



Ancestors West

A quarterly publication for members of the
SANTA BARBARA COUNTY GENEALOGICAL SOCIETY

August 2013 Vol. 38, No. 3 No. 3

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SANTA BARBARA COUNTY GENEALOGICAL SOCIETY

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Sahyun Genealogy Library
(SBCGS facility)

316 Castillo St., Santa Barbara

Phone: (805) 884-9909

Hours: Tuesday

10:00 a.m.-4:00 p.m.;

5:00-8:00 p.m.

Thursday, Friday

10:00 a.m. - 4:00 p.m.

Sunday 1:00 - 4:00 p.m.



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Ancestors West is currently published quarterly in February, May, August, November. Articles of family history or of historical nature are welcomed and used as space permits (see inside back cover for submission details).

As available, current and back issues are \$6.00 each including postage. Library subscription to *Ancestors West* is \$20.00 per year. *Ancestors West* is indexed in the **PERiodical Source Index (PERSI)** published by the Allen County Public Library, Ft. Wayne, Indiana.

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

Active (individual) - \$40; Family (2 same household) - \$60; Friend - \$50;
Donor - \$75; Patron - \$150; Life - \$1000 (one-time donation)

Meetings: Regular monthly meetings are held on the third Saturday of each month except August. Meetings begin at 10:30 a.m. at the First Presbyterian Church, 21 E. Constance Ave. at State Street in Santa Barbara. Prior to the meeting at 9:30 are sessions for Beginners, Help Wanted, Germanic Research, DNA Single Interest Group (SIG), and Computer Help.

Established in 1972, the Santa Barbara County Genealogical Society (SBCGS) 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.

Past Presidents

Mary E. Hall	2011-2012	Doreen Cook Dullea	1984
Art Sylvester	2007-2010	Norman E. Scofield	1983
Michol Colgan	2003-2006	Harry Titus	1982
Sheila Block	2002-2003	Emily Petty Thies	1981
James Friestad	2000-2002	Bette Gorrell Kot	1980
Emily Hills Aasted	1998-2000	Harry Titus	1979
Janice Gibson Cloud	1996-1998	Mary Ellen Galbraith	1978
Cheryl Fitzsimmons Jensen	1994-1996	Carlton M. Smith	1977
Carol Fuller Kosai	1993-1994	Selma Bankhead West	1975-1976
Beatrice Mohr McGrath	1989-1992	Harry R. Glen	1974-1975
Ken Mathewson	1987-1988	Carol Roth	1972-1973
Janice Gibson Cloud	1985-1986		

June 2013—THE PRESIDENT'S REPORT

STATE OF THE SOCIETY

This June was, first and foremost, the 50th anniversary for Carol and me.



But, it was also the end of my first year as your president—and I am pleased to report that the STATE OF OUR SOCIETY is good. No, that's not right. The STATE OF OUR SOCIETY is

WONDERFUL!! Let me count the ways:

- * Our **membership** is on a definite upswing—most recently it was 611 members.
- * **Attendance** at our monthly membership meetings at First Presbyterian Church has exceeded records.

- * **Library usage** has almost doubled.
- * **Library hours** have expanded, even including evening hours now.
- * Library **book acquisitions** have exploded.
- * **Computer programs** available for members free at the library have doubled.
- * We have a **beautiful new library wing**, debt-free!!
- * We are operating on a **balanced operating budget** and will, this year, report once again at least \$10,000 in excess income over expenses.
- * Our **operating reserve**, which is carefully and conservatively invested, equals six months of operations.
- * Our **endowment** has grown to exactly one-third of a million dollars.
- * Our **educational programs** are expanding.
- * Our **property**—the Sahyun Genealogy Library and the grounds—has never looked better.
- * Hundreds of **volunteers** have put in thousands of hours of service and have had lots of fun doing it.

So, now you see why I say the STATE OF OUR SOCIETY is **WONDERFUL!!**

Are there any negatives? Yes. But only one that I know about: you and I are now one year older.

What About Next Year?

Who knows what next year will bring. But here are some of my hopes and dreams.

- * We will finalize our next five-year plan. (We have completed the last one.)
- * We will complete a usage plan for our entire property and will be able to (1)

begin to replace some aging rental buildings, (2) beautify our landscaping, and (3) provide significant new additional parking.

- * We will start a low-key endowment campaign to underwrite the future of our Society and property forever.
- * We will undertake significant new programs in preservation and conservation of Santa Barbara historical and genealogical resources.
- * Our increased efforts in education and communication will result in a whole lot of new members who will join us in the joys of genealogy.

AND FINALLY. . .

- * In the doing of all of this, we will have a LOT OF FUN and JOY.



So, here we come. The Santa Barbara County Genealogical Society is on the move. WATCH OUT!! Thank you, everyone.

Oops! CORRECTION

In the last issue of *Ancestors West* Vol. 38, No. 2, 2013, on page 31 the author in footnotes 3 and 6 should be **Walker A. Tompkins** not Walter A. Thompkins. The change should also be reflected in the surname index on page 34. Replace Thompkins, 36 with **TOMPKINS 25, 26, 31.**



Sorry for the inconvenience and error. Ed.

Bob Bason

Genealogical Quips

found on various websites

Adam and Eve probably found genealogy boring.

A family history shows you've really lived!

Genealogical Bonsai: Little family trees.

Genealogists: Time unravelers.

Genealogy: Chasing your own tale!

Genealogy made me what I am today.

He ain't heavy—He's my brother's aunt's sister's husband.

Heredity: Everyone believes in it until their children act like fools!

All the really important information is on that missing page.

I only work on Genealogy on days that end in "Y."

I trace my family history so I will know who to blame.

I used to have a life, then I started doing genealogy.

Genealogists: People helping people...that's what it's all about!

When I searched for ancestors, I found friends!

My Elusive Great-grandfather

Nancy E. Loe

I've been on the trail from California to Chicago to the Upper Peninsula of Michigan to Austria for several years in search of my elusive great-grandfather, Gottfried Ernst HANN.

All it took was countless searches, two research trips to the Midwest, a hired researcher, and Cari Thomas and her splendid Germanic Genealogy class to solve the mystery of Gottfried.

As I began my research, the only thing I knew for certain was Hann was his surname and that he had died before my grandmother was born. Consulting family members first, I discovered that he was from Austria, perhaps from the Tyrolean region, he wore lederhosen on holidays, and his forename was either Mannfried or Gottfried. That was it—the sum of family knowledge. No documents. No photographs.

A Cook County (Illinois) death certificate revealed that he died of multiple organ failure on 17 October 1896 at the age of 35. On 30 Dec 1896 my grandmother was born, leaving my Swedish great-grandmother with three children under the age of four to raise on her own.

Gottfried was buried in a term (rented) grave at Saint Boniface Cemetery in Chicago. When the family was unable to find the money to purchase the plot, he was buried deeper and the plot resold.

I then found a Catholic marriage record which revealed Godfrey Ham married Anna Lovisa Larson on 27 Apr 1891 in Marquette County, Michigan. At the time of the wedding Gottfried was working as a teamster at an iron-ore mine. After April 1893 the Hann family moved from the

Upper Peninsula of Michigan to Chicago.

Gottfried had no immigration record, no naturalization papers, no census, no Chicago parish records, and no obituaries in the Chicago papers...in English.

That's when I decided to search for an obituary in Chicago German-language newspapers, of which there were many. A hired researcher working at the Newberry found two; one of the obits had that blessed birthplace noted—Ladis, Tyrol, Austria.

The researcher's translations of the obits were sketchy. I put the records aside and hurried off to continue my research in Austrian records.

At the same time the Chicago researcher was working, I found my grandmother's Catholic baptism record in the vaguely named "World Miscellaneous Births and Baptisms, 1534-1983" database at Ancestry.com. The baptism record revealed a godparent with the same last name. Ehrenreich Hann lived a long life and prospered as a saloon owner in Chicago. His birthplace? Ladis, Tyrol, Austria. (Later I discovered Gottfried and Ehrenreich were half-brothers.)

I had taken Cari Thomas's Germanic Genealogy class in 2012 and I repeated the class this spring. (I'll be back in 2014 and maybe I'll even graduate in 2015!) Having no German to my name other than "Gesundheit!" and "dummkopf," I especially appreciate Cari's emphasis on record translation. Gradually I was able to read some of my parish records with the help of three different German genealogy handwriting books, study sessions with a friend who also took the class, and Cari's immense patience.

Last week, to keep my puny German skills alive, I found the Chicago *Abendpost* and *Illinois Staats-*

Zeitung obituaries for Gottfried and translated them.

(Illinois) *Staats-Zeitung*, Sonntag, 18 Oktober 1896, S. 5

Gestorben: Gottfried Hann, geboren am 2. Mai 1861 in Ladis, Tyrol, 35 Jahre alt, gestorben am 17. Oktober 1896. Hinterläßt Frau und zwei Kinder. Beerdigung findet statt Montag, den 19. Oktober, Nachmittags 2 Uhr, von 21 Dayton Str. Tyroler und Vorarlberger Verein Chicago. F. A. Mathis, Sekretär, Daniel Kulin, Pres.

Gestorben: Gottfried Hann, geboren am 2. May 1861 in Ladis, Tyrol, 35 Jahre alt. Gestorben am 17. Oktober 1896. Hinterlasst Frau und zwei kinder. Beerdigung findet statt Montag, den 19. Oktober. Nachmittags 2 Uhr. von 21 Dayton Str. Tyroler und Vorarlberger Verein Chicago. F.A. Mathis, Sekretär. Daniel Kulin, Pres.

Died: Gottfried Hann was born on 2nd May 1861 in Ladis, Tyrol, 35 years old. Died on 17th October 1896. Leaving his wife and two children. Burial will be held Monday, 19th October. 2 o'clock in the afternoon. [Funeral party leaving] from 21 Dayton Street. Tyroler and Vorarlberg Club Chicago. F.A. Mathis, Secretary Daniel Kulin, President. *Chicago Abendpost*, Samstag, den 17 Oktober 1896, Seite 4

Gegenseitiger Unterstützungsverein der Ver. Oesterreicher und Bayern!
Den Mitgliedern zur Nachricht, daß Gottfried Hann am 17. Oktober gestorben ist. Die Beamten und betreffenden Mitglieder haben sich am Montag Nachmittags um ½ 2 Uhr im Vereinslokale zu versammeln, um dem Verstorbenen die letzte Ehre zu erweisen.
B. Solzpfel, Präsident.
Wm. Fischer, Sekretär.

Gegenseitiger Unterstützungsverein der Ver[brüderung?] Oesterreicher und Bayern!

Den Mitgliedern zur Nachricht dass Gottfried Hann am 17. Oktober gestorben ist. Die Beamten und betreffenden Mitglieder haben sich am Montag Nachmittags um ½ 2 Uhr im Vereinslokale zu versammeln, um dem Verstorbenen die letzte Ehre zu erweisen. *Der Westen*

Mutual Support Association of the [Brotherhood?] of Austrians and Bavarians!

Message to the members that Gottfried Hann died on 17th October. The officials and concerned members on Monday afternoon at 1/2 before 2 o'clock to gather in the clubhouse, to pay their last respects to the deceased.

Ethnic fraternal organizations often acted as proto-insurance companies to immigrants. The modest dues each week provided small payments to families if something befell the man of the house. My next research stop is *Records of Ethnic Fraternal Benefit Associations in the United States: Essays and Inventories* published in 1981 by the Immigration History Research Center at University of Minnesota, for more information on these associations.

All eight of my great-grandparents were immigrant ancestors, arriving in Chicago after 1882, from Norway, Sweden, Prussia, Austria, and Scotland. Gottfried Hann and his wife, Anna Lovisa Larsdotter, were the only two of the eight to cross religious and ethnic lines to marry. I'm still rather obsessed with them both.

Nancy E. Loe, MA, MLS, is an archivist, librarian, and genealogist, who began her career as Genealogy Librarian at Pikes Peak Library District in Colorado Springs. She has managed local history, genealogy, and special collections in public and academic libraries, and recently retired from her position as head of Special Collections and University Archives at Cal Poly.

She has written several books, including a centennial history of Cal Poly and two titles on W.R. Hearst, Julia Morgan, and San Simeon. She has published a series of genealogy guides, including an e-book on organizing genealogical research using archival principles, which is her favorite topic.

Visit her on the Web at sassyjanegenealogy.com.

I'm not stuck, I'm ancestrally challenged.

Isn't genealogy fun? The answer to one problem leads to a dozen more!

It's hard to believe that someday I'll be an ancestor.

Jeanealogy: the study of LEVIS and WRANGLERS.

My ancestor was in a witness protection program.

My kids will appreciate the research I've done... when pigs fly.

My life has become one large Gedcom!!

My problems are all relative.

Old genealogists never die, they just lose their census.

Only a Genealogist regards a step backwards as progress.

Searching for lost relatives? Win the Lottery!

Searching shipping records: naval gazing.

So many ancestors...so little time!

The person who said "Seek and ye shall find" was not a genealogist.

Theory of relativity: If you go back far enough, we're all related.

Warning: Dates in calendar are closer than they appear.

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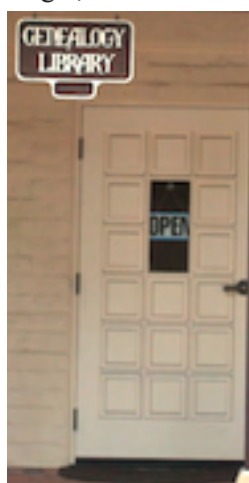
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Sahyun Genealogy Library "Researching the World" . . .

is our tag line. What does it mean? It means the 20,000+ books, periodicals, maps, microfiche and CDs at the Library offer resources to help you research most anywhere in the world.

All 50 states are represented, some with detailed information on counties and cities. As for the world, we have a tremendous collection of books and CDs on Irish genealogy and the series collection of Germans to America. Search our [card catalog](http://www.sbgen.org) online (www.sbgen.org) and find 50 books on Italian genealogy and another 400 on Irish genealogy. Typing in "map" gives you 725 results; "Mayflower," 425. British, French, Swedish, French, Polish and on and on . . .

Vital records, military records, census records, yearbooks, family histories and, let's not forget, Santa Barbara resources, death records, cemetery records, city directories, and local school yearbooks.



New are the Tuesday evening hours and the presentation of evening programs.

This is by no means a complete list so come visit our extraordinary Sahyