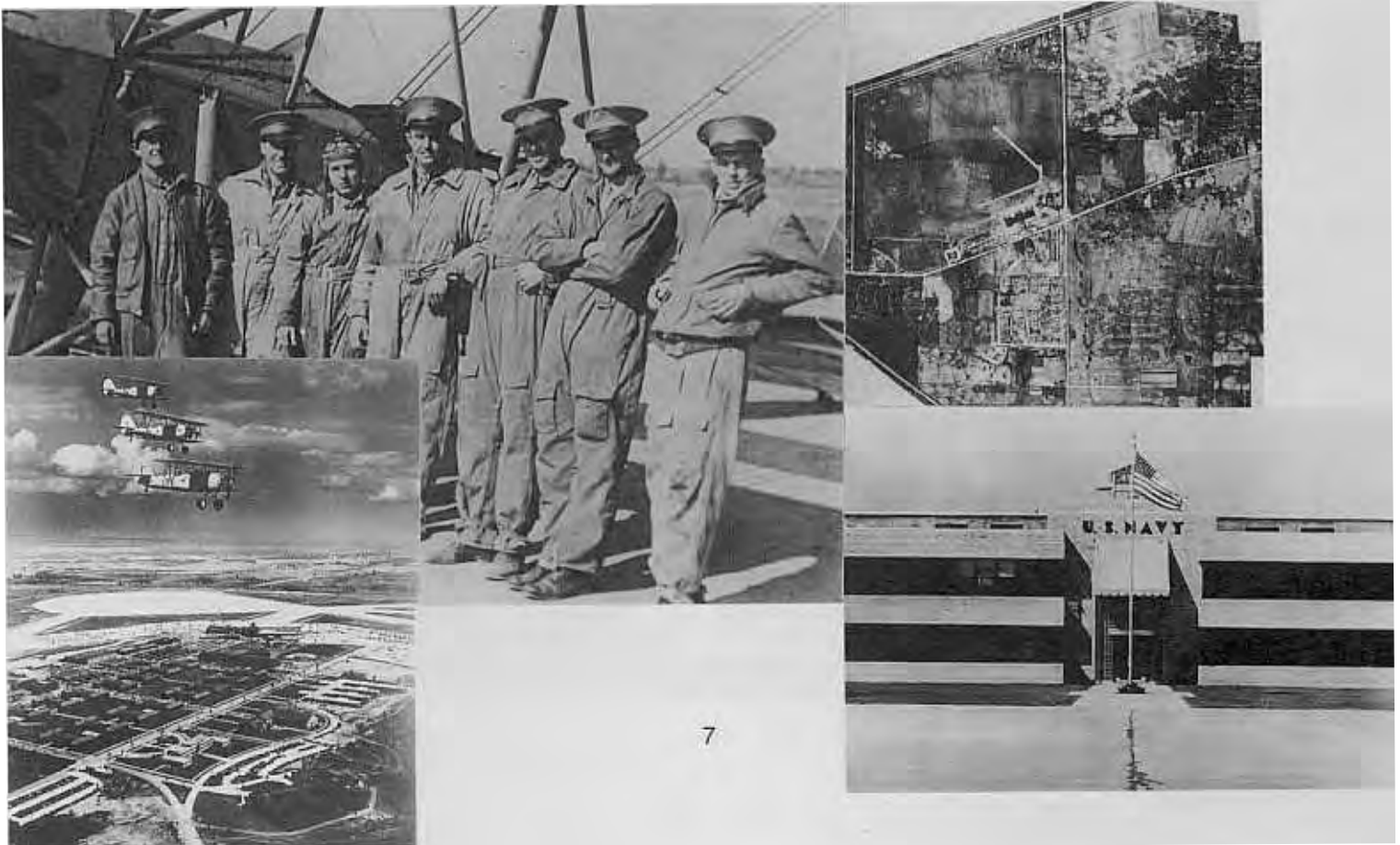
In space leased at the Curtiss-Wright Administration Building (Hangar 1), operations began with an initial complement of 20 officers and 120 aviation cadets. Washburn remained until June 1, 1938 when he was ordered to carrier duty and, later, to Seattle to organize a patrol plane squadron.

The Navy acquired the entire Curtiss property in 1940, and until late in 1941 Naval Aviation activities at Glenview proceeded at a moderate pace. Aviation candidates were prepared for Pensacola and officers of the reserve squadrons attended drills and flew on Saturday afternoons to maintain their proficiency. The Japanese attack on Pearl Harbor changed everything dramatically.

1941/Oct One month before Pearl Harbor, the Navy designates fighting names for Navy planes

<u>DIVEBOMBERS</u>	<u>FIGHTERS</u>
Curtis SB2C - Helldiver	Gruman F4F - Wildcat
Douglas SBD - Dauntless	Vought F4U - Corsair
Vought 2B2U - Vindicator	Brewster F2A - Buffalo
Brewster 2B2 - Buckaneer	
<u>OBSERVATION SCOUTS</u>	<u>TORPEDO-BOMBER</u>
Curtiss SO3C - Seagull	Douglas TBD - Devastator
Vought OS2U - Kingfisher	Gruman TBF - Avenger
<u>PATROL-BOMBERS</u>	
Boeing PBB - Sea Ranger	
Martin PBM - Mariner	
Consolidated PB2Y - Coronado	
Consolidated PBY - Catalina	

1941/Nov GNRAB hosts an Air Show to recruit more of "Chicago's Own" Squadron. Mr. Wrigley (Wrigley Gum) recruits for GNRAB during Thursday night broadcasts on WBBM.



U.S. NAVAL AIR STATION  
GLENVIEW ISLANDS

## GLENVIEW GOES TO WAR

"This is a very grim war. Our job here in this war is just as important as any job anywhere else in the Navy. It will continue to be so, no matter how long the job has to be done". With those words, LCDR R.K. Gaines, Commanding Officer of USNRAB Chicago began his speech to the officers, men and cadets two days before Christmas in 1941. Sixteen days before, on December 7th, the Japanese Imperial Navy had attacked the Hawaiian Islands, devastating the U.S. Navy Third Fleet at Pearl Harbor and provoking America's entry into the war. The Commanding Officer's words were a somber call to action.

"...Much depends upon the people out there, the officers and men doing their jobs well, and here is where they commence learning their jobs, where aviation starts out."

Gaines speech thanked the men for their good spirit "since that Sunday morning" and foretold much of what was in store for the small air base and its people. "...We are going to expand just as fast as bottlenecks and time will allow us. We are probably going into primary training. We may have many times the number of present men and many times the number of students, perhaps as many or more than here present each month, very many times your number of enlisted men. It is the responsibility of each officer and man, in the meantime, to train himself to take advantage of every minute to improve his mind and know more about the job he has, whether striker, petty officer or chief. You are expected to advance and to become a key man having full responsibility of your rate whether you remain here or go to sea. You will have no time to learn, when you get to sea or during expansion here, something that you should be learning now. We cannot afford to slow up operations of the battle fleet by men not knowing their jobs when transferred to sea."

LCDR Gaines spoke of the importance of safety, proper training, morale and security. He reminded the men of the support of the civilian community. "...I see a lot of presents coming through the mail for you men, lots of Christmas dinner invitations, etc., which is evidence of the fine spirit of the civilians in this area. I hope that you will take advantage of those invitations as much as possible and when it is not possible to do so, let them know your appreciation of the way they are working with us."

"You are engaged in total war fighting for 'Peace on earth and good will toward men'. Your happiness for this Christmas season and throughout the New Year must be in the realization that your services and sacrifices to your country though the Navy are the most important things in your lives and vital to world civilization."

"To your wives, children and parents my very best wishes, Christmas greetings and the prayer that through your loyalty, courage and success in your individual duties, they may be spared the sorrows of war."



1941/Dec

GNRAB Recruiter, broadcasts on WGN radio requesting all World War Aviators to volunteer, ready for duty, at the Naval Armory. Seventy-five men report, "Ready for anything, Sir"

LCDR Gaines' predictions became reality in short order. On 24 March 1942, LCDR G.A.T. Washburn returned to relieve Gaines and again assume command of Glenview, this time with orders to direct the expansion of the base.

In one of the largest and fastest paving jobs ever undertaken in the Midwest, 1,300,000 square yards of concrete landing mats and runways were poured in only 121 working days following the April 7, 1942 awarding of the construction contracts.

Modern barracks, recreation hall and dining facilities, a gymnasium with a training pool, a firehouse and hospital were all built. Paved streets, streetlights, sidewalks and the shops, theater and chapel in the recreation building all completed the picture of Glenview as a self contained community.

It is to the credit of LCDR Washburn and his staff that despite the feverish pace of construction, aviation and ground training continued uninterrupted while the numbers of aviators multiplied and training hour requirements expanded from 12 hours to 100 hours per cadet.



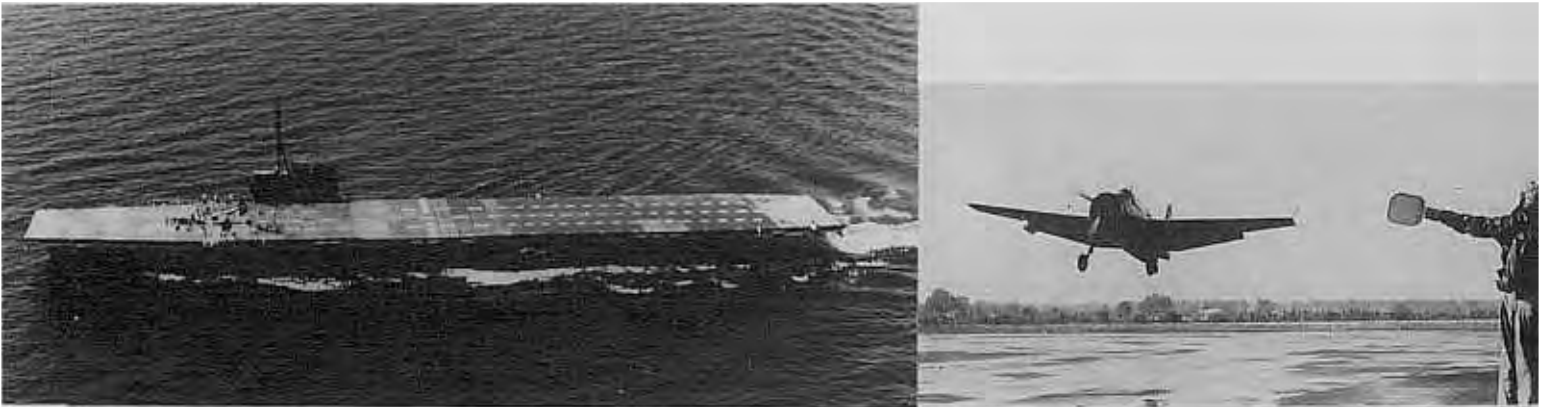
- 1942/May Base expansion plans are disclosed. Hanger One will have two leantos added to the North and South end of the Bldg. New Administration, Repair Shop, Parachute Loft, Firehouse, Barracks buildings and more, will be constructed. Runways will be modified, the longest will be 6600 feet, the shorter will be 5000 feet, both will be 200 feet wide. There will be 26 refueling pits along the apron of the main runway.
- 1942/Jun GNRAB Fire Department moves to its new building.
- 1942/Jul The Recreation building Auditorium opens.



On August 1, 1942, the Carrier Qualification Training Unit (CQTU) officially began operations. Brainchild of Commander Richard F. Whitehead of the Ninth Naval district, the CQTU fulfilled the need for carrier operations training in the safety of the Great Lakes, beyond the reach of German and Japanese submarines operating in our coastal waters.

Under Commander Whitehead's direction, two coal-burning Great Lakes paddlewheeled excursion ships, the SEEANDBEE and the GREATER BUFFALO were converted into flattops. Refitted with a wooden flight deck on a steel structure, the SEEANDBEE was renamed the USS WOLVERINE (IX-64) and entered service on August 12, 1942, while her sister ship fitted with an experimental steel flight deck joined her in May of 1943 bearing the name USS SABLE (IX-81). They were to be the only inland aircraft carriers ever commissioned by the U.S. Navy and became part of a fleet familiarly known as the "Corn Belt Fleet."

The two carriers, based at Chicago, trained pilots and flight deck personnel seven days a week, year round, throughout the war. Together they logged over 135,000 landings and qualified over 15,000 Navy and Marine Corps pilots, among them a young aviator named George Bush who was destined to be shot down in the Pacific and later become President.



- 1942/Aug CQTU (Carrier Qualification Training Unit) begins Flight Operations.
- 1942/Oct Ships Service is distributing no-cost Vmail forms.
- 1942/Nov Canine (K-9) Unit begins Station Patrol with 12 dogs. New CPO Club for GNRAB.
- 1942/Dec The Recreation building's new Chapel is dedicated.



# NAS GLENVIEW

1941 To 1946



N3 N3 Yellow Peril



OB-1



N28 KAYDET



OH-1 HOWARD



NH-1



SO3C-1 SEAGULL



SB-2A BUCCANEER



SNJ-5 HARVARD



F4F-4 WILDCAT



SB2C HELLDIVER



SNC-1

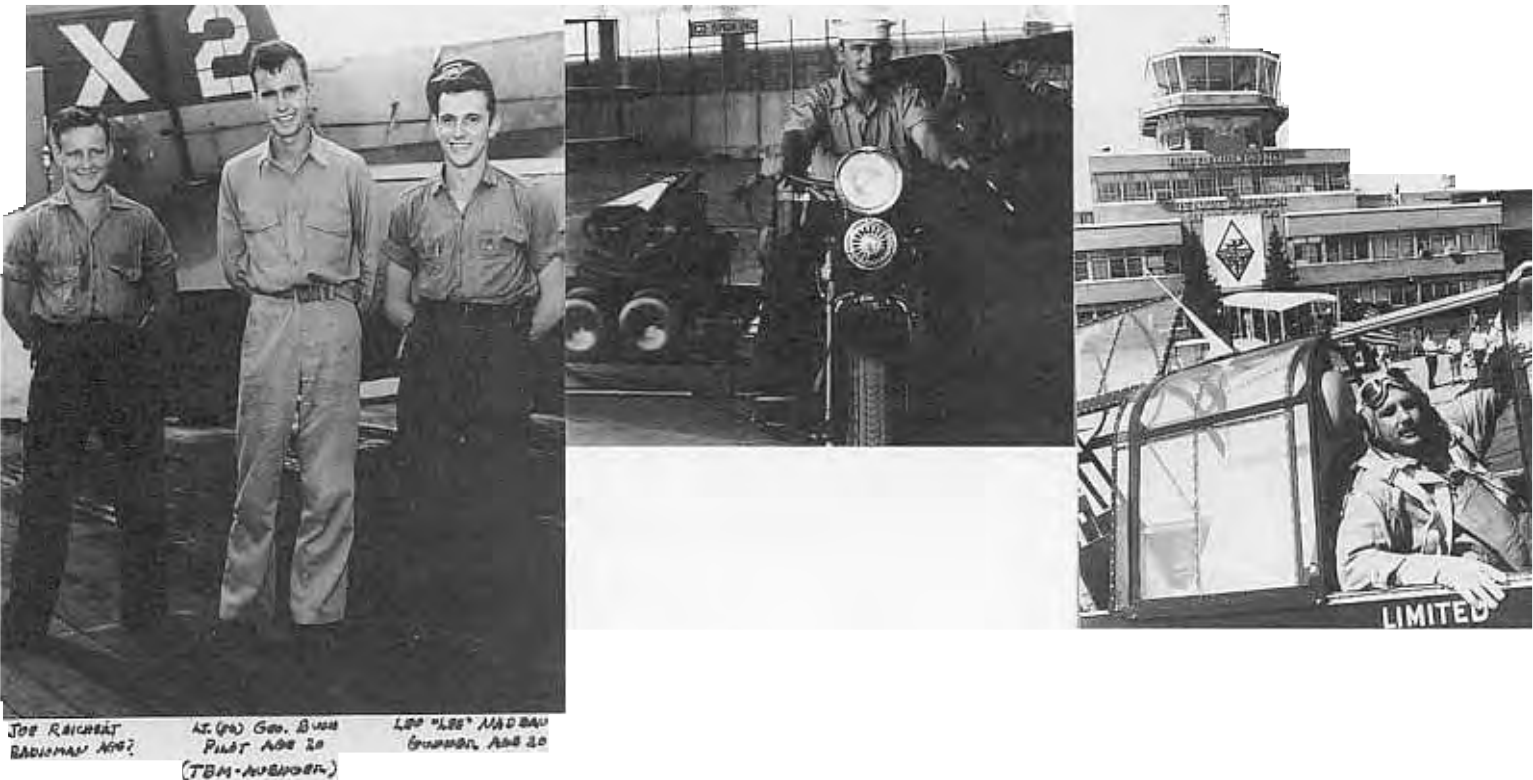


SBD-3 DAUNTLESS

The Naval Air Primary Training Command was established by the Secretary of the Navy on 1 October 1942, and Glenview was placed under its command. Approximately 9,000 men received their primary flight training at Glenview during the war years, flying 786,928 daylight hours and 27,425 night flight hours.

Utilizing fifteen outlying satellite fields, from Volo and Grays Lake down to Schaumburg (some with names like Melody Farm, Murphy's Circus and Prall's Pit), the cadets logged over 2,225,000 takeoffs and landings.

Manning the outlying fields could be a lonely job at times, particularly in bad weather. The January 8, 1943 issue of the Exhaust (NRAB Glenview's original newspaper) printed a report from Site 8 Schaumburg Field in Roselle that included: "The wind sure does howl and blow out this way and loneliness sometimes gets you, but we overcome this by holding discussions, on current events, with the field mice."



- 1943/Feb A Red Cross Office opens up in the Recreation building
- 1943/Apr The "Fighting Cock" Insignia adopted by GNRAB
- 1943/Jul CQTU adopts Donald Duck as a Flagman for new Insignia
- 1943/Aug US Aircraft Insignia is modified for easier Aerial identification  
Ensign George Bush qualified for carrier landings.  
Fifteen outlying fields utilized for flight training.

As the training programs increased in size and scope, so did the need for trained personnel to support repair, overhaul and maintenance requirements. Accordingly, LCDR Washburn received authorization in September of 1942 to enlist the necessary personnel possessing the specific skills needed to get the job done. CAPT Norman C. Denning, USMCR, organized a Recruiting Training Program, and during the fall of 1942 approximately 3000 men received "boot" training before being assigned to fill skilled job positions on base.

The Naval Air Primary Training Command drew its classes of cadets mainly from universities across the country. The first such class at Glenview NRAB was Class 11A predominantly from the University of Iowa, later to be known as the "Flying Hawkeyes." The "Flying Illini," "Flying Badgers" and "Flying Irish" were among many others to follow.

The first squadron at Glenview, an "elimination" class moved from NRAB Great Lakes prior to base commissioning, was VS-9R--the "Flying Wildcats," who slept on cots in the parachute loft and ate their meals in a farmhouse "down the road." All the candidates flew the N3N-1 and N3N-3 training aircraft, the "Yellow Peril." One flight instructor during the early part of the war was LT Robert Taylor, a naval aviator and Hollywood leading man, who with his wife Barbara Stanwyck lived in nearby Park Ridge while serving at Glenview.

1943/Sep "A Navy Flyer's Creed" is published.  
WAVES become Link Trainer Instructors

A NAVY FLYER'S CREED

I am a United States Navy Flyer.

My countrymen built the best airplane in the world and entrusted it to me. They trained me to fly it. I will use it to the absolute limit of my power.

With my fellow pilots, air crews, and deck crews, my plane and I will do anything necessary to carry out our tremendous responsibilities. I will always remember, we are part of an unbeatable combat team the United States Navy.

When the going is fast and rough, I will not falter. I will be uncompromising in every blow I strike. I will be humble in victory. I am a United States Navy Flyer. I have dedicated myself to my country, with its many millions of all races, colors and creeds. They and their way of life, are worthy of my greatest protective effort.

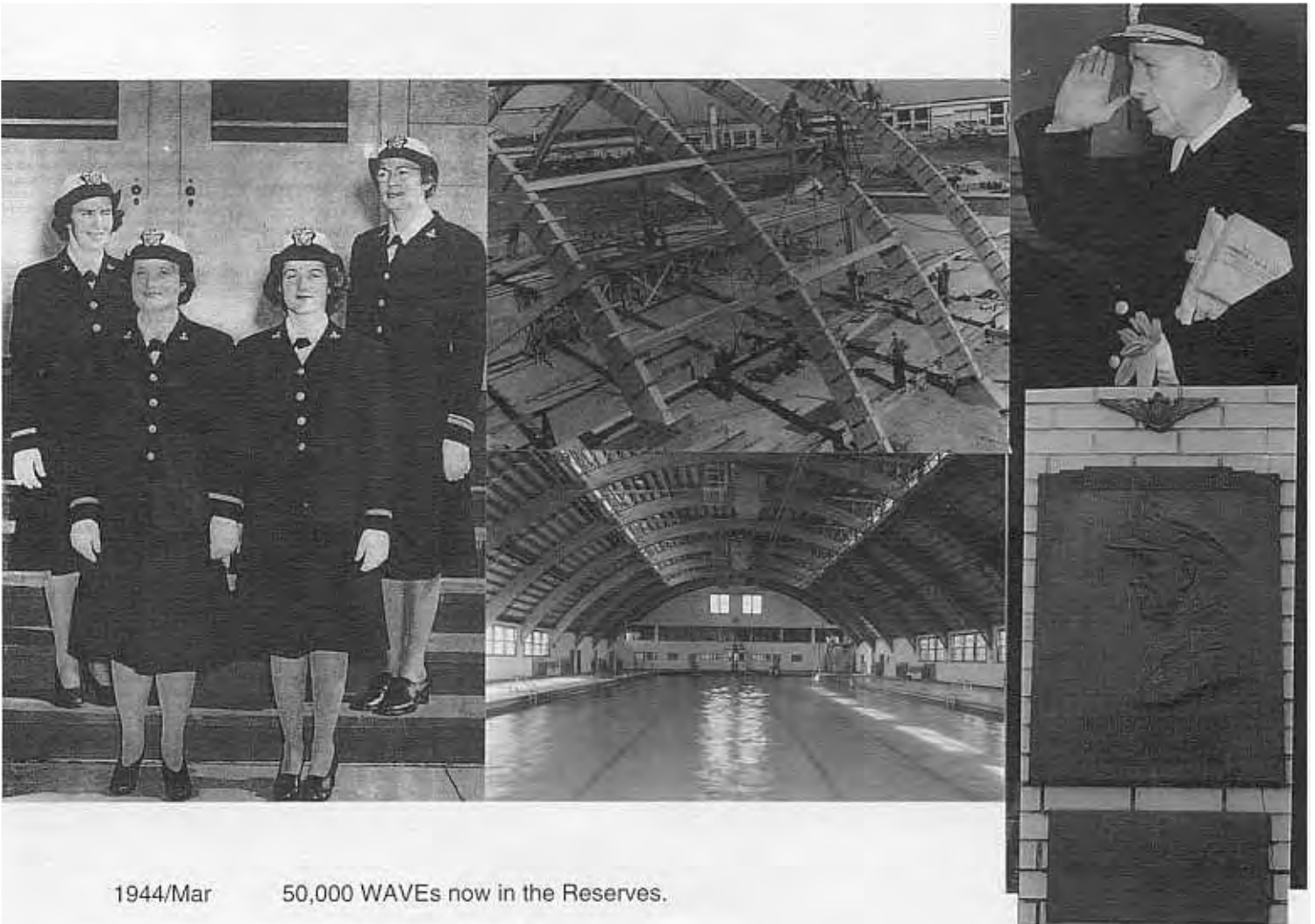
I ask the help of God in making that effort great enough.



The original construction program was completed November 28, 1942, in less than eight months and barely a month before the January 1, 1943 redesignation of all Naval Reserve Aviation Bases as Naval Air Stations. NRAB Chicago became NAS Chicago and, on 5 May 1944, to avoid confusion and mail delays, was renamed Naval Air Station Glenview. Construction continued throughout the war and eventually provided accommodations for 8,800 personnel.

Three enlisted WAVES from the Naval Air Technical Training Center Norman, Oklahoma reported aboard Glenview 21 May 1943, becoming the first of the Women's Reserve assigned to Glenview. Until 15 July 1943, when the WAVE barracks was completed, they commuted daily from Great Lakes. By December 1, 1944 there were 322 enlisted women and 12 officers performing a wide variety of administrative, training, and medical duties.

In a few short wartime years, NAS Glenview matured into a community of its own. Though the training of Naval Aviators was of central importance, the fabric of life at Glenview was interwoven in the tapestry of America's wartime culture. Patriotism was at high tide. On 4 February 1943, forty-six Filipino sailors working at the Glenview Commissary Department took their oaths, becoming American citizens. Navy aircraft from the CQTU flew in the "Back the Attack" war bond show over the Chicago lakefront.



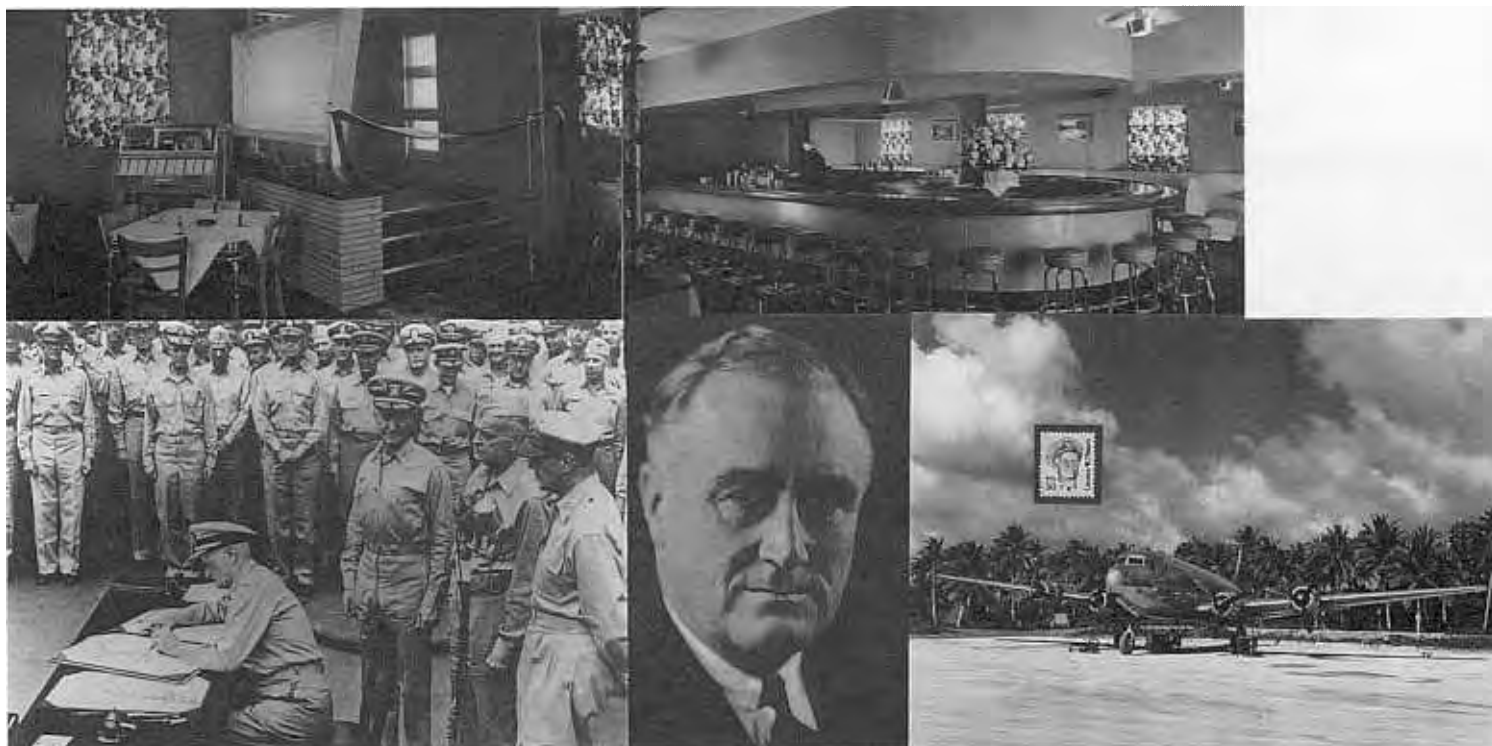
1944/Mar 50,000 WAVES now in the Reserves.

1944/Jun ADM Dan Gallery's ship was noted for capturing the German Submarine, U-505.

Besides frequent USO shows, the station boasted a sixty-piece orchestra that performed at official ceremonies and played at least two concerts and a radio program each week; a popular dance band, a weekly radio program and a weekly newspaper. "Exhaust," with a staff of nine personnel, reported official and local news, often with a very "hometown" flavor.

"The Sky's the Limit" began its half-hour Sunday night broadcasts on 7 February 1943 over a CBS regional hook-up and was one of several radio programs to originate at Glenview through the late 1950s. Danny Thomas, of radio and (later) television fame, appeared on the second radio broadcast but took second billing to a bevy of beautiful illustrators models and a jitterbug demonstration. Jack Benny also hosted a wartime broadcast of his top-rated radio show from NAS Glenview.

On June 20, 1944 the headquarters of the Primary Training Command moved from Kansas City, Kansas to Glenview. Aviation training was winding down, and on 1 July 1946, almost a year after the war ended, Glenview changed from Primary Training Command to Naval Air Reserve Training Command. The Command was to remain headquartered at Glenview until February of 1973.



- 1945            Reservists comprise 83% of Navy Fleets Manpower.  
Fleet ADM Nimitz successfully led allied offensive troops against Japanese empire utilizing Naval Air power for total Pacific victory.
- 1945/Feb        Jack Benny host show at Base Theater.
- 1945/Apr        President Franklin Delano Roosevelt dies 12 April 45.  
Vice President Truman assumes office.
- 1945/Aug        August 6th, Enola Gay drops atomic bomb on Hiroshima on orders of President Truman  
August 9th, atomic bomb dropped on Nagasaki.  
August 14th, Japan surrenders unconditionally.
- 1945/Sep        September 2nd, Japanese sign surrender document aboard the USS Missouri.

# NAS GLENVIEW

1946 TO 1950



**PBY6A Catalina**



**F6F6 Hellcat**



**PV 2 Harpoon**



**F4U Corsair**



**TBM 3 Avenger**



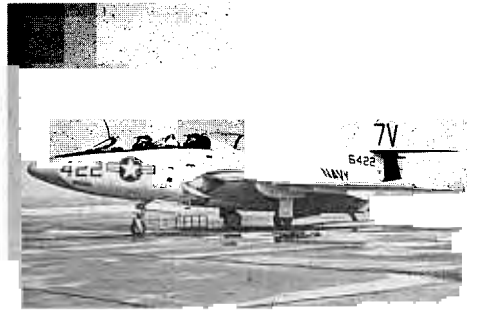
**F8F1 Bearcat**



**AM 1 Mauler**



**FH 1 Phantom**



**F9F8 Cougar**



**JRB-4 Expeditor**



**SNB-5 Kansan**



**SNB-1 Kansan**

Under the new command, combat experienced veterans drilling on weekends to maintain their proficiencies came to be called "Weekend Warriors." Their experience was soon called upon. On 30 June 1950, five days after the communist North Koreans invaded the Republic of Korea, President Harry Truman authorized military action to defend South Korea. Less than three weeks later, on 20 July 1950, the words "immediate recall" were transmitted to civilian reservists and fourteen reserve squadrons were activated. Eight carrier fighter squadrons, two carrier attack squadrons, one anti-submarine warfare squadron, two patrol squadrons and one fleet aircraft service squadron were called up.

The activated squadrons, including two from Glenview as well as those from Dallas, Memphis and Olathe, Kansas, combined aboard the carrier USS BOXER (CV-21) to form the first all-reserve air group (CAG 101) in Korea. The carrier, loaded with 170 aircraft, 1012 passengers and 2,000 tons of cargo had previously arrived at Yokosuka, Japan on 23 July 1950. Its eight-day, sixteen hour transit from Alameda broke all existing Pacific crossing records.



- 1946/Jul      Naval Air Reserve Training Command is established, headquartered at Glenview  
  
The Allies formed the North Atlantic Treaty Organization (N.A.T.O.).  
Central Intelligence Agency is created.
- 1949/Feb      CVE-71 under LCDR Richard K. West, requalifies the Unit in carrier operations on the USS Cabot, flying F6F Hell Cats, F4U Corsairs and TBM Mariners. The mission receives a "Well Done" from the SECNAV, John L. Sullivan as well as Chief of the NAR Training, RADM R. F. Whitehead, USN.
- 1949/Sep      New Combat Information Center created to train students on the latest methods of aircraft interception.  
  
Reservist put on "Immediate Recall" for the Korean Conflict. 30,000 Reserves mobilize VPML54 Squadron transitions from PV2 Harpoons to PBY-5A Catalinas.  
VP721 begins its Commission with PB4Y-2s.



USS BOXER joined Task Force 77 in the spring of 1951. On 29 March 1951 planes from CAG 101 flew their first combat missions, the first flown by reservists against North Koreans. By that summer, reserve pilots in AD "Skyraiders" flew in ten out of twelve squadrons in any day's action over the bombline. Two pilots from Glenview's VF-721, Kelly and Johnson, were lost in the war.

During the Korean Conflict over thirty thousand reservists answered their country's call to duty. Challenges continued to face the "Weekend Warriors" as the Cold War heated up. To meet increased Soviet submarine threats, the Naval Air Reserve underwent many changes. At Glenview, VA-722, under the command of CAPT Chuck Downey, transitioned to Grumman S2F aircraft and to an anti-submarine warfare mission and was redesignated VS-721. This transition was closely scrutinized during "Operation Skynet" in February of 1959. Both Reserve and Active Duty were required to "Search and Destroy" mock submarines. Unaware at the time that the outcome might change the destiny of Naval Air Reserves, VS-721 exceeded all expectations, even besting the Active Duty units.



1951

NAR702 and VP721 fly combat missions over Korea.  
GNAS "All Reserve Unit" aboard the USS Boxer, joins Task Force 77 in Korea.

VF725 and VF727 deploys to the USS Oriskany for Korean duty.  
AWS72 Squadron receives F8 Aircraft.  
VR Squadron receives R5D Aircraft.  
Dwight Eisenhower elected President, visits Glenview.

TAR (Training and Administration of Reserves) program established.

VF725 and VF727 Squadrons return from Korea.  
U-505 exhibit dedicated to Museum of Science and Industry

VF Squadrons transition to F9F-6 Cougars.  
VP722 created by splitting VP721. Both Units transition to P2V Neptunes  
GNAS becomes 1st military station picketed by a Union.

# NAS GLENVIEW

1950 to 1960



**AD4 Skyraider**



**P4Y Privateer**



**S2F Tracker**



**F9F5 Panther**



**F2H Banshee**



**F9F8B Cougar**



**C-131 Convair**



**T34B Mentor**



**UO-1 Aztec**



**FJ4B Fury**



**F7U1 Cutlass**



**TV2 Shooting Star**

- 1956/Jul Two F9F-8B on training mission, collide over GNAS. One pilot killed, the other ejected to safety.
- 1956/Sep Two Marine pilots injured when plane crashes in field Northeast of GNAS.
- 1956/Nov The GNAS Hobby Shop opens.
- 1957/Mar Nuclear Arms rating is established.  
Film star Maureen O'hare premiers new movie "Wings of Eagles" at GNAS.
- 1957/Aug VA722 transitions from A4B to S2F and is redesignated VS721. Mission changes from Attack to Anti-Submarine Warfare (ASW).  
  
Congress passes law improving Reservists pay and establishes new enlisted rates. E-8, Senior Chief Petty Officer, and E-9, Master Chief Petty Officer.
- 1958/Dec VP721 and VS722 have new Insignias.  
  
Marines VMA transitions from ADS to C-119F.
- 1959/Apr F9F modified to carry Sidewinder and Sparrow missiles.
- 1959/May S2F makes successful belly landing.

<b>PLANE TYPES</b> HS - HELICOPTER VA - ATTACK VF - FIGHTER VP - PATROL VR - TRANSPORT VS - SEARCH (ASW)	
HS721 - HS723 VA725, VA727 VP721 - VP726 VR721 - VR724 VS721 - VS724 AWS72 NAIRU 721, 722 NARMU 722, 725 (ADMIRAL)	SH34J A4B SP2E C118B S2F S2F U11A C131F



The Berlin Crisis in 1961 called thirty-eight hundred men and eighteen squadrons into service. Their demonstration of readiness is often attributed with having prevented the crisis from escalating to war. Among them, VS-721 was activated and deployed to Whidbey Island, Washington for a year.

The Cuban Missile Crisis of October 1962 did not mobilize any reservists, but utilized units on their annual two-week training. The units flew hundreds of hours of patrol and surveillance, and they reported over 190 surface and underwater contacts.

During the 1960s Glenview was home to the Air Barons of VF725. The Air Barons, the Naval Air Reserve flight demonstration team, performed precision aerial maneuvers at air shows and were often referred to as the "Blue Angels" of the Reserves. During their Fiscal 1965 annual active duty cruise, after a year of familiarization on weekend drills, VF725 transitioned from the F9F-8 "Cougar" to fly the A4B "Skyhawk." They flew a total of 677 hours, consumed 275,000 gallons of fuel, and expended \$15,575 of ordnance in the form of 385 rockets and 505 bombs.



- 1961 VS and VP Reserve Squadrons mobilize to fly ASW missions in response to the construction of the Berlin Wall.
- 1961/Feb VP721 plane crashes on take-off, crew lost
- 1961/Apr "Dumbo the Dunker" Helicopter Trainer, put in service.
- 1961/Aug Naval Aviation 50th Anniversary

GNAS Intelligence Division starts "Operation Rehabilitation" at Great Lakes, counseling Navy personnel confined to the Brig.

1962/Jul Arizona Memorial is dedicated.

1962/Aug GNAS 25th Anniversary.

1962/Oct President Kennedy declares a Naval Blockade against Cuba.  
Naval Aviation Museum established in Pensacola, Florida.

F9F-8B Cougar jet crashes into home near Glenbrook North High School. Pilot ejects safely, no injuries.  
VR Squadrons receive C118 Aircraft.

1963/Jun Russians announce launch of first woman in space, Valentina Tereshkova, 26

1964 "Operation Showcase" established Guiding tours and educating school children on the Naval Aviation Reserves mission.

1964/Apr General Douglas A. Mac Arthur dies, 5 April 1964.  
Chief of Naval Operations unveils new Navy Insignia.  
Marine VMF Squads redesignate as VMA.

1964/May "Armed Forces Day" Airshow includes CAPT Richard A. Schram, "The Flying Professor" performing mock carrier landings on top of a truck.

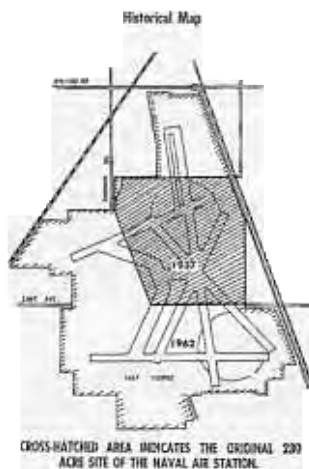
1964/Jun Pensacola's 50th Birthday.

1964/Aug VP724 practices ASW maneuvers with USS Runner Submarine on Lake Michigan.

1964/Sep "Training Device Center" moves to GNAS.  
VR723 completes C-118 training, to transition from C-54.  
VMF-611 (Marine Fighter Squadron) receives the CNO Aviation Safety Award.

1964/Oct The BOQ reopens after extensive remodeling.

**NAVY  
LIFE  
BEGINS AT  
BOOT  
CAMP**



- 1965 Due to the shortage of Navy Reserve Helicopter pilots, the Chief of Naval Air Reserve Training accepts applications from Army, Air Force and Coast Guard pilots to fill vacancies.
- 1965/Feb VR721 gets new Insignia.
- 1965/Mar VF725 Air Barons transition to A4-B "Skyhawks".  
The new SH-3A helicopter sets unrefueled distance record of 2,116 miles.
- 1965/Jun North Viet Nam has an estimated force of 32,000, not including 60,000 to 80,000 "part-time guerrillas."
- 1965/Jul Pilots and Air crew begin training on C-118 Flight Simulator.  
3M Supply System made operational at GNAS.
- 1965/Oct First large Navy-Marine Amphibious raid in Viet Nam.
- 1965/Nov November 28, President Johnson dedicates "A day of prayer for those risking their lives in Viet Nam."
- 1966/Mar VS-721 crashes on take off at Kirkland AFB, crew lost. LCDR Fran Moyer, LT Larry Mennzies, ATR3 R. Gustafson and ADR3 R. Reber.
- 1966/Jun Tornado damages base buildings and housing costing an estimated \$17,000.
- 1967/Jan Rear Admiral Richard L. Fowler, Chief of Naval Air Training, dies in home fire.
- 1967/Feb "Operation Dig Out" Within 24 hours the base is buried with 125 million cubic feet of snow.  
First pilot training class graduates, the VC-31 Wildcats, hold a 25 year reunion.
- 1967/May The Navy Exchange Building burns to the ground.
- 1967/Jul VA-725 pilot, LT Michael Nedelsky killed attempting an emergency landing of A4B at Cecil Field.
- 1967/Aug GNAS celebrates 30th birthday.  
To date, 9,000 cadets completed Primary Flight Training.



Six Navy Reserve Tactical Air Squadrons recalled responding to North Korean capture of the USS Pueblo.

- 1968/Jul VA727 A4-Skyhawk crashes into house after takeoff. Thirteen year old girl in house perishes. Pilot ejects after maneuvering plane to avoid Grade School, breaks legs and arm. Note: 1st Civilian fatality in 31 year history of Base.
- 1968/Aug The Governor of Illinois and Mayor Daley request Federal Troops for Democratic Convention. Ninety-five planes unload 1,934 personnel at GNAS.
- 1969/Dec Army Helo pilot, POW SPEC.4 Herman E. Hofstatter, returns after being shot down over North Korea and held captive for 4 months.
- USS Pueblo difficulties result in restructure of Navy Air Reserve to mirror active duty counterparts.  
ADM Zumwalt requests committee to research Retention and Morale problems.  
275 medical evacuation flights arrive at GNAS to transport wounded personnel from Southeast Asia to Great Lakes Hospital.
- 1970/Aug Over 100,000 people attend during week long National Model Airplane Championship Airshow presents GNAS Air Barons and British Vulcan Bomber.
- 1970/Sep Runway 17-35 closes to be resurfaced at a cost of \$379,000.
- 1970/Oct GNAS flies mercy mission for Kidney Disease Foundation.  
1000th Reservist graduates from C-118 Simulator trainer.  
CO CAPT Dyckman sets new noise abatement procedures banning air traffic during local church hours.
- 1971/Sep GNAS helps Red Cross with Water Safety Program and Instructors Course.
- 1971/Dec VR flies mercy mission for Kidney transplant patient, during which F4J-Phantom requires hot refueling.



# NAS GLENVIEW

1960 to 1978



R-5D4 Skymaster



P2V-7 Neptune



A-4B Skyhawk



SH-3A



US-2A



P-3A Orion



KC-130



T-34B



C-118



UH-1E



UH-1H



U-8D



On November 1, 1970 Patrol Squadrons Sixty and Ninety (VP-60 and VP-90) were established at Glenview. They flew the P2-V "Neptune" until being replaced by the P-3 "Orion" in 1974. Fleet Logistics Squadron Fifty-one (VR-51) was established the same day and flew C-118s until they were replaced by DC-9s in 1984. A reorganization of the Naval Reserve in 1970 precipitated many changes and among them was the decommissioning of many older units. The August 13, 1971 decommissioning of VA-209 marked the end of a 48 year history of Naval Reserve Attack Aviation in the Chicago area.

Glenview got its final base insignia in 1973, and with it a new motto: "Strength Thru Readiness." In February of 1973, in a reminder of the importance of readiness, three POWs released by Hanoi were welcomed home at Glenview on their way to the Naval Hospital at Great Lakes. In August of 1973 construction began on a \$4,393,00.00 VP hangar. VP-90, VP-60 and VR-51, destined to be the last Naval Reserve squadrons to serve at the base, continued Glenview's long tradition of training.



- 1972/May      \$10,000 Fire in Johnson Court garage.
- 1972/Aug      GNAS remodels Bowling Alley.
- 1973/Jan      New ramp completed adjacent to the Fuel Farm, in anticipation of new P3 Hanger. GNAS Chief of Naval Reserves moves to New Orleans to consolidate Naval Air Reserve and Surface into one Command.
- 1973/Aug      Marine Corps. has Family Day, 4,700 attend to view aircraft and enjoy activities. Republican Congressman, Sam Young, breaks ground for a new P-3 hangar.
- 1973/Oct      GNAS gets new insignia. 365 gallon Water tower painted red, white & blue.
- 1973/Dec      VR-51's #610 landing gear collapses on landing. All escape injury. Pneumatic air bags lift plane to clear runway.
- 1974/Feb      Last P-2 departs from VP-60.
- 1974/Mar      VR-51 Detachment Glenview flies again.
- 1974/Apr      MARTD loses the A-4 Sky Hawk VMA 543 unit. VPs begin P-3 flight Operations.



- 1974/May VR-51 has three C-118's.
- 1974/Aug Family of six in private plane, make belly landing on foamed runway. CO CAPT Paul Merchant talks down pilot. All survive, thanks to the Navys actions.
- 1975/Jan Coast Guard rescue Canadian cargo ship, M.V. Jennifer, 15 man crew.  
All Helicopter Squadrons placed under command of new COMHELWINGRES.  
First Lady Betty Ford visits en route to Chicago Fund Raiser.
- 1978/Apr Sunken German WWI sub UC-97 located by VP-60 off Wilmette.  
Sub captured and used to raise Victory Bonds after war, later ordered to be sunk due to Bill passed by Congress.
- 1978/Jul High winds cause \$50,000 damage to GNAS. Tornado warning system reviewed.
- 1978/Aug RAF Vulcan crashes avoiding heavy residential area, crew of four lost.  
VP Walter Mondale visits GNAS.
- 1979/Jan \$1.5 million, 5 story Control Tower opens.  
Blizzard of '79 closes base after 35 inches of snow falls in 24 hours
- 1979/Mar Coast Guard marks decade at GNAS with two HH-52A "Sea Guards".  
VP-60 receives Noel Davis Trophy.
- 1979/Jul Blue Angels here for Chicago Air & Water Show.
- 1979/Sep T14 Avenger raised from Lake Michigan with the help of two Army cranes.
- 1980/Apr Heros, AMS2 Weinheimer (VP-90) & AD2 McKenney (VR-51) save Nancy & Nicole Barton in Johnson Court house fire.



**In Memory Of Our Gallant RAF Allies**

**Flight Leader Nigel Thomas, Navigator**  
1949 - 1978

**Flight Leader James Hamilton, Air Electronics Officer**  
1942 - 1978

**Flight Leader Christopher Edwards, Pilot**  
1947 - 1978

**Flight Leader Simon Furlow, Co-Pilot**  
1948 - 1978

**August 11, 1978**

- 1980/May Main Gate renovated with sentry booth, gateway and revamped parking.
- 1980/Aug June & July Naval Reserve paid drills are reinstated.  
CNO visits NAS.  
Barracks 43, 55 & 56 to receive \$226,000 in improvements.
- 1980/Nov VP-60 10 yrs accident free totaling 36,480 flight hours.  
UH-1E Marine Helicopter crashes on base during post-maintenance flight. Both crewman injured. Helicopter damaged beyond repair.
- 1981/Aug VP-90 crew saves 55 Boat people while on ACDUTRA mission.
- 1982/Sep Marines Family Day, 1,200 Marine Reserves host 3,000 guests.
- 1983 VR Squadrons receive C9B Aircraft.
- 1983/Jun America announces the launch of first female astronaut mission specialist, Sally K. Ride, 32.
- 1983/Jul Chicago Waterfront Festival, U.S. Air Force Precision flying team visits GNAS.
- 1983/Oct Marines get KC-130 aircraft.
- 1984/Jun The Navy FIRSTEUERLNT 1572 joins the Army's Helo Support Unit 305 for Helo training.
- 1984/Dec MACG-48 marines and GNAS sailors host visit of film star, Robert Conrad.  
GNAS Agana, Guam 772 wins Barto Trophy.
- 1985/Feb Shuttle astronaut, CDR Dale A. Gardner, visits GNAS.  
VR-51 transitions from C-118 Lift to C-9B Aircraft.
- 1985/Mar USNR celebrates its 70th birthday.
- 1986/Jun 75th Anniversary of Naval Aviation. GNAS hosts Airshow.



- 1986/Sep VP-60 logs 60,000 safe flight hours.
- 1986/Oct Marines MACG-48 transition from Echos to UH-1N helicopters
- 1986/Nov Nine inches of rain fell on Glenview, flood relief supplied by GNAS sailors and marines to local community.  
VP-90 flies 30,000 accident free hours.
- 1987/Sep Coast Guard rescues seriously injured maintenance inspector from 125 foot water tower in Crystal Lake, IL.
- 1987/Oct GNAS 1,575 Active Duty Navy, Marines, Army and Coast Guard personnel and 300 civilian employees support 4,200 Reservists.
- 1987/Nov LCDR Chris Giza becomes first female pilot to fly DC-9 for VR-51
- 1988/Jul Vice President Bush visits GNAS.  
Rededication of ADM Gallery Memorial.
- 1988/Aug Coast Guard rescues two people after plane ditches in Lake Michigan.
- 1988/Oct Enlisted female dress white jumper okayed by CNO.
- 1989/Feb Plankholder letter and picture, presented to Capt. Howard W. Crews USN (Ret). First person to have graced the turf at Glenview in 1937.
- 1989/May First Lady Barbara Bush visits GNAS.
- 1989/Jun Air Show features Historic Flag Pageant.  
"Goosebusters" make NAS Glenview safe for all who fly. Captured and relocated 21 geese.
- 1989/Jul Thunderbirds, F-16 and two B-1B bombers stationed at GNAS to perform for Chicago Air and Water Show.
- 1989/Aug VP-60 spots Sailor in distress.  
Navy buys Johnson Court.  
Navy awards contract for construction of 100 housing units.  
Marines C-130 "Hurricane Hugo Supply Airlift" flies 32,000 pounds of clothes and supplies to South Carolina.



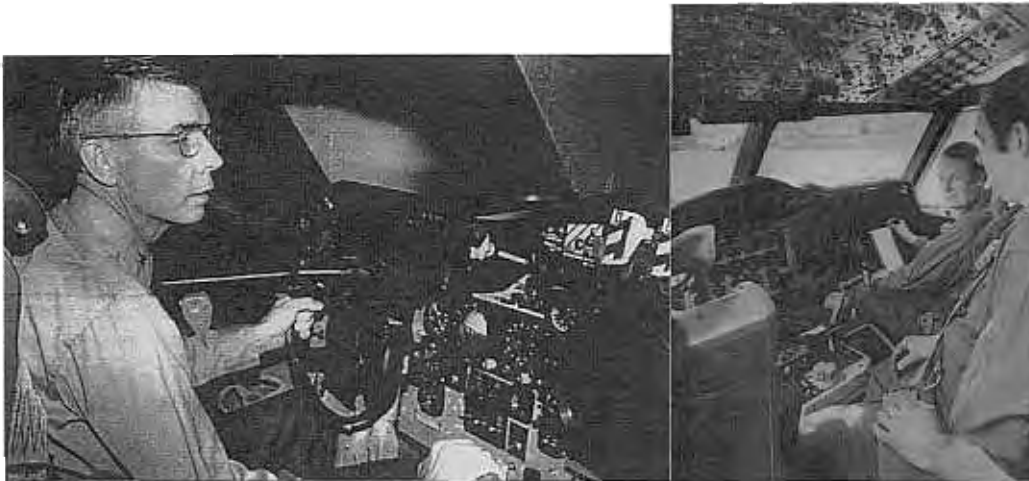


- 1989/Sep Navy awards contract for construction of new trailer court  
Construction begins on family housing.
- 1990/Feb New mobile home park under construction.  
Marines MACG-48 hosts Special Olympics.
- 1990/Apr Mobile Maintenance Facility, 21 hours from Start to Stop. Exercise simulates Van move to Rota Spain.
- 1990/May Coast Guard Bicentennial.  
VP-90 takes Noel Davis Battle "E" for 1989.  
Marine Parade uniforms cover 200 year history for Chicago's St. Patricks Day
- 1991/Jan GNAS Marines MGR-234 deployed to Operation Desert Storm  
HML-776 added to call-up roster for Operation Desert Storm.
- 1991/Feb Marine hostage reflects 10 years after the aborted mission to rescue 52 hostages from Iran.  
Navy activated 12,000 reservists for Operation Desert Storm, 250 are GNAS Navy and Marine reservists.
- 1991/Mar T-39 crashes on approach, impact on Dewes Street in Glenview. Three crewman killed  
LCDR G.T. Sullivan, LCDR Meridith Hammii and PO1 J. Holcombe.  
All 100 units of family housing completed.
- 1991/Aug NAS Air Expo, 50,000 people. Performers included Team America with 3 planes, Dave Hoover and BD-5J; Dave Daex and Bucker Jungmeister; Dave Falca's Wildcat and Zero Dogfight; Naval Aviation School Choir; Navy Band Great Lakes, and static displays of over 70 aircraft.
- 1991/Sep Patrol Squadron Augment Units VP-0172 and VP-0622 deactivated
- 1991/Oct "Gangbusters" MACG-48 return after 10 months in Operation Desert Storm
- 1991/Nov New BOQ for GNAS, 3 story, 95 rooms.
- 1991/Dec Actress Brook Shields kicks off the USMC Reserve "Toys for Tots" drive



Supporting Navy missions, the squadrons responded to events in the Middle East, Afghanistan, the Caribbean and others with deployments throughout the world, flying from distant bases in Okinawa, Japan, the Phillipines, Spain and Italy. In recognition of their unparalleled performance, VP-90 earned the Noel Davis Battle "E," the highest award a squadron can earn, in 1982 and 1989 and VP-60 garnered the award in 1979 and the Liberty Bell Trophy for anti-submarine warfare in 1993. VR-51 provided both worldwide logistics support to military operations, transporting personnel and materials, as well as humanitarian relief, responding to natural disasters, delivering tons of relief supplies to earthquake and hurricane victims.

Construction at Glenview continued until 1993, with improvements to the barracks, a 5-story control tower, two hangars, two barracks, 100 new housing units and an \$11,000,000.00 maintenance facility. In March of 1992, the drill hall, constructed in 1942, burned to the ground.



- 1992/Feb P-3 Simulator takes flight.
- 1992/Mar Drill Hall building #10 burns down March 13th, 4:45. Fire destroys the MWR building with over \$10 Million Dollars of damage.
- 1992/Apr Vice President Quayle visits GNAS en route to survey Chicago Loop flood damage.
- 1992/Jun National Guard and Reserve will lose 140,000 members in next two years. Served magnificently in Desert Storm. Secretary of Defense Dick Cheney relates that 830 units to close within 5 years. Decision is based on the national interest.

Many new reserve units were commissioned during the late 1970s and early 1980s at Glenview. Units like NAS Agana Guam, NAF Midway Island, NS Adak, CVN-69, and NAS Glenview were formed to support and augment other Naval activities and aircraft carriers throughout the world in the event of a mobilization. In October of 1989, Glenview was military home to 1,575 active duty Navy, Marine, Army, and Coast Guard personnel, 4,200 Reservists and 300 civilian employees.

Following Iraq's invasion of Kuwait in 1990, more than 250 Navy and Marine Reservists were activated for Operation Desert Storm and Desert Shield, including 175 Marines of MGR-234 and 60 from HML-776. In March of 1991, CAPT Jonathan R. "Jack" Edwards, a Marine pilot from Glenview, was killed in action in Saudi Arabia.

April 1993, nearly fifty-six years after its commissioning, the Base Realignment and Closure committee recommended NAS Glenview for closure. August 1993, CAPT James Schultz relieved CAPT Paul Kinneberg as Glenview's final Commanding Officer, charged with the difficult task of directing the closure of the base and its transition to civilian ownership.



- 1993/Apr      Base realignment commission recommends closing GNAS.
- 1993/May      Chief Petty Officer Centennial (1893-1993).
- 1993/Jun      Base Realignment and closure official, Commissioner Robert Stuart, discussed Mission GNAS with Capt. P. Kinneberg.  
VP-60 earned 1992 Liberty Bell Trophy, and CNO Safety Award.
- 1993/Aug      NAS Glenview Air Expo 1993, 70,000 people view P2V, Vulcan, F-111, and B-17 aircraft.  
Barracks 190 Open for Business.
- 1993/Oct      Village of Glenview has role in plan for re-use of NAS property. CO Capt James C. Schultz says no easy answer with Base Closure.



On 9 September 1995, one week after the fiftieth anniversary of the Japanese surrender aboard the USS Missouri which ended the war that had spurred its growth, NAS Glenview will be officially decommissioned as a Naval Air Station and turned over to the Village of Glenview. For over fifty-eight years, Sailors, Marines, Soldiers and Aviators trained, served and sacrificed at Glenview and never failed to answer their country's call. The history of Naval Air Station Glenview is a glorious story, written by all who served in the hangars and on the fields of this place. It is a story that will live on in the skies above it.



- 1994/Feb      VP-60 and VP-90 fly into the sunset. VP-90 finishes operations with detachment from NAS North Island.
- 1994/Mar      VP-60 and VP-90 decommissioning ceremony at Hangar 106.
- 1994/Aug      NR, NAF Midway Island decommissioned, Reserve Unit still active at GNAS.
- 1995/Feb      Last plane is launched. The runways are officially closed and painted with a yellow X
- 1995/Sep      Glenview Naval Air Station is officially closed.

NAVY P3-B ORION



ARMY UH-1H



COAST GUARD SH-3A



MARINE KC-130



## THE CHAPEL

The Glenview Naval Air Station Chapel was built in the mid-1940s during the building boom spurred by World War II, utilizing the manpower of captured German POWs. It was one of 40 or more nearly identical Chapels built on Navy Bases. Only a handful of the Chapels remain.

A turret was built for the four-sided revolving alter, necessary for the multi-denominational Military church. The stained glass windows were dedicated August 11, 1985, by Navy Units and families.

On January 26 1970, the church was dedicated as "Schram Chapel" for the "Flying Professor" CAPT Richard A. Schram who was killed flying in an Airshow in Pennsylvania on June 4, 1969.

CAPT Richard A. Schram had been a commercial pilot prior to being an Ensign and Glenview Reserve Air Base Plankowner. Through the years, he was dedicated to promoting the Navy Reserves. His keen sense of humor was evident in aircraft maneuvers of the "Flying Professor Airshow", for which he was famous.

While the short-term future of the Chapel appears positive, its long-term outcome remains unknown. The memory of its history, however, will endure.

<u>Stained Glass Window</u>	<u>Donated by:</u>
Lighthouse	CAPT Parsons
Praying Hands	Chaplain Boar
Dove	CAPT Poynter
Burning Bush	CAPT Licho
Anchor	Navy League
Ark	William Miller
Tablets	Reserve Intelligence
Open Bible	Agana Guam
Cross	Reserve Mechanics
Helm	Officers Wives Club
Candelabrum	VR51
Star of David	Unknown



*The Flying Professor*



**Captain Dick Schram**  
United States Naval Reserve



## THE MARINE CORPS AT GLENVIEW

Almost a year older than the United States, the Marine Corps dates its founding to a Second Continental Congress resolution passed November 10, 1775 authorizing the formation of two battalions of fighting patriots known as "American Marines". The Marines support at Glenview throughout the years was vital to the success and mission of the base.

NAS Glenview became the headquarters of the Marine Air Reserve Training Command (MARTC) with its co-command, the 4TH Marine Air Wing (4TH MAW), upon the command's establishment February 26, 1946. The 4TH MAW, previously commissioned August 22, 1942 at Ewa, Hawaii, had fought its way across the Pacific from Samoa, the Gilberts, the Marshalls and the Marianas to Iwo Jima and Okinawa. It would subsequently see action in Korea, the Dominican Republic, Viet Nam and Operation Desert Storm.

The Marine Air Reserve Training Detachment (MARTD) NAS Glenview, Illinois, was also established under MARTC in 1946 and was commanded by LT COL Robert F. Conley. Like the other 15 MARTDs commissioned following World War II, its mission was the administration, coordination and supervision of training the attached Marine Air Reserve Squadrons.

Many Marine squadrons have trained at Glenview since 1946; unfortunately little information remains about most of them. In 1951 the much-decorated Marine Attack Squadron-543 (VMA-543), which was first commissioned as a night fighter squadron in 1944, was reactivated at NAS Glenview. Throughout its history, VMA-543 would fly the F8F-1 "Bearcat", the F9F-8B "Cougar", the FJ4B "Fury" and finally the A4-L "Skyhawk". It was redesignated as fighter squadron VMF(N)-543 in 1944, and in action in the Okinawa-Ryukyus campaign it was credited with kills of 15 enemy aircraft and awarded a Presidential Unit Citation. On 15 May, 1958 it was again redesignated, once more becoming an attack squadron.

Marine Air Group 33 had been one of the first squadrons to land at Kadena, Okinawa during World War II and their Okinawan service had garnered them a Presidential Unit Citation.



## THE MARINE CORPS AT GLENVIEW

VMF-121 was the first Marine Corps Reserve squadron to fight in Korea and later was activated to serve in Viet Nam.

Marine Air Control Group-48 (MACG-48), Headquarters and Headquarters Squadron 48 were commissioned at Glenview in September of 1967. They furnished command and control facilities for the Landing Force Aviation Commander during "Operation High Desert" the largest Marine air/ground exercise ever conducted.

MAGIS-2 was activated for the Korean Conflict only to have its personnel assigned to regular active duty Marine units.

Volunteer Training Units 6 and 9 trained reservists at Glenview.

Marine Air Squadron-22, commissioned in 1942, was activated for the Korean Conflict.

Marine Transport Squadron 234 (VMR-234) moved to Glenview in 1970 following the closure of its original home, NAS Twin Cities. It had been commissioned there as VMF-234 in 1946, flying F4U "Corsair" aircraft. It transitioned to jets, and back to propeller-driven AD-5s, and to the C-119 "Flying Boxcar".

Helicopter Squadron HMM-766 was designated to 4TH MAW in 1959 and tasked with providing support to the Marines, Navy, Army, Illinois Air National Guard as well as the Marine Corps Reserve. Their responsibilities included transporting most military and governmental VIPs in the Chicago area, including at one time the visiting Apollo 11 crew.

For more than 50 years, the United States Marine Corps and the Marine Corps Reserve have written their own chapter in the history of Glenview and it has been one of valor, courage, sacrifice and dedication.





**U.S. COAST GUARD AIR STATION-CHICAGO**  
26 Years of Service

With two Sikorsky HH52A amphibious helicopters, the U.S. Coast Guard Air Station Chicago at Glenview, Illinois became operational on March 1, 1969. The primary mission of the area facility is to provide search and rescue assistance for the southern half of Lake Michigan.

The station has communication links to all Coast Guard units in the area, with the Rescue Coordinating Center at the Ninth District headquarters in Cleveland. Since the Coast Guard Air Station was commissioned, a total of 2815 emergency flights have been made, with 501 lives saved.

On March 15, 1969, the air station was officially commissioned with representatives from all military units in the area present. Several members of the Civil Air Patrol were on hand at the event, including:(L-R) LTC Henry Zey, CAP; Admiral W.J. Smith, Commandant U.S. Coast Guard; Major Sheldon Johnson, USAF-CAP Liaison Officer; Rear Admiral W.F. Rea, Commander 9th Coast Guard District; and Commander W.H. Shaw, Commanding Officer of Coast Guard Air Station-Chicago.

U.S. Coast Guard Auxiliary, Aviation Flotilla 3-8, was commissioned April 15, 1973, with 11 pilots, and 5 aircraft. Aviation Flotilla 3-8 now has 61 members flying 7 aircraft in support off the Coast Guard mission.

Sikorsky HH52A "Sea Guard" #1459 is pictured as it patrolled Chicago's lake front. The HH52A's entered Coast Guard operations in January, 1963 and after many years of outstanding service, they were replaced by the HH65A "Dolphin".

#1459 is now on display at the Museum of Science and Industry in Chicago as a permanent tribute to the Coast Guard men and women who have provided outstanding, and at times gallant service in the southern Lake Michigan area.

With down scaling of military bases, the U.S. Coast Guard Air Station Chicago at Glenview, Illinois became U.S. Coast Guard Air Facility-Chicago in April, 1995. One HH65A helicopter will be on duty with support teams from spring until fall. Headquarters will now be at NAS Traverse City, Michigan. With less Coast Guard aviation auxiliary have increased their aerial surveillance to include sunrise and sunset patrols.

Story and photography by Ted J. Costopoulos A/K/A Koston, ADSO///PB,FSO/PA



## SALUTE TO THE STATIONKEEPERS

Stationkeepers were full-time Navy personnel in a Reserve status, later to be called TARs, for Training and Administration of Reserves. Stationkeepers, TARs, specifically worked at Reserve Stations

Since Reserves only work primarily one weekend a month, the Stationkeepers, TARs at Glenview Naval Air Station (and later, some Civilian Staff) were responsible for all operations required to run the Base:

Administration for the Base and Reserves, including Navy, Marines, Seabees, Coast Guard and Army Reserve.

Training classes for the Reserves: Flight simulators, Aircrew swimming qualifications, Aircraft Maintenance training, Navy training, CPR, etc.

Aircraft Maintenance

Air Traffic control

Base Maintenance

Recruiting for both Reserves and Active Duty Navy

Publishing a monthly newspaper

Computer Services

Intelligence

Security

Fire Department

Galley (Chow Hall)

Room accommodations (BEQ & BOQ)

Chapel (for all Denominations)

Officers Club

Golf Course

Enlisted Club

Library

Post Office

Travel Agency

Hobby Shop

Recreation: Gym, Bowling Alley, Swimming pool, and a Base theater that ran movies nightly.

Fuel Farm for Aircraft and Base vehicles

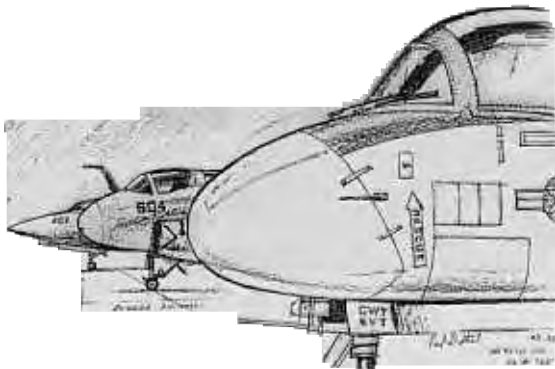
NEX for purchasing food, clothing (Military & Civilian), groceries, electronics

Shipping and receiving for the Base

Clothing issue for the Reserves

The task of operating a Base is enormous. Although Stationkeepers, TARs, would be reassigned to new Bases every 2 or more years, their contributions to Glenview Naval Air Station cannot be forgotten

To all the Stationkeepers, TARs, and Civilians who worked at Glenview Naval Air Station, we salute you. Thank you for your hard work that enabled the Navy Reserves to direct their energies to the task at hand, to be trained and ready for the possibility of activation. - Leslie D. Coker





LAST UNITS TO DETACH FROM GLENVIEW

SHORE BASED, AIR SUPPORT UNITS - MOVING TO GREAT LAKES :

NR NAVSTA ADAK 0172 - CO: CDR FARRELL

NR NAS AGANA GUAM 0772 - CO: CDR HAMBLIN

NR NAF MIDWAY 0972 - CO: CDR DEVEAUX

CARRIER AIR SUPPORT UNITS - MOVING TO GREAT LAKES :

NR CVN-69 EISENHOWER 0272 - CO: CDR VONBERNUTH

NR CV-62 INDEPENDENCE 0372 - CO: CDR TZITZURA

MEDICAL UNITS:

NR NAS GLENVIEW MEDICAL/DENTAL 0172 - CO: CDR TRACE

NR 4TH MAW/MED MACG 48 - CO: CAPT MEYER - NAVY/MARINE MEDICAL

VARIOUS UNITS:

NR TACSUPPCEN 0472 - CO: CDR BURGHRAVE

NR NAVAIRSYS 0672 - CO: CAPT OSBORNE

NR NAVAIRLANT DET 0172 - CO: CAPT RABE

NR NAS GLENVIEW 0172 - CO: LCDR DRISCOLL

INTELLIGENCE UNITS:

NR NCIS 1972 - CO: CDR FIELDS - AT GREAT LAKES

NR SECGRU GREAT LAKES - CO: CDR SNEDEN - AT GREAT LAKES

NR OFFICE OF NAVINTEL 0872 - CO: CDR PATTERSON - AT FORT SHERIDAN

NR ATLANTIC INTEL CMD 1472 - CO: CDR MCDONALD - AT FORT SHERIDAN

NR ATLANTIC INTEL CMD 1572 - CO: CDR LORENTSON - AT FORT SHERIDAN

NR DIAHQ 0972 - CO: CAPT SCULLY - AT FORT SHERIDAN

VTU INTELLIGENCE (VOLUNTEER TRAINING UNIT):

NR VOLTRAUNIT 7272 - CO: CDR GRABER

NR VTU AIRSYSCOM 0872

NR VTU INTELLIGENCE 113 - AT FORT SHERIDAN





My sincerest "Thanks" go to those listed below and others too numerous to mention. If not for the support of the last Commanding Officer of GNAS, CAPT James Schultz, and dedication of those who volunteered resources and "spare" time, this publication would not have been possible. The enormity of the project and time limitations would have been difficult even for a professional staff.

What pulled us together as a Volunteer Committee is the same thing we hope to leave with you, the "Glenview Naval Air Station" spirit. - Leslie D. Coker

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**GNAS Public Affairs Office**

LT Marvie F. Limpin  
JO1 Kelso

**GNAS Photo Lab**

PH1 "Donnie" Dale Griffin

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Glenview Public Library

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CAPT Bruce Walker

The many members of the Glenview Survivors Association, with special thanks to:

AD1 Bill Schoewe (President)

CAPT Chuck Downey

CDR Frederick Durant III

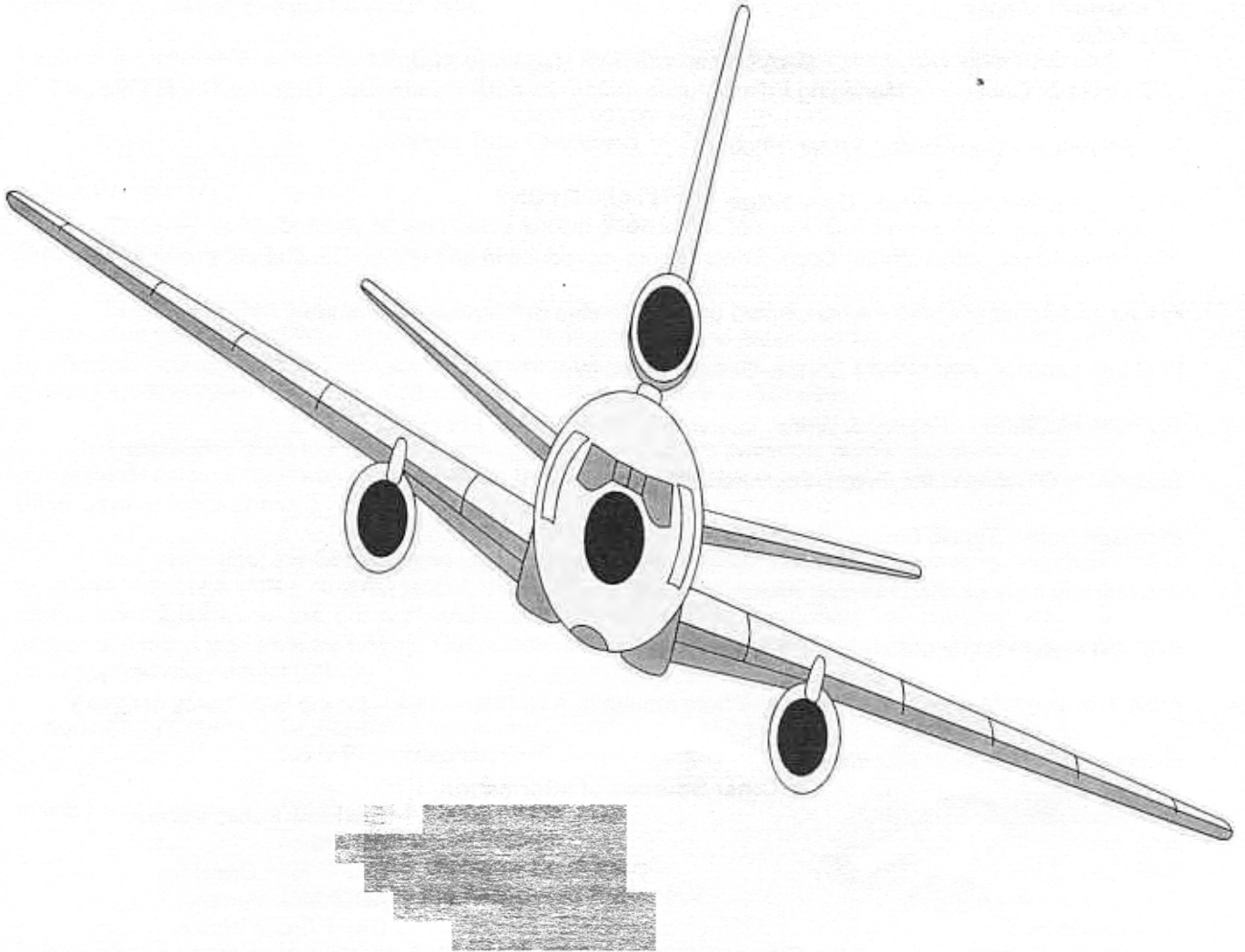
ADR2 Bob Van Pelt

RADM Bob Zralek

And a final mention of appreciation for invaluable material goes to Master Chief Bill Murphy who passed away during production of this Publication.

**Glenview State Bank had already been in business for sixteen years when GNAS arrived in 1937. We welcomed you then, and now we say farewell and “thank you” for being a good neighbor and friend throughout the years.**

*We'll leave a light on for you.*



**GLENVIEW STATE BANK**

**800 Waukegan Road, Glenview, IL 60025 • 729-1900 • Member:FDIC**





## FORGET ME NOT

On January 4th, 1937 the first of you came to see me. I had just been born then, but I remember you all.  
As I grew, still more of you came, some of you even brought your families.  
You came, times of war, times of conflicts, times of Police actions, and even in times of Peace.  
You came because, we as a nation felt that it was only right to be prepared, well trained and at the ready if needed.  
Some of you came from far away, and only stopped to rest briefly with me before you returned to your mission.  
I remember you all, as I know you still remember me.  
I remember those of you from long ago.  
I remember those of you who left and did not return.  
I remember those of you who are far away.  
I remember those of you who are here today.  
I will never forget any of you.  
Your memories might fade, but I will always remember our past.  
The joys, the sorrows,  
the good times and the bad times.  
We shared it all.  
We will never forget.  
Now, at the ripe old age of 58, I must leave you.  
But I know, through all of you I will never be forgotten.  
Who am I you ask?  
NBU - Glenview Naval Air Station, Glenview, Illinois

July 19, 1995  
Bruce R. Knuth





The last weather has been briefed, the last preflight has been performed and the last flight successfully departed. There have been thousands of men and women who have given their best in service to their country at Naval Air Station Glenview. To every one who has served, Thanks, shipmate!

Last Commanding Officer  
Glenview Naval Air Station  
Captain James C. Schultz

