

Ancestors West



SANTA BARBARA COUNTY GENEALOGICAL SOCIETY

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SANTA BARBARA COUNTY GENEALOGICAL SOCIETY

Mailing Address: P.O. Box 1303, Goleta, CA 93116-1303
Web Address: www.cagenweb.com/santabarbara/sbcgs/

E-mail: sbcgs@msn.com

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Established in 1972, the Santa Barbara County Genealogical Society incorporated as a nonprofit 501(C)(3) organization in 1986. Its aim is to promote genealogy by providing assistance and educational opportunities for those who are interested in pursuing their family history.

Library: Sahyun Library at the SBCGS facility, 316 Castillo St., Santa Barbara.
Hours: Sunday 1-4 P.M.; Tuesday, Thursday, Friday 10 A.M. -3 P.M.
Phone number: (805) 884-9909

Membership: Benefits include *Tree Tips* (monthly newsletter) and *Ancestors West* (quarterly).

Dues are payable annually beginning on July 1st of each year:
Active (individual) - \$40; Family (2) - \$60; Friend - \$50;
Donor - \$75; Patron - \$150; Life - \$1000

Meetings: First Presbyterian Church, 21 E. Constance Ave. at State St., Santa Barbara, California
Regular monthly meetings are held on the third Saturday of each month except August. Meetings begin at 10:30 A.M. and are preceded at 9:30 A.M. by sessions for Beginners, Help Wanted, and Computer Help

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PRESIDENT'S MESSAGE



Last April the Santa Barbara Symphony asked the Santa Barbara County Genealogical Society to participate in a collaboration related to their concert "Land of Dreams." Featured at this production was a piece by Peter Boyer entitled "Ellis Island: The Dream of America." The work was conducted by the Symphony's Music Director, Gisel Ben-Dor, and incorporated images from Ellis Island and spoken performances by seven actors. Our part in this collaboration was to communicate to the concertgoer some of what those entering Ellis Island may have experienced on their journey to America.

We, the SBCGS, were in charge of decorating the entry to the Arlington Theatre where the concert was held, and we rose to the challenge. The entry had displays of immigrant photos, flags from the countries the émigrés left plus educational materials related to Ellis Island. In addition, one hour before the start of the concert, we had musical entertainment in the form of an Irish Band, an Irish harpist and a polka-playing accordionist all strategically positioned within the entry way. Then to add to the mix, "Ellis Island Immigration Inspection Stations" were set up. It was hoped that by passing through the "Stations" those attending the concert would have the opportunity, in a small way, to experience what the immigrant may have gone through entering Ellis Island.

The concert was a wonderful success, as was our participation. Lots of questions were asked at the SBCGS information table as well as of our members who were adorned in their ethnic dress as they mingled with the concertgoers in the entry. Yes, there was even spontaneous singing and dancing by some of the concertgoers.

It was a great success for the Symphony and also a way for SBCGS to show itself off to the community. We can't thank John Robinson of the Santa Barbara Symphony enough for thinking of us and inviting us to participate in a truly special concert. It was win-win all around and a wonderful example of just what can happen when "non-profits" work together to create a very special event.

Michol Colgan, President

EDITOR'S MESSAGE

A 5800-Mile Trip Across America

Notwithstanding any New Year's Resolutions I may have made in January, I knew this year would be a year of change for me personally. It started with the purchase of my first new car ever in January, then a month-long driving trip to no less than 11 states mostly by myself. No, I didn't pick up any hitchhikers, but I did pick up an old friend in Oklahoma whom I had worked with in Oregon in 1968-1972.

The first stop on my big road adventure was in St. George, Utah where I visited for two hours the evening I arrived with a past Los Alamos, California resident. He and his wife talked about the history of Los Alamos and some of its colorful characters. This was an assignment I had given myself in preparation for our upcoming "Picnic in the Graveyard," scheduled for October 1, 2005 at the Los Alamos Cemetery. Watch for the orange flyer in Tree Tips. The cemetery residents will have some good stories and history to relate, and the box lunch in the nearby Los Alamos Park afterwards is an added treat.

The following day after staying over in St. George, I met up with about 13 of our SBCGS members in Salt Lake City for a week of research and camaraderie. I did not find much in the way of new information, but I eliminated a lot of possibilities on my list.

On my way to Omaha, Nebraska, I stopped for an overnight in North Platte and took some cemetery photos for our member Carrie Pardo. When approaching Kearney, on a whim I called and then met with the widow of a recently-found first cousin who generously let me copy the photos of my great grandmother in her late husband's (my cousin's) album. I stayed in Omaha for three days while researching in the Douglas County Historical Society and the downtown W. Dale Clark Public Library. I bribed the hotel shuttle driver to drive past the apartment house where my great grandmother, Otilie Lieberknecht, spent her last days in 1900 so I could take a photo of it.

Then it was back to Lincoln and the archives, and down to Dodge City, Kansas where my Great Uncle John Thomson Jones had his photo taken in 1870 as a buffalo hidesman. I left Dodge early in the morning before Boot Hill was open on Memorial Day and arrived in Beaver, Oklahoma at my friend's farm before noon.

In Nevada, Missouri, my friend and I researched in the Vernon County Courthouse where we found probate records and deeds for her great grandparents, and in the public library where we found an obituary enabling us to locate her Confederate great grandfather's gravesite and date of death. There's nothing sweeter than going to a small county courthouse where the clerks are so friendly and helpful as they were in Vernon County. My research visit to the Panhandle Plains Historical Museum in Canyon, Texas was cut short due to time, but that's another story.

A 5800-mile trip I'll not soon forget.

Dorothy Okşner, Editor



BORN IN SANTA BARBARA, GLADYS MILLS WAS ONE OF THE DRILLERS
IN THE SANTA BARBARA PLANT OF THE VEGA COMPANY.

SANTA BARBARA'S "ROSIE THE RIVETER" AND HER MALE COUNTERPARTS

By John Fritsche, SBCGS Member
<jcfritche@cox.net>

The World War II period of 1943-1945 forever changed Santa Barbara from "The land of newly wed and the nearly dead" as World War II brought industry and many service personnel to Santa Barbara. After the conclusion of WW II many of the personnel returned to Santa Barbara along with the beginning of the defense industries in the Goleta Valley.

For during the WW II period the Marine Corps had a naval aviation-training base at the airport, and Santa Barbara had three aircraft assembly plants producing aircraft parts, and subassemblies for the Lockheed, Vega, and Douglas Aircraft Corporations.

The Vega plant was located at 122 Helena Avenue, and was in a Bekins Van and Storage building just north of the railroad tracks and one block east of State Street. It was known as Plant 59. It was the first of the three plants to open when it opened on May 23, 1943. The Lockheed and Douglas facilities were opened shortly thereafter.

The Lockheed plant was located in the California National Guard Armory at 700 E. Canon Perdido St., which became available when the National Guard units stationed at the armory were nationalized for World War II. The plant

became known as Plant 60.

The work for the Douglas Aircraft Corporation was performed at 318 and 322-324 State Street, which is just north of the freeway underpass on State Street. Some may remember it as the Seaside Oil Building or when the Remnant Fabric store was located there in a warehouse type of facility. The work for Douglas Aircraft was under the direction of Pacific Aeronautics Co. The Pacific Aeronautics Co. was a local company formed primarily by Charles A. Ott, A. S. MacFarlane and T. H. Canfield for the production of Douglas Aircraft assemblies.

All three corporations followed the practice of recruiting local workers, who were then sent to Burbank (Lockheed and Vega) or El Segundo (Douglas), California for training for 3-6 weeks prior to working at the Santa Barbara facilities. The Vega and Lockheed workers were paid a \$5.00 per day subsistence allowance while undergoing this training. Men with mechanical experience earned 75 cents per hour for 40 hours straight time, and time and one-half for an additional 8 hours per week. Learners were paid 60 cents per hour.

In an ad that appeared in the Santa Barbara News-Press on April 25, 1943, Vega Aircraft encouraged those without previous experience to apply at once and earn high wages. They went on to state, "On the average, with normal overtime a beginner without previous experience earns \$31 his first week. Automatic raises, plus normal overtime, increased this to \$39 per week after 90 days."

The Douglas Aircraft efforts were little recorded in the Santa Barbara News-Press when compared to the Lockheed and Vega efforts. Part of that is probably due to the number of workers, and also in part because Lockheed owned Vega Aircraft but had not yet incorporated it into Lockheed. That was soon to change, as the two firms became Lockheed/Vega in 1943.

The Douglas Aircraft work was under the direction of Pacific Aeronautical Corporation, which began advertising the need for workers in early March 1943. In the March 31 1943 edition of the Santa Barbara News-Press there appears an article about the need for trainees sufficient to fill three shifts of about 75 to 80 workers for a total of about 240 workers. The total for the Lockheed Vega ventures was about three times that number. The work for Douglas Aircraft was for support of the production of Douglas dive-bombers.

Work on the Douglas dive-bombers was most likely for the SBD (Scout Bomber Diver) Dauntless, which was in full production in El Segundo, California in 1943. The work in the local plant was for wing assembly.

The Dauntless dive-bomber was a highly successful aircraft as it participated in the Battles of Coral Sea, the Guadalcanal campaign and the Battle of Midway, and successfully sunk many Japanese aircraft carriers and other warships. An Army version was also produced, with the most notable difference being the lack of a tail hook used for arrested landings on an aircraft carrier. The Dauntless was phased out of production on July 22, 1944.

Another Douglas Aircraft dive-bomber that could also have been in production in Santa Barbara was the TBD (Torpedo Bomber Diver) Avenger. This plane also took part in the South Pacific naval engagements.

The July 25, 1944 edition of the Santa Barbara News-Press reported the ceasing of operations at the Pacific Aeronautics Plant. The article went on to say that workers who desired to stay on were offered jobs at the local Lockheed Plant. At the peak of employment at the Pacific Aeronautics plant there were about 400 employees and, at the time of closing, there were 150 employees. As a small sideline issue, with the closing of the plant the cafeteria equipment was sold to the County of Santa Barbara for use at the Los Prietos Boy's Camp.

While Vega was the first plant to open in Santa Barbara, the Lockheed plant at the Armory was soon to follow and opened in early May after preparation of the Armory for production work by contractors Whitaker and Snook who were awarded a \$25,000 contract and given an "emergency classification" for the work so that a large workforce could complete the work in an estimated seven weeks.

In the April 4, 1943 edition of the Santa Barbara News-Press it is reported that the Vega plant had 225 men and women working and had not yet reached its desired number of workers.

By May 21, 1943 Vega had over 1,000 employees working three shifts, with a ratio of about 50 percent men and 50 percent women. The inclusion of so many women was somewhat due to the start up as a new facility and not many men were transferred to the Santa Barbara operations from Burbank. All workers recruited had to be U. S. citizens 18 years or older, draft-deferred, and not already employed in agriculture or other essential work.

Several other reasons can be cited for the large percentage of women in the work force. Many women were wives of men stationed at the Marine Air Base in Goleta. The second factor was that many women were left without their husbands who had either been drafted or were nationalized when the National Guard unit in Santa Barbara was mobilized. Interestingly, at the close of the facilities due to the end of the war, Lockheed/Vega would revert to a more men than women work force due to the fact it was a union shop and men had typically worked longer for the company than women who began working in World War II.

The combined efforts of the Lockheed and Vega facilities were to produce parts and subassemblies for the Lockheed P-38 fighter, the Boeing licensed B-17 bomber, the Vega PV-1 and PV-2 navy patrol/bombers, and the Hudson bombers for English Royal Air force. During this production time, the plants were award the coveted E Flag for their efficiency and meeting their quotas.

In early 1944, Lockheed introduced a Work Simplification program for the Santa Barbara plants. The first two awards in this program were awarded to Arnold Brandt of the Helena Street facility for "perfecting a multiple drill head to drill holes for plate nuts in one operation, also a drill motor attachment to layout and drill stringers and extrusions

in one operation. These two inventions were expected to save approximately 3000 man-hours per year at Plants 59 and 60, according to the August 11, 1944 edition of the Lockheed Star. Mr. Brant received a check for \$315 dollars for his work simplification efforts.

Shortly after VE Day (May 8, 1945), the Lockheed/Vega efforts were cut back and the Plant 59 at Helena Street was closed. Work was transferred to the Armory where work was curtailed to the production of the PV-2 patrol bomber.

The war with Japan ended on August 15, 1945 and the Lockheed and Vega efforts ceased on August 21, 1945. On August 21, 1945, a half page ad of appreciation appeared in the Santa Barbara News-Press thanking the employees for "Having produced more than 37,181 parts and major assemblies for the PV-1, PV-2 and B-17 Flying Fortress. These parts helped substantially in the building of 1,916 bombers." Why there is no mention of the production of parts for the P-38 fighter is a mystery.

The Lockheed/Vega efforts were not all work as they had an active employee recreational effort. Articles about dances, softball, basketball, and bowling teams have appeared numerous times in the Santa Barbara News-Press. The Helena Street plant even had a group of men in the Volunteer Port Security Force, which had been authorized by Congress shortly after a German submarine had torpedoed a ship off the coast of New Jersey.

There were also a number of marriages where both parties had worked for Lockheed/Vega. A table has been prepared listing the known employees of the Lockheed and Vega facilities. The table is by no means complete. In addition to the names of employees, some information as to their job is included where the job was identified. At the far right of the table is a reference to the location of the information so that the reader can look at the reproduced pages for the actual citation. A copy of the documents are in the Santa Barbara County Genealogical Society's Sahyun Library.

Only a few individuals working for the Pacific Aeronautics Company have been identified in the Santa Barbara News-Press articles. The personnel are:

T. H. Canfield, President of the firm
J. E. Harling, Manager of the firm
John P. Smith, employee
E. M. Daniels, employee
Bob Cornwall, employee
F. P. Marino, employee

NOTE:

Other subassembly plants that were mentioned in the few issues of the Lockheed Star I was able to obtain for this article were located in Bakersfield, Taft, Fresno, and Pomona, California. There were undoubtedly others as the assigned plant numbers were quite high.

KNOWN EMPLOYEES OF LOCKHEED AND VEGA AIRCRAFT IN SANTA BARBARA 1943 THRU 1945

Plant 59— Vega Aircraft 122 Helena St.

Plant 60— Lockheed at the Armory at 700 E. Canon Perdido

SURNAME	GIVEN NAME	TITLE	PLANT	JOB/TITLE	SHIFT	PREVIOUS WORK	SOURCE OF DATA- NP=News-Press LS=Lockheed Star Press PV= Personal Interview Sheridan= Data supplied by Elizabeth Sheridan
Albert	Irene	Unk					LS 08 11 1944
Amburgey	Minnie	Unk.					LS 03 17 1944
Andretta	Reno	Unk				Dairy	NP 03 23 1943
Artz	Harold	Mr.	59	Jig Builder	Day		NP 09 21 1945 Married Doris Cayce
Ashcraft	Naomi	Unk.					LS 03 17 1944
Ayon	Jane	Unk.	60				LS 03 17 1944
Baker	Jack	Mr.	60	Maintenance Dept.			LS 03 17 1944 LS 08 11 1944
Ball	Joyce	Unk	60				NP 04 11 1943
Barnett	William R.	Mr.	60	Superintendent			LS 03 17 1944, NP 03 23 1943, 04 11 1943
Barringer	Dwight S.	Mr.	59	Lieutenant of Guards			LS 03 17 1944, NP 05 02 1943 LS 08 11 1944
Begg	Irene	Miss		Foreman's secretary			Married Bobby Gunckel NP 09 21 1945, LS 03 17 1944
Berry	Bob	Mr.	60	Inspector	Day		
Berry	Naomi	Mrs.	60	Riveter	Swing		
Betts	George W.	Mr.	60		Day	Painter/decorator	NP 09 21 1945
Bianchin	Julia	Mrs.	60	General assembly	Day		NP 09 21 1945 One of the original employees at 59
Black	Lillian	Unk.	60				LS 03 17 1944
Blanchan	Julia	Mrs.	59	Driller		Clerk	NP 04 11 1943
Brandt	Arnold	Mr.	59	Foreman Tool Repair	Day 7-5		Interview, LS 03 17 1944
Brandt	Elise	Mrs.	59	Preparation of Work Orders	Day	Transferred from Burbank. Married Arnold Brandt. PV	
Brokhausen	Willard	Mr.	59 & 60	Riveter		Auto salesman	NP 04 11 1943
Buer	Charles	Mr.					LS 03 17 1944
Caballero	Ralph	Mr.	60				LS 08 11 1944
Cayce	Doris	Miss	60	General assembly			Married Harold Artz SB 09 21 1945 LS 03 17 1944
Chanson	Harry	Mr.	59 & 60	Riveter, later Supervisor	Day	Accordion teacher	Interview, NP 04 11 1943
Chibos	Clara	Unk					LS 08 11 1944
Christiansen	Emma	Unk.	59				LS 03 17 1944
Colunga	Arthur	Mr.	60				LS 03 17 1944
Coney	James Darrel	Mr.	60				LS 03 17 1944
Coney	Martha	Mrs.	60				LS 03 17 1944
Converse	James	Mr.	60				
Crandall	Louise	Mrs.	59			Waitress	NP 04 11 1943
Crane	Pearl	Unk	60				LS 08 11 1944
Culver	Helen	Unk					LS 08 11 1944
Dilley	George	Mr.					LS 03 17 1944

Eckenrode	Bernice	Unk.	60			LS 03 17 1944
Edinger	Hattie	Unk				LS 08 11 1944
Ehrenborg	Harry F.	Mrs.	60	Personnel assistant	Day	NP 09 21 1945
Elkins	Robert	Mr.	60	Superintendent		NP 09 21 1945
Estelle	Walter	Mr.	59 & 60	Maintenance Supervisor both plants		LS 03 17 1944
Fairgrieve	Mildred	Unk				LS 08 11 1944
Faulkner	Helen	Miss	60	Switch Board Operator	Day	LS 08 11 1944
Fehrenbacher	Dolores	Miss	59 & 60	Riveter	Day	NP 09 21 1945 One of the original employees at 59
Flint	Garth	Mr.	60	Assistant personnel manager. Started as shipping clerk	Day	
						Forest Service and rancher at Las Cruces NP 09 21 1945, LS 03 17 1944
Gerow	S. W.	Mr.	59	Lead man		Sheet metal contractor NP 04 11 1943
Gonzales	M. G.	Mr.	60		Day	NP 09 21 1945
Granger	Melba	Unk	59			
Gunckel	Bobby	Mr.	60	Section Supervisor	Day	Married Irene Begg NP 09 21 1945
Hardesty	Pauline (Claude)	Mrs.	60	Assembler	Day	Housewife NP 09 21 1945 LS 08 11 1944
Harsh	Fred	Judge	60	Stock room		Police Judge NP 05 30 1943
Harsh	Ruth	Mrs.	59	Riveter	Day	Wife of Judge Harsh NP 05 30 1943
Hawkins	Betty	Mrs.	59			Housewife NP 04 11 1943
Heckert	Doris	Miss	59			Waitress NP 04 11 1943
Heistand	Joy	Miss	60	Bucker	Day	Student Sheridan
Herman	Pauline	Unk				LS 08 11 1944
Hoag	Dick	Mr.				LS 03 17 1944
House	Erin	Unk	59			
Huff—Married name	Mrs. James Converse					
	Virginia	Miss	60			
						LS 03 17 1944
Hunting	Charles	Mr.	59	Rivet bucker		NP 04 11 1943
Kapp	Carmen	Miss	60	Riveter	Day	Married Harvey Naten NP 09 21 1945
Kelly	Cotton	Miss	60	Secretary	Day	Sheridan
Kilbourne	Evelyn	Unk				LS 08 11 1944
King	Evelyn	Miss	60	Bucker for riveter	Day	Student Sheridan
Kircher	Laura	Unk				LS 08 11 1944
Knowles	Joe	Mr.	60	Superintendent of Planning Control Dept. Started as riveter.	Day	Art teacher at SB Boys School NP 09 21 1945
Larson	Lawrence C.	Mr.	59	Jig Department	Day	NP 09 21 1945 Keeper of plant cat "Tommy".
Lee	Gladys	Miss	60	Personnel		LS 03 17 1944
Lundgren	Margaret	Unk				LS 03 17 1944
MacDougall	Donald	Mr.				LS 03 17 1944
Martin	Rosemary	Miss	59	Employes Recreation Representative, Lockheed Star writer for Santa Barbara		NP 05 2 1943 LS 08 11 1994
Mathews	Eloise	Unk.				LS 03 17 1944
Melchiorretta	Anna	Mrs.	60	Riveter	Day	Former owner of Castle Closed by war security NP 09 21 1945 Rock food stand at harbor.
Melchiorretta	James	Mr.	60	General assembly	Day	Carpenter NP 09 21 1945 She was a Gold Star Mother. Son killed in Sicily.

8 Ancestors West	Melvin Mes Kimen Mills Monk	Rollin La Vina Gladys Loyd	Mr. Unk Mrs. Mr.	60 60	Driller Plant Manager	Day	Housewife Owner of liquor store on E. Carrillo St.	LS 08 11 1944 LS 08 11 1944 NP 04 11 1943 Interview Also NP 09 21 1945 LS 08 11 1944
	Morehouse Murphy	Ellen Earl	Miss Mr.	59 & 60	Staff Assistant in charge of Work Simplification Program	Day		LS 08 11 1944
	Nair	Ralph K.	Mr.	60	Group Supervisor		Teacher, Industrial Department SB College	LS 08 11 1944 Interview & NP 09 21 1945
Vol. 31, No 3. Spring 2005 Santa Barbara County Genealogical Society	Nason Naten Neithammer	Less Harvey Fred	Mr. Mr. Mr.	60 60	Riveter	Day		LS 03 17 1944 Married Carmen Knapp NP 0921 1945 LS 03 14 1944
	Osborne Osborne	Blanch Rosalie	Unk Miss	60		Day	Student	LS 08 11 1944 Sheridan
	Perini	Victor	Mr.	59 & 60	Group supervisor	Day		NP 09 21 1945 One of the original employees at 59
	Perry	Susan	Miss	60	Riveter/Driller	Day	Student	Sheridan
	Pierce	Elmer	Mr.				19 yrs old	NP 03 21 1943
	Potempa	Davetta	Unk					LS 08 11 1944
	Prigge	Walter	Mr.					LS 03 17 1944
	Reed	Walter	Mr.	59				LS 08 11 1944
	Rhoden	Mary	Mrs.	60	B-riveter	Day	Housewife	NP 09 21 1945
	Richert	Edyth	Unk					LS 08 11 1944
	Robbins	Jack	Mr.					LS 03 17 1944
	Rodrigues	Clifford	Mr.	60				LS 03 17 1944
	Russell	Harry	Mr.					LS 03 17 1944
	Sartwell	Irvin	Mr.	60		Day		NP 09 21 1945 A blind worker with seeing eye dog.
	Seifreat	Catherine	Mrs.	60	General assembly	Day		NP 09 21 1945
	Shedd	Margaret	Miss	60	Inspector	Day	Student	Sheridan
	Sheetz	Jack	Mr.	60	Superintendent of Operations	Day	Former superintendent of operations in Bakersfield	NP 06 17 1945 Replaces Harvey G. Trembley
	Sheridan	Elizabeth (Bettie)	Miss	60	Riveter, Driller P-38 and PBY.	Day	Student, Calif. State Teachers College	PV. Worked 1 to 1 1/2 years at plant. Lloyd Albright
	Shokneth Siebler	Harry C. Carl	Mr. Mr.	60 59	Rivet bucker		Assistant Manager, Western Auto Supply	NP 04 11 1943 LS 08 11 1944
	Siefreat	Catherine	Unk	60			Housewife	NP 09 21 1945
	Simms	Binnie	Miss	60	General assembly	Day		LS 08 11 1944
	Sorenson	Chris	Mr.	60	Guard			LS 03 17 1944
	Steen	Eugene	Mr.	59 & 60	Maintenance Supervisor replacing Estelle			LS 08 11 1944
	Story	Edith	Unk	60	Stock clerk			LS 08 11 1944

FAMILY HISTORIAN'S LAMENT

I've been doing family history for nearly 30 years,
Diligently tracing my illustrious forebears.
From Pigeon Lake to Peterborough, Penrith to Penzance
My merry band of ancestors has led me quite a dance.

There are cooks from Kent and guards from Gwent and
Chimney sweeps from Chester.

There's even one daft fisherman lived all his life in Leicester.
There's no one rich or famous, no not even well-to-do,
Though a second cousin twice removed once played in goal
for Crewe.

I've haunted record offices from Gillingham to Jarrow.

The little gray cells of my mind would humble Hercules

Poirot.

I've deciphered bad handwriting that would shame a three-
year-old,

And brought the black sheep of the family back into the fold.

My bride of just three minutes I left standing in the church,
As I nipped into the graveyard for a spot of quick research.
Eventually I found an uncle, sixty years deceased,
That was far more satisfying than a silly wedding feast.

After three weeks of wedded bliss, my wife became despon-
dent;

She named the public records office as the co-respondent.
I didn't even notice when she packed her bags and went,
I was looking for a great-granddad's will who'd died in
Stoke on Trent.

But now my 30-year obsession's lying in the bin.

Last Tuesday week, I heard some news that made me pack it
in.

T'was then my darling mother, who is not long for this earth,
Casually informed me they'd adopted me at birth!

Author Unknown



(AIRSHIP STATION continued from page 16)

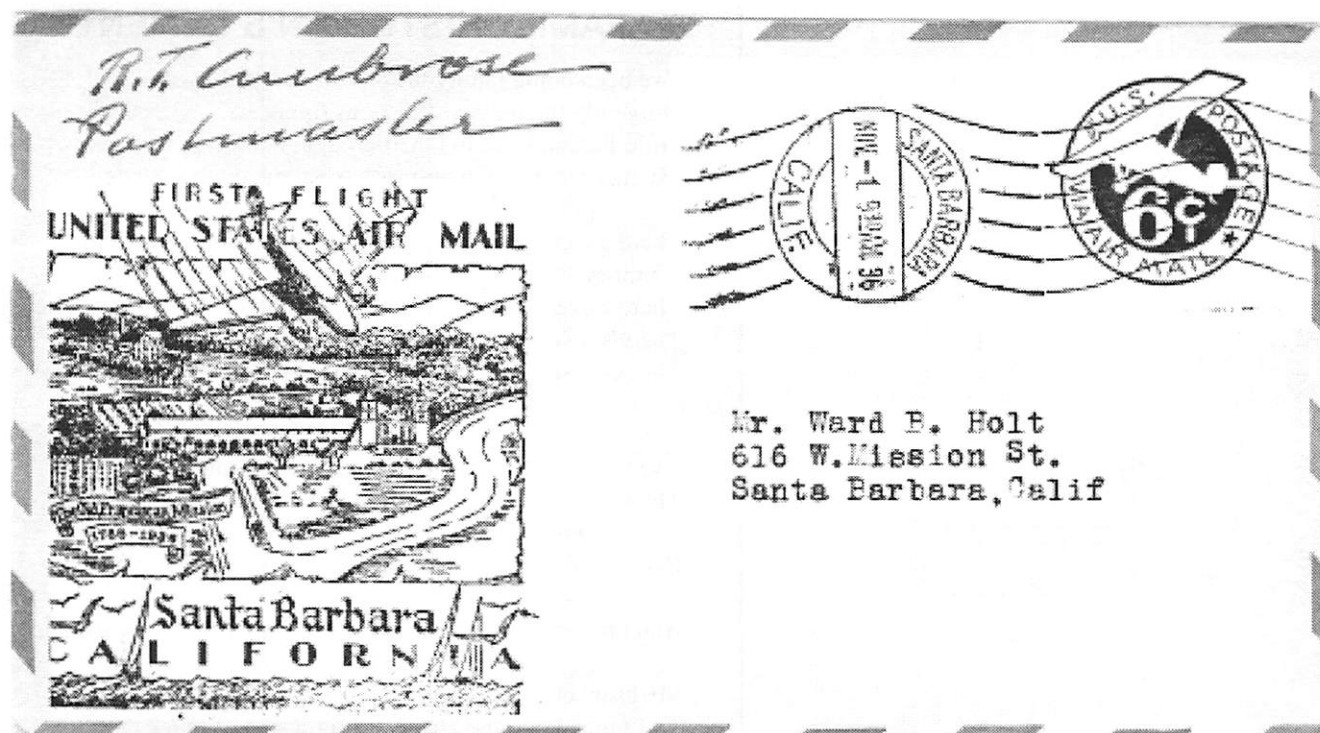
tourist now brings his automobile.

The fact that there are now under construction in
different parts of Southern California 127 airships is proof
enough that sooner or later there will be needs of stations
where the bird men can call for supplies and a marked
roadway the same as there are garages and road signs for the
autotists.

It is Mr. Griffith's plan to have a roadway 100 feet wide
cleared so that a safe landing can be made in case of engine
troubles. This and the cost of hangars will be the only large
items of expense in the establishment of the line of stations."

Terry	Albert	Mr.	59	Assemblyman	Swing	Insurance	NP 04 11 1943
Thom	Chester	Mr.	60	Timekeeper			LS 03 17 1944
Thornburgh	Byron (Ruth)	Mrs.	60	Assembler	Day	Housewife	NP 09 21 1945 LS 08 11 1944
Timewell	Shirley	Miss	60	Riveter/Driller	Day	Student	Sheridan
Timewell	Margaret	Miss	60	Riveter/Driller	Day	Student	Sheridan
Torgeson	T. J.	Mr.	60	Riveter	Day		NP 09 21 1945
Trembley	Harvey G.	Mr.	60	Superintendent of Operations	Day		NP 06 17 1945
Valenzuela	Dan	Mr.	59 & 60	Assembler			NP 04 11 1943
Van Lingen	A. J.	Mr.					LS 03 17 1944
Villareal	Tillie	Miss	60	Riveter	Day		NP 09 21 1945
White	James H.	Mr.	60	Union Group chairman	Swing		NP 04 11 1943
Whitney	Lilian	Unk					LS 08 11 1944
Winklemeyer	William	Mr.		Guard	Swing		LS 03 17 1944 LS 08 11 1944
Wokurka	Beverly	Miss	60	Personnel assistant	Day		NP 09 21 1945
Wood	Roy	Mr.	59	Group leader			LS 03 17 1944, NP 04 11 1943

The above list has been compiled and submitted by John Fritsche, SBCGS Member, <jcfritsche@cox.net>



FIRST FLIGHT AIR MAIL COVER WAS MAILED TO WARD B. HOLT, THE ASSISTANT DIRECTOR OF THE MUSEUM OF NATURAL HISTORY IN 1936, SIGNED BY POSTMASTER, R. T. AMBROSE. FROM THE AUTHOR'S COLLECTION.

SOME OF SANTA BARBARA'S EARLY AVIATORS

By Kathleen Boyle Brewster, SBCGS Member

According to *The Morning Press* of Tuesday 18 July 1933, a large number of Santa Barbara residents held federal licenses authorizing them to pilot aircraft. The Department of Commerce reported that men qualified to operate transport planes included: Harry M. Bowen, 1201 East Haley; Harry H. Crosby, 1631 San Pascual; Bryant G. Hall, Upham Hotel; Walter Hoffman, Harold C. Loe, 2325 Hollister; Grant Barney Schley II and Samuel W. Wilson, 225 West De la Guerra Street.

Holders of private pilot licenses were Frank Arguelles, 826 West Valerio; Arlo Grant Atchison, 35 West Figueroa; Willis M. Baldwin, 199 San Leandro Lane; Aldred R. Copeland 49 Hot Springs Road; Thomas B. Garland, 311 West Valerio; William F. Goss, 27 Arlington Avenue; Arthur J. Hoe, 1732 Santa Barbara Street; Ronald De L. Kirkbride, 330 Lilac; Eugene J. Lee, 2426 Castillo; J. Bert Saxby, Jr., 1315 Chapala; Horatio S. Shonnard, 2845 Sycamore Canyon Road; Philip D. Tryhorn, 721 San Pascual; Roger M. Walters, 25 West Anapamu; George C. Watson Jr., 519 De la Vina; and Everett V. Wertz, Hope Ranch Park.

In 1953, Chet Holcombe reported in a 20 December Sunday *Santa Barbara News-Press* article that Santa Barbara

County has a "rich flying history." In the 1940s there was a long list of well-known area men who were "sport fliers." Holcombe mentioned David Gray Jr., Curtis Hutton, Van [Vanderburgh] Johnstone, Clayton H. "Felix" Denmure, John W. Stewart, Frank Sylvester, Capt. George Fiske Hammond, Dan Walsh, Gene Lee, "Bud" Ellwood, Amory Smith, Harry Crosby, and Art Callies.

Three Santa Barbarans are recognized as "Early Birds of Aviation." This designation was awarded to approximately 600 persons who had flown prior to 17 December 1916. Earl Ovington is called "America's first important flier." Ovington successfully demonstrated the delivery of the first airmail. In the 1920s, Ovington's Air Terminal was located at the northern end of what is today the Municipal Golf Course. It was widely known as the "Casa Loma Field." "Field," an apropos description of many early local landing areas, which were often little more than a cleared pasture, were devoid of paved landing strips or other navigational aids.

Also on the list are Allen H. Lockheed, co-founder of the Lockheed Company, and Major Max C. Fleischmann, local philanthropist. Fleischmann had won a balloon race from St. Louis to the Atlantic Ocean in 1909. He later joined the Army Balloon Corps during World War I. He was a commander at the United States Army Balloon School in Arcadia, California, and discharged with the permanent rank of major. In 1920, Fleischmann built a landing field and hangers for his several flying machines and those of his friends. It was anticipated to be one of the "neatest, most complete aviation fields in Southern California."

Local women also had a hand in early aviation. In 1930, Santa Barbara girl Edith Bond served as the assistant manager of the newly opened Santa Paula Airport. Miss

Bond had charge of a branch of the Standard Flying Schools, a subsidiary of the Western Air Express. She was the daughter of George A. Bond, and granddaughter of C. S. Bond of 714 West Victoria Street.

The previous year, Edith had received the highest ratings ever given in theory and practice when taking an exam for a commercial flying license. She was also a stunt flier in the Santa Paula Aerial Circus.

Compiled from:

Santa Barbara Morning Press:

"Maj. Fleischmann May Have Landing Field at Estate." 11 January 1920.

"Heard About Town." 8 February 1920.

"Local Girl is Honored in Aviation." 7 August 1930, p. 6.



NEWS FROM THE PAST

From the Carpinteria Herald,
Friday, March 2, 1928:

NEW AIRPORT OFF WITH "FLYING" START

The new airport of Chadbourne & Donze on the Higgins ranch east of town [Carpinteria], was officially opened for commercial aviation yesterday. Activity for the present will consist of school for that purpose having been opened.

At the present time the firm has two planes, but within the next few weeks several more will be added. Both of these planes are to have new powerful engines, the first engine, the same model as used in the Spirit of St. Louis, to arrive next Monday.

Efforts are being made now to establish a mail route between Santa Barbara and Las Vegas, N.M. A passenger route is to be established between Carpinteria and Bakersfield this summer, so that people in the San Joaquin valley who wish to spend the week-end in Carpinteria on the beach, can "hop" over to the coast in less than an hour.

Before the end of the summer, it is expected that a full-fledged passenger service will be established between Carpinteria and Los Angeles. At that time it is anticipated that a six-passenger plane will be put in commission. This will mean that the time between Carpinteria and Los Angeles will be cut to an hour's time and with the large plane, travel will be much safer than on the highway through the heavy traffic.

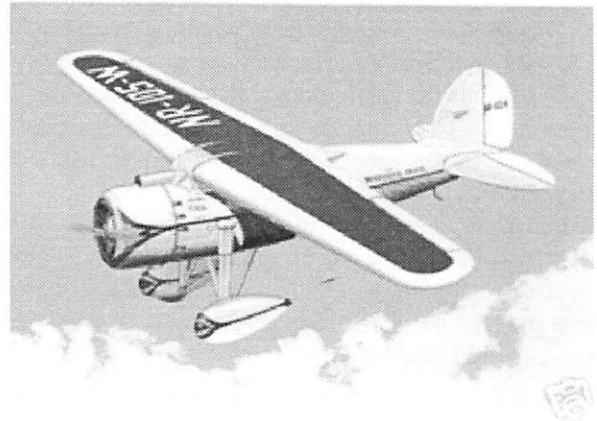
Airplane activity which was given such an impetus by Col. Charles Lindbergh is now moving along at a rapid rate and Carpinteria has been made the center of the activity in this section of the coast by the establishment of the local airport.

Santa Barbara County Genealogical Society

From the Santa Barbara News Press:

LOCKHEED VEGA VISITS CARPINTERIA AIRPORT

March 26, 1928 -- Considerable interest was shown yesterday in the first visit to Santa Barbara of a Lockheed "vega" airplane which flew over the city and landed on the new Chadborne-Donze field at Carpinteria. Immediately after arrival, R. B. Skofield, H. O. Hitchcock and Earle Ovington were given a ride in the five-passenger cabin plane which is propelled by a Wright whirlwind motor. In 1916 and 1917 the Lockheed brothers, Malcolm and Allan, started airplane construction in Santa Barbara, later moving to Los Angeles. The plane flew from Los Angeles in 52 minutes in spite of heavy head winds. The inside of the cabin is lined with balsa wood, quieting the noise from the motor. The plane is torpedo or cigar shaped.



CANADA'S 1911 CENSUS UPDATE

Canadian genealogists have even more to celebrate now that Library and Archives Canada at

<http://www.collectionscanada.ca>,

The government agency that oversees Canada's public records, has said it hopes to make the country's 1911 census records available by early August. Bill S-18, which recently passed parliament and received royal assent, authorized the records' release. For more on the 1911 census controversy, see the June 23 and July 7 E-mail Updates at

<http://www.familytreemagazine.com/newsletter/archive.html>.

THE BAUHAUS BROTHERS:

Pioneer Aviators of the Carpinteria Valley

By David Griggs, Curator of the Carpinteria Valley Historical Museum

Back when the fledgling aviation industry was still trying its wings from the small, back-alley garages and dirt roads which doubled as air strips, the South Coast of Santa Barbara County was becoming an increasingly important center of technological innovation by aviation pioneers. In Santa Barbara the Loughead Brothers (pronounced Lockheed—the spelling was later changed to reflect the pronunciation) opened a small “factory” in an old garage on lower State Street in 1916. They hoped to win a Navy contract manufacturing plywood seaplanes. The planes were launched from a wooden ramp built across the sands of West Beach at the foot of Castillo Street. Employed by the Lougheads as a stress engineer was a young man who had just graduated from Santa Barbara High School—John K. “Jack” Northrop. Northrop would go on to found his own aeronautic company in Los Angeles. And while the names Lockheed and Northrop are among the most notable from this early period, the Bauhaus Brothers of Carpinteria also earned their place in the annals of early aviation.

An oral history interview with Frank Bauhaus was conducted by Paul Friedman in 1979 when Frank was 95 years old. The tape recording is part of the Museum’s Oral History collection and provides a first-hand account of the earliest flights in the Carpinteria Valley.

Frank Bauhaus took his first flight at an Indiana country fair in 1902 at the age of eighteen—one year before the Wright Brothers’ historic powered flight at Kitty Hawk. Young Bauhaus had “flown” in a balloon, actually, but it was to be the beginning of a fascination with aviation—a relationship that would later cause him certain grief.

Frank’s mechanical abilities served him well as he left the family farm to work for the Baltimore & Ohio Railroad in Chicago. He eventually came West, working construction in the rebuilding of San Francisco following the catastrophic earthquake and fire of 1906. Moving to Los Angeles, Frank entertained crowds at 24th Street Park with daring parachute jumps from a hot air balloon. It was here that Bauhaus made the acquaintance of Lincoln Beachey, probably the most famous of pre-WWI American barnstormers and aerial acrobats—modestly billed as “The Most Skilled and Daring Bird-Man in the World.”

It was Beachey, and partner Art Smith, who taught Frank Bauhaus about powered flight. According to Frank:

“They were experimenting with airplanes out at Venice, and they had a large field out there. They had an old Curtiss

pusher airplane and thought it would be a good idea if I could come out there and make parachute jumps from this airplane. They talked to me quite a while about it, but I didn’t take to it very well. So I decided that if they would teach me to fly, that I would think it over and we would make some experiments.

“... The old airplane was the type where you sat in the seat and you could look down (at the ground) past your feet. There was no cowling, or cockpit, or anything. The engine was an old Halscott, 4 cylinder, 150 horsepower motor. And you had to work the wings with your hands, by warping the wings.

“But I asked Mr. Beachey to tell me how to fly. So he got in the plane and showed me how things worked. In the meantime Smith got around in front and said, ‘I’ll turn it over for you.’ And, of course, when Beachey got out, I got into the plane. And I said, ‘Where do I go? What do I do?’ So Mr. Beachey said, ‘There’s three thousand acres out there and you can use any part of it. Take the ship and start off. And take it off the ground a foot or two and set it down. You do that a number of times, and we’ll be back in a couple of hours.’

“So I took the ship out and I lifted it off the ground a foot or two, and finally got it up to where I could get ten feet off the ground. So I said to myself, ‘Well if I can get ten feet off the ground, I can get a hundred.’ So I took the ship up again, and I got it up to 150 feet. I could bank and come back, and I learned to do that. I did it several times and finally came back in for a landing. My landing was a little bit bumpy, but I made it without destroying anything. So Beachey came out then, and him and Art Smith told me, ‘You did a wonderful job. You did that quicker than we did it.’ So I learned to fly, and took afternoon instructions for a week.”

In March of 1914 Lincoln Beachey asked young Bauhaus to work as his mechanic on a trip to Santa Barbara where Beachey was hired to perform his aerial circus stunts to advertise a new sub-division called Hope Ranch. After several false starts and finally a thrilling half hour of power dives and other aerobatics, Beachey decided to try and break the European record of nine consecutive loop-the-loops. Thousands in the crowd kept count . . . EIGHT, NINE, TEN . . .

But then something happened, according to Walker Tompkins in an article which appeared in the Fall 1978 Santa Barbara Magazine, as “Beachey made his tenth loop to set a new world’s record [he] continued the loops while losing altitude at an alarming rate.

“The thrilled crowd was unaware when Beachey lost control after the thirteenth loop and fell into a spin. At 500 feet he managed to stop cork screwing, but he could not pull out of the dive without ripping off the wings. Beachey cut his engine and went into a deep glide, straight at the crowd below. At the last instant he veered and plunged into a huge oak tree, with an explosion of flying parts. Many of those who witnessed Santa Barbara’s first aeroplane crash thought it was part of the show.”

A bloodied and very shaken Lincoln Beachey walked away from that mishap. He was not to be so fortunate a year later over San Francisco Bay while performing for the Pacific-Panama International Exposition of 1915. The horrified crowd of 50,000 watched the wings of Beachey’s new plane crumple as he plunged to his death in the bay.

Meanwhile, while on vacation at Carpinteria's Shepard's Inn, a resort of national renown, Frank Bauhaus met local blacksmith Dick Morris who convinced Frank to move up to Carpinteria permanently. Morris allowed Frank to run his new construction business out of the rear of the blacksmith shop on Linden Avenue.

Frank married Minnie Harden McCampbell, a daughter of one of the Shepard's Inn cooks in 1916, and they bought a small house on Eighth Street. His construction business thrived as he built mansions in Montecito as well as buildings in Carpinteria, including the old Town Hall. He was soon joined in Carpinteria by his brothers, Will, Jack, and Louis, who were all excited by aviation's potential. It was, in fact, Will who convinced the brothers that that they should build an airplane themselves. Their first plane was of conventional design and sold to an Oakland concern. The brothers decided their next plane would be something all together different.

Frank drew up the plans, incorporating his theory for a radically new style of fuselage based on construction principles utilized in the manufacture of wooden barrels or kegs. His idea was tested by dropping barrels from a plane cruising at various altitudes and analyzing their impact. He also successfully flew a glider from a mountain in San Luis Obispo. Will and Jack actually built the cigar-shaped plane which, unlike the heavy oak frames of the square-bodied "Flying Jenny's," which were popular at the time, utilized a much lighter spruce framework fitted together like barrel staves, with plywood veneer bulkheads and covered with stretched canvas.

The brothers named their new plane the 13-3, but locals referred to it as the "Flying Keg," as it looked like an elongated barrel. According to Jayne Caldwell's book, *Carpinteria as it Was*, "The new design and lighter weight (about 1,100 lbs.) allowed the Bauhaus plane to climb to one thousand feet in ten minutes, when it had taken three times as long with the conventional design. It was the theory of the four Bauhaus Brothers that the vacuum on the top of the wing, rather than from under it, was responsible for the lift. This prompted them to experiment with different wing designs."

The test flight of the new plane on April 28, 1920 was recalled by Frank Bauhaus in his oral history interview:

"The plane took off from Eighth Street, about where the grammar school now sits. There were no buildings out there at the time. So the plane was put together and towed out there. Lt. Fuller from Los Angeles came up and they worked the plane all over and tested it out. He took off from Eighth Street and across the (Carpinteria) Creek.

"By the time he got it over Gobernador Creek he had altitude enough to clear everything. So he circled around and instead of coming back to the original place on Eighth Street, there was a big space behind Johnny Bailard's place out on the highway, and he landed there, behind the Bailard barn, under some oak trees. And they decided that it was a good place to keep the plane until further notice." After the successful first flight the brothers decided a proper landing strip was called

for and so built one on the end of the Dorrance property on the eastern edge of the salt marsh. Nearly a month after the "Flying Keg's" initial test flight, on May 23, Lt. Fuller took her up twice more. Then both Will and Louis wanted to go up as passengers. Frank had a bad feeling about it, and describes the tragedy of that clear spring day:

"So they took off again. And I begged them not to go up with this load of three, but to take a sack of sand or something like that along and not kill all three of them. But at any rate, they decided that it was okay, and they took it up again. And this time they went up with this load of three. It was too hard to control, and when they were up over Vallecito, they attempted to bank, a real stiff bank turn, and the airplane went into a spin . . . The plane came down and cracked up in a field out there. I was out there very shortly afterwards. When I got there Dr. Henderson was there, and he had pronounced brother Will dead."

A broken neck had killed Will instantly. Louis had sustained fairly severe injuries from which he would recover, and Lt. Fuller was actually able to walk about a short time after the accident. But in spite of this terrible loss, the Bauhaus Brothers' pioneering spirit and dedication would see to the completion of another plane by October of the same year. The accident had proven Frank's theory concerning the strength of his fuselage design. In fact, the fuselage of the wrecked plane used as a stunt flyer in many old silent movies. The newly completed plane had no problems, further convincing the men of the value of their unique design.

According to Caldwell, "The Bauhaus men, when applying for a patent, were told by a Los Angeles attorney that such a patent, based on the same idea, had already been obtained by a man in France. They later discovered the attorney also represented the Ryan Company (of San Diego), which had built the *Spirit of St. Louis*. It was with considerable chagrin that the Bauhaus Brothers viewed Charles Lindbergh's record-making plane and saw their idea had been incorporated into its construction and design."

Louis Bauhaus was fatally injured in an airplane crash shortly thereafter, and thus the brothers never realized their dream of commercially producing an airplane of their design. They did, however, make their mark in the world of early aviation and focused local attention on this increasingly important mode of transportation.

Carpinteria's importance in the 1920's as a center for aviation continued with the construction of the South Coast's largest airport in 1928 on the Higgins Ranch east of their home and parallel to the Coast Highway (Carpinteria Avenue). Montecitan Jack Chadbourne and Santa Barbaran Earl Donze were both pilots and both, apparently, were dissatisfied with Santa Barbara's Casa Loma Air Field (established and operated by noted aviator Earle Ovington, the first pilot to carry mail by air in 1911) because the runway there was short, rough, and ended in a dangerous

(BAUHAUS Continued on page 26)



AMERICORPS VOLUNTEERS RAKING THE GROUNDS

AMERICORPS VISITS THE SAHYUN LIBRARY

By Janice Gibson Cloud, SBCGS Member
<jan@internet-cafe.com>

On Friday, April 1, they arrived—13 of them (12 from the L.A. area and one from Santa Barbara). Headed by Christina Peterson, this AmeriCorps group had contacted us several weeks earlier to request a two-hour introduction to family history research in the morning and to offer, in return, their services in the afternoon on a project for us.

Christina forwarded a copy of the notice that she planned to send out to the group—a compelling statement of the value of genealogical research. We added the scanned image of a pedigree chart for her to include, with the request that they each bring that along with as much filled in as possible.

Talk about following directions! Everyone arrived with information on his chart!

After an introduction to the “joys of genealogy,” the group was given a tour of the library and then encouraged to “dig in.” The librarians on duty gave advice individually, along with SBCGS member, Jo Wayment, from Salt Lake City (who had come early for the seminar) and Jan Cloud. One of our guests even whipped out his cell phone to call his mom for additional details on the family and told her that he needed them, “right now!” They were really enthusiastic and dove into the stacks.

We provided drinks and dessert for their lunch on the patio, while one of their number provided live music with the portable keyboard he’d brought along. Talk about dining in style!

Following lunch, this buoyant, enthusiastic group of young people pitched in to clean up debris along the railroad track and trundled wheelbarrows full of redwood compost

from a big pile under the pines to the gardens on the ocean side of the library. Garden Chairman, John Shute, was amazed at the speed with which they completed these tasks. Oh, and that keyboard had an automatic setting also, so there was more music while they worked.

It was so rewarding to have this dynamic AmeriCorps group sponsored by the American Red Cross of Greater Los Angeles visit our library for the day. Their gracious help in our gardens was a real benefit to us and their enthusiasm in our library is the excited beginning of another generation to identify and preserve these ancestors of ours for the future.

Thanks, AmeriCorps!

P.S. We thought you’d enjoy reading Christina Peterson’s thoughts on the benefits of family history research that follows on page 15.

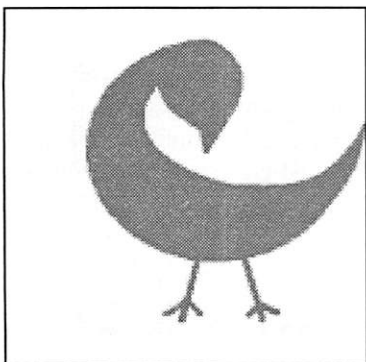


AMERICORPS VOLUNTEERS HAULING DEBRIS

What is AmeriCorps?

AmeriCorps is a network of national service programs that engage more than 50,000 Americans each year in intensive service to meet critical needs in education, public safety, health, and the environment. AmeriCorps members serve through more than 2,100 non-profits, public agencies, and faith-based organizations. They tutor and mentor youth, build affordable housing, teach computer skills, clean parks and streams, run after-school programs, and help communities respond to disasters.





THE BENEFITS OF FAMILY HISTORY RESEARCH

By Christina Peterson
AmeriCorps

The image above is of the African symbol "Sankofa." Though there is no literal translation for the image, it can mean "Go back and retrieve your history," "Know where you come from," or "Know thyself."

Famous advice from the ancient Oracle at Delphi, "Know thyself," also seems to be good advice. Recent interest in self-awareness among students, employers, and business executives stems from the recognition that unless we begin to know who we are, the likelihood for personal or professional success is minimal.

What better way to discover who we are than to examine whom we came from? Knowing where we are from is the first step on the road to where we will be. One fascinating and deeply satisfying path to self-knowledge is through our own relatives and ancestors. We can view genealogy as a tool for self-knowledge and personal growth.

Genealogy (from a Greek work meaning 'tracing generation or descent') is a very old, honorable discipline for determining who truly belongs (by blood or marriage) to a family. Its visible result is a family tree, or pedigree. Formerly pedigrees were necessary for princes and aristocrats to prove their birthright; today anyone may take pride in his or her family past.

The search for personal history and its relationship to our personal lives makes history come alive. The lesson of genealogy isn't simply a knowledge of what happened in the past, but also what we know about our present. So let's get discovering!



WILL ROGERS, BUFFALO BILL AND A BLACK SHEEP

By Elizabeth Dake, SBCGS Member
<bjodake@cox.net>

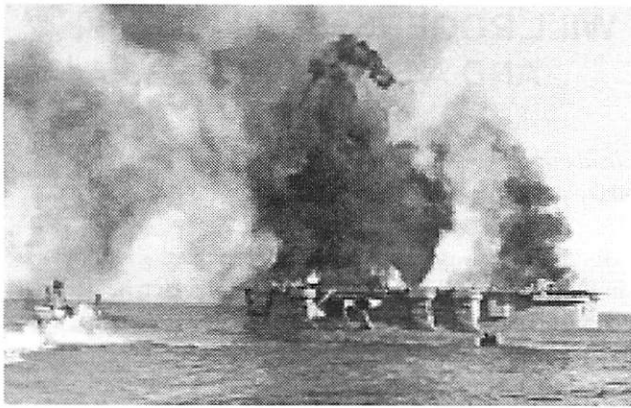


Mother, who was very proper, never talked about her cousin Florence. Mother's first cousin, Stella Batchelder, daughter of Catherine Dusil Cail (Aunt Katie), told the story about cousin Florence Lhotka, daughter of Frances Dusil Lhotka. My own mother, Zulina Severa Wilhelm, was the daughter of the eldest Dusil daughter, Josephine Dusil Severa. The only thing Mother ever told me about Florence was that Mother remembered her own mother going into Chicago to take care of her ailing sister Frances, and having to clean up the chaotic house and bring back the little girl Florence to the Severa home. She remembered the little girl being unkempt, had to be cleaned up, and her mother took care of Florence as well as their own two children. This very probably was about 1893 or 1894; Frances died in Cedar Rapids 14 June 1894. Stella augments the story with saying Aunt Frances was not well and James Lhotka, her husband, thought more of his horses than he did of his wife and little girl; Aunt Katie also spent time there to get the home back on a more livable basis before returning to Cedar Rapids.

Stella starts the story with Florence, who was born in Cedar Rapids 21 March 1885, running away from her father to join Will Rogers and the Wild West Show at the World's Fair in St. Louis (1904). She loved horses. Will Rogers asked her to marry him but she refused (he had no future!). Instead, she married Sam Scoville, who was declared the first champion cowboy in the world; they both rode in rodeos. Stella and Aunt Katie reported seeing a large size statue of him standing on one side of the walk leading up to the Capitol building in Denver, facing an Indian on horseback on the other side of the walk. Florence became champion cowgirl of the world. She rode until injured during a rodeo and never rode again. She later married Reece DeTilla who was Buffalo Bill's right hand man until he (Bill) died (1917). Stella met Reece before Florence died. Stella also relayed Florence's recommendation to read the Zane Grey books, as she felt he wrote about the West the way it really was. Stella's younger brother George Henry became an avid fan of Zane Grey and began accumulating many of the titles. I fell heir to his books, but strangely his most famous, *Riders of the Purple Sage*, was not among them. Florence died of cancer in Saguache, Colorado, on 24 August 1927.

Genealogy axiom: without proof there is no truth. Fact checking time: at the present there is no statue of Sam Scoville in front of the State Capitol in Denver; I have been unable to find any records of Buffalo Bill's Wild West Show to verify personnel records or venues; so far I have been unable to find any further information about Sam Scoville, either his birthplace (Colorado), parents, subsequent marriage(s), or death.





THE TOJO MARU IN THE SANTA BARBARA HARBOR 1942

THEY SHELLED ELLWOOD, BUT WE SUNK THE JAPANESE AIRCRAFT CARRIER TOJO MARU AT SANTA BARBARA

By John Fritsche, SBCGS Member
<jcfritsche@cox.net>

Date Line May 30, 1943, Allied Headquarters at Stearns Wharf, May 29, 1943 (Santa Barbara News-Press):

"The aircraft carrier Tojo Maru was sunk this day just off Stearns Wharf after a fierce battle including Japanese destroyers and US aircraft."

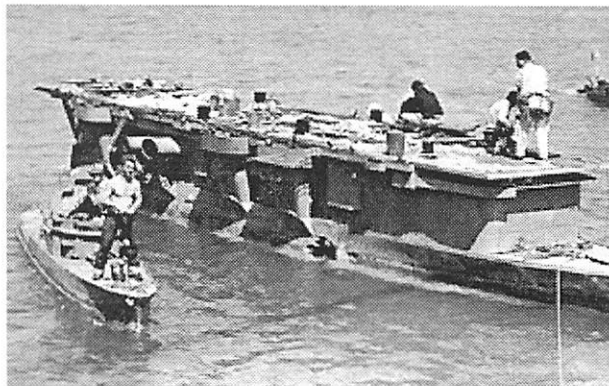
But before you think history is being rewritten, the headlines really concerned a staged battle that was part of a movie being produced by Universal Pictures for their soon to be released movie "We've Never Been Licked." One of the actors was Robert Mitchum who died in Montecito, California on July 1, 1997. Other performers included Noah Berry Jr., William Frawley, Anne Gwynne, and Martha O'Driscoll.

The movie concerns a group of Texas A&M college boys who enlist in the U.S. Navy aviation and all end up being heroes in the sinking of the Tojo Maru. It was one of more than forty Hollywood movies produced during the war that could be classified as "semi-propaganda." The U.S. Navy controlled our harbor during the war and probably was most happy to cooperate with the Universal Studios for a movie that showed victorious naval aviators.

Universal installed a 60-foot high tower on Stearns Wharf to get the desired shooting effects of the battle that included three Japanese destroyers and the aircraft carrier. They also used small speedboats to take movies at sea level. The aircraft carrier was especially made for the movie, and although sunk for the movie, it was promptly recovered for future use in another movie. The carrier weighed in at four tons and took six men to operate while confined within the ship's structure and out of sight. To give a sense of dimen-

sions of the models, the destroyers were said to be twenty-five feet long and accommodated two men to operate them in the battle scenes.

The filming took over three days and involved a Universal crew of twenty-five men to accomplish. The special effects of the bombs and burning of the ship was under the direction of famed visual effects cinematographer, John P. Fulton, ASC.



TOJO MARU FULL-SIZE

FOOTNOTE:

The Texas A & M Class of 1960 obtained the rights to the movie as a memorial to those A & M classmates who were in the war and also to the twelve students who lost their lives when the November 1999 pile of wood for their annual bonfire collapsed prior to being burnt. The students were constructing the forty-foot high pile when it collapsed.



AIRSHIP STATION NEAR THIS CITY IS SOUTHERN CALIFORNIA PLAN

Santa Barbara, The Morning Press, March 2, 1911:

"Santa Barbara has been chosen as an aeronautical station for airship maneuvers in Southern California. It will be one of a string of stops, being the most northern point in cross country flying which is soon to take a great advance with the aviators.

San Diego will be the southern point, and then stations will be located at Oceanside, Santa Ana, Los Angeles, Riverside and Redlands. From Los Angeles south, the stations will be but 30 miles apart so that the amateurs can make the flights with ease.

Van E. Griffith, a director of the Aero club of California and the editor of "Aviation," published at Los Angeles, is now working on the plan. He is of the opinion that should the stations be established; the eastern aeronautical enthusiast will bring his airship here in the winter the same as the

(AIRSHIP STATION Continued on Page 9)



NEW IN THE LIBRARY

Compiled by Ted Denniston

NEW IN THE LIBRARY (6/21/2005)

Editor's Note: What follows is a list selected from the publications recently catalogued. To keep the list a reasonable length, we have excluded school yearbooks and reunions, dictionaries, Who's Who books, city directories, telephone books and other publications of lesser genealogical interest. All publications, however, are listed in the Library Catalog.

GENERAL

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(BAUHAUS Continued from Page 13)

row of tall eucalyptus trees. So these men leased the land and built the Chadbourne-Donze Airport.

The Carpinteria Airport, as it soon was to be called, became the center for aviation in this section of the coast. It boasted the longest, smoothest runway, as well as a charter plane service and a flying school. The whole town would turn out for the arrival of celebrities, which were usually on their way to visit friends in Montecito or Santa Barbara. The most noted of these were the many visits by America's hero Col. Charles A. Lindbergh. Lindbergh would often visit Mrs. Lora Knight, a St. Louis citizen and one of Lindbergh's financial backers who spent her winters at her Montecito residence.

Many old-timers often said "Lucky Lindy" landed his *Spirit of St. Louis* at Carpinteria's air field, but it was a replica which the Ryan Co. had built and given to Lindbergh following his historic flight (noticeable was that this "Spirit" was not blind, but had a full windshield).

In looking through the old Airport Register, which was loaned for copy to the Museum, I came across an entry which is not mentioned in any article concerned with Carpinteria's aviation history, perhaps because the pilot wasn't famous at the time. On the 8th of September, 1928 a Waco-J5 landed in Carpinteria owned and piloted by a young aviator named Howard Hughes. A few other notable entries in the register include Will Rogers (as passenger, not pilot); Senator William G. McAdoo (a regular, reputedly the first politician to use air travel extensively while campaigning); and California Governor, James Rolph, Jr.

Much of the Carpinteria airport's business was eventually lost to the airport built on cow pastures and reclaimed slough near the corner of Fairview and Hollister in the Goleta Valley. This, of course, was to later become the Santa Barbara Municipal Airport in use today.

The Carpinteria Airport is gone now, but a remnant may still be seen. Next time you travel east on Carpinteria Avenue, past Casitas Plaza, over Carpinteria Creek, beyond Concha Loma, right after the road to Chevron Pier, look at the building on your right—the old B & G Welding Shop, now Costa's Auto Works—the one that looks like an old airplane hangar. Guess what?!

This article originally appeared in the Grapevine, the Newsletter of the Carpinteria Valley Historical Society, May-June 1993 and is reprinted here with permission.



NEW YORK PUBLIC LIBRARY DIGITAL IMAGES: NOT JUST FOR FRENCH RESEARCHERS

From the Alsace-Lorraine RootsWeb E-Mail List

Submitted by Cari Thomas, SBCGS Member
<western37@cox.net>

Subject: Illustrations of military uniforms, insignia, etc. Those of you whose ancestors served in the French armed forces (or really in any non-American armed forces) at some point in the past might be interested in an online resource from the New York Public Library:

Uniforms and Regimental Regalia: The Vinkhuijzen Collection of Military Costume Illustration. Nearly 20,000 prints, drawings, watercolors, and printed book and magazine illustrations of military costume as well as military medals, regalia, insignia, coats of arms, and regimental flags, from most times and places except the United States.

http://digitalgallery.nypl.org/nypldigital/explore/dgexplore.cfm?topic=history&collection=UniformsandRegimenta&col_id=206

The link below takes you to a page that allows you to browse the French illustrations by date (the French collection apparently only goes through 1795):

http://digitalgallery.nypl.org/nypldigital/dgtitle_tree.cfm?title_id=614958&level=2&tword=

The search feature isn't all it should be, since they haven't always included the information from the caption as part of the record. So, for example, if you search for "Hussards" you get 11 images, but there are far more than that in the collection. So it's a matter of hunting and pecking, but worth the effort if this is an area of interest.

Robert Behra





MEMOIRS MAKE SENSE

By LaRae Free Kerr

I remember our teacher hustling us outside into the Panaca Grammar School yard. All four teachers lined up the eight grades of children parallel to the back of the school building. We girls stood in our little dresses, the boys in cotton pants and shirts, our feet shuffling to find smooth spots on the dirt playground.

Our teachers pointed to the North. And this is what we saw: the top part of a giant mushroom of cloud and debris, roiling and rising in the afternoon sky. Powerful, it churned and burned, growing outward. I thought, and this is absolutely true, I remember the exact words my little six-year-old mind said to myself: "This is an historic event. I will always remember it." And well I should, as you will see.

Unlike the great majority of my ancestors who left nothing written, I believe Winston Churchill when he said, "History will be kind to me for I intend to write it." I want to understand myself and my times, so I am writing my memoirs. I can't do a thing about my non-writing ancestors, but I can write for myself. So should you.

Don't even try to write your story chronologically, unless that comes easy to you. Write thematically: all your happiest times together, all your spiritual times together, how you overcame great problems, etc. Write stream-of-consciousness: this happened, then this, oh yes, and back before that this happened. Write for meaning: the sadness surrounding the coffin in the living room was dissipated by another coffin in the living room nearly forty years later.

Don't worry about grammar or spelling; just get your true stories down on paper or into the computer. Once you have written an event from your life, document it if you can – and if you want to. I want to. I seem to really like it. Documenting my life adds dimensions and precisions I hadn't been aware of previously.

So I talked to my very best childhood friend about watching the atomic bomb explode. She hadn't remembered it. I talked to my little sister. She hadn't started school yet, so she was not lined up in the schoolyard. But knowing that, gave me a date. Since there are only two years between us in school, if she was not yet in school, I had to be in either the

first or second grade when I watched the mushroom. That meant this event occurred in 1951 or 1952.

The next question was, when were the bombs detonated in the Nevada desert? Sure I checked the Internet. Did you know there is an Internet company named the H-Bomb? And bomb seems to be related to a bunch of sites I'd rather never see. But *People's Chronology: A Year-by-Year Record of Human Events from Prehistory to the Present*, by James Trager, had two Nevada-test-site atomic bomb entries for 1951 and 1952. Ahh, I'm not crazy.

My Dad said, "We were told they were going to explode. It was announced in the newspaper. The bomb was like a big mushroom coming up, the dust and cloud was just like a mushroom bouncing up out of the earth." Dad remembers more than one, maybe as many as six explosions. We agreed that someday, if I wanted to, I could check the archives of the Lincoln County Herald for the announcements.

Watching that hydrogen blast was indeed an historic occasion. Little did I know how it would affect my life. But the radiation sifted down on us, on our playground, on our gardens of vegetables, on our fruit trees, on our swimming hole, our water supply, on the animals we would eventually eat. It got canned in the Kerr jars with the peaches and green beans. We didn't see it, but down it came.

My dearest friend, who didn't remember standing in the school yard, has had brain cancer and surgery after surgery. I was flat in bed for ten years when my children were small and have suffered with a chronic illness all my life. My sister and father have poor health. My dear mother died of leukemia. How those few moments of mushrooms changed our lives.

Writing your memoirs allows you and your descendants to understand how you responded to what you were handed. It enlarges your views of the world as well as your place in it. Write — write your life, for the history of the world is not complete until it includes yours.

LaRae Free Kerr, M. ED., can be reached at itsallrelatives@grundyec.net. Contact her for more information about The Memory Jar System©2005 for writing memoirs

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www.myancestorsfound.com/news.htm

GREEN-WOOD HISTORIC FUND'S CIVIL WAR PROJECT

By Jeff Richman
<grnwdtours@aol.com>

In August of 2002, the Green-Wood Historic Fund, part of Green-Wood Cemetery in Brooklyn, New York, restored, recast, and rededicated its Civil War Soldiers' Monument (1869). Inspired by the enthusiasm of the many Civil War reenactors who attended that rededication, we soon launched the Civil War Project. This unprecedented Project, soon to begin its fourth year, has several goals: to identify the thousands of Civil War veterans interred at the cemetery (when we launched this Project, we naively thought that there were 500 or so veterans here), to write their biographies and locate photographs of as many of them as possible, to tell their stories in a book (in their own words and in a chronology of the Civil War from their perspective), to mark any unmarked graves with Veterans' Administration gravestones, and to honor their memory with an exhibit at the Brooklyn Public Library.

Toward these ends, hundreds of volunteers have searched the cemetery's 478 acres for Civil War markers. Through the efforts of many volunteers, working from their home computers, we have gone name-by-name through the muster rolls of regiments raised primarily in New York City or Brooklyn, comparing those names to the cemetery's online database. In all, we have checked the names of approximately 100,000 Civil War soldiers. We have held research days at the cemetery, during which volunteers have worked with the cemetery's original records, trying to discover Civil War veterans by comparing a soldier's name and year of birth to those of the man with the same name at the cemetery or by searching through historic photographs of the cemetery grounds.

Volunteers have been writing biographies; we now more than 300 pages detailing the service and lives of approximately 2000 veterans whom we have determined are interred at Green-Wood. And, we have received histories of veterans from descendants across America and Europe, who have read about our Project in *The New York Times* and in an Associated Press article, which ran nationally. We also have been researching the stories of these men in regimental histories, in 19th century newspapers, and at the National Archives.

On Memorial Day, 2007, we will read the names of all of the Civil War veterans we have found to be interred at Green-Wood Cemetery. Descendants of these men will be invited to attend and read the name of their ancestor. And, by then, we will have done a reverse search of the cemetery, determining which veterans are in unmarked graves, doing the necessary Veterans Administration paperwork to order gravestones for each of them, and will have what are likely

to be hundreds of such gravestones lining the entrance to the cemetery. The cemetery will then install these gravestones without charge.

Finally, in the fall of 2007, our Civil War Project will culminate with the book release and an exhibit at the main branch of the Brooklyn Public Library, on memory, Brooklyn, and the Civil War. Fittingly, the Library is located on Grand Army Plaza and bronze memorials to Generals Henry Slocum and Governor Warren are just across the street.

While our Civil War Project is far from done, its rewards have already been great. We have discovered some incredible stories, have been inspired by the generosity of the descendants of these veterans, and even have dug up gravestones that had disappeared into the earth. And, this Project's rewards undoubtedly will become even greater as we are able to honor more and more of our Civil War veterans.

Jeff Richman is the historian at Green-Wood Cemetery in Brooklyn, New York. Please contact him at grnwdtours@aol.com if you have information about a Civil War veteran interred at Green-Wood.

[SBCGS Member Sue Ramsey contacted Jeff Richman regarding Civil War Veteran Captain Samuel Harris Sims, whom she wrote about in *Ancestors West*, Spring 2004, Vol. 30, No. 3. Captain Sims is buried in the Green-Wood Cemetery in Brooklyn, New York. Sue plans on going to the 2007 Memorial Day ceremony to honor the Civil War veterans buried there.]

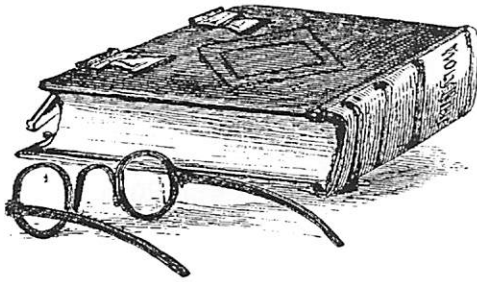


TEN THOUSAND-YEAR CALENDAR

You can enter a year and month then find what day an event happened on. You can also get a printable version of that month, to add to research notes. In all, a neat site for researchers. The URL of the site, <http://www.calendarhome.com/tyc/>

*Submitted by Don Burns, SBCGS Member
<LazyTomhstone@aol.com>*





BOOK REVIEWS

***Tracing your Nineteenth Century Family History*, by Stuart A. Raymond, published by Federation of Family History Societies (publications) Ltd., c 2005, printed by Alden Group, Osney Mead, Oxford, OX2 OEF United Kingdom.**

This delightful little pocket reference is very complete for England. It covers not only a variety of references available to the family history researcher, but also specific information about how and what the researcher will find for Civil Registration, Church Registers & Records, Nonconformist Registers & Records, Monument Inscriptions, Census, and Wills. Further, it shares how to find records about occupations, military, yeomanry, poor and working classes, newspapers and journals, trade directories, migration, court and educational records, parliamentary papers, land, and official lists.

***Irish Family History on the Web, A Directory, Second Edition*, by Stuart A. Raymond, published by Federation of Family History Societies (publications) Ltd., 2nd Edition c 2004, printed by Alden Group, Osney Mead, Oxford, OX2 OEF United Kingdom.**

This 112 page text is a very impressive collection of websites. The author has added helpful notes to many of the websites listed. Examples of his comments are: "pay per view site," "index," "some free data," "fiche for sale," "little indication what the sources are," "mainly transcriptions," and "site under construction." I felt this would be very handy for the Irish family history researcher, particularly with three different indices at the back.

***Basic Facts About ... The Wesleyan Methodist Historic Roll*, by Richard Ratcliffe, Series Editor Pauline M. Litton, published by Federation of Family History Societies (publications) Ltd., c 2005, printed by Alden Group, Osney Mead, Oxford, OX2 OEF United Kingdom.**

This was interesting to read. It covered the (British) Methodist Church history and the resources of the compiled names for the Twentieth Century Fund collected 1899 through 1904, into 50 volumes. This pamphlet enlightens the reader of the purpose of this Fund, who organized it, and the means

to understand what the Basic Index is, and, how to find particular fiche by districts available to the researcher.

***Basic Facts About ... Methodist Records for Family Historians*, by Richard Ratcliffe, Series Editor Pauline M. Litton, published by Federation of Family History Societies (publications) Ltd., copyright Richard Ratcliffe, c 2005, printed by Alden Group, Osney Mead, Oxford, OX2 OEF United Kingdom.**

This is a truly helpful pamphlet about the history and organization of the (British) Methodist Chapel Records, Records of the Methodist Circuit, National or Connexional Records, those available in Scotland, Wales, other sources, bibliography, useful addresses, Methodist booksellers, and a Methodist Calendar. This includes the Historic Roll, the distinction between the local records and those that are available in Districts or the Methodist Archives. There are a number of websites noted, repositories listed, and examples of information that may typically be found in these church records.

Reviewed by S. A. Mendenhall

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SBCGS PUBLICATIONS FOR SALE

Order publications listed below from the Society's Sahyun Library, SBCGS, PO Box 1303, Goleta, CA 93116-1303, attention: Emily Aasted.

• *The Great Register 1890 - Mono County, California.* Male Surnames in the Mono County Election District, 18 pp., \$5.00 p&h \$3.20

• *The Great Register 1890 - Mendocino County, California.* Male Surnames in the Mendocino County Election District, 102 pp., \$12.00 p&h \$3.20

• *Santa Barbara Newspaper Extracts, 1868-1880.* Surnames extracted from newspapers, indexed, 100 pp., \$12.00 p&h \$3.20

• *The 1888 Santa Barbara City Directory.* 90 pp., \$10.00 p&h \$3.20

• *The 1895 Santa Barbara City Directory.* 90 pp., \$10.00 p&h \$3.20

• *Roots, Recipes, & Recollections,* a collection of recipes and stories presented by The Santa Barbara County Genealogical Society, pub. 1999, 187 pp., spiral bound. \$10.00 p&h \$3.20

CALENDAR OF EVENTS

AUGUST 2005

There will be no meeting in August. Watch our website for program details at www.cagenweb.com/santabarbara/sbcgs/

August 21, - Sunday SBCGS and Dingle, Ireland Sister City members will meet for an afternoon to explore their Irish roots.

SEPTEMBER 2005

September 7-10, - Salt Lake City, Utah: FGS/UGA Conference: Reminders of the Past: Visions for the Future. See program details and registration at www.fgs.org. The Family History Library will be open for extended hours to allow time for personal research.

September 17, Saturday. Santa Barbara County Genealogical Society Meeting at First Presbyterian Church, 21 E. Constance at State, Santa Barbara, CA. Program to be announced in Tree Tips. Help groups begin at 9:30; general meeting begins at 10:30. Park in upper lot off Constance. See our website for program details at www.cagenweb.com/santabarbara/sbcgs/.

OCTOBER 2005

October 1, Saturday. Picnic in the Graveyard. SBCGS will lead a tour of the Los Alamos Cemetery with a box-lunch to follow in a nearby park. Come listen to the cemetery residents tell you their stories and history of the Los Alamos area. A tour of the town will follow lunch.

October 1, Saturday. San Luis Obispo County Genealogical Society and the San Luis Obispo County Historical Society will host "Central Coast Genealogy and Local History Fair and Mixer." More information about this free event can be found at www.kcbx.net/~slogen.

NOVEMBER 2005

November 14-19, - Salt Lake City, Utah: Everton Publisher and My Ancestors announces the 2005 Fall Research Retreat. See the Web site www.myancestorsfound.com for more information

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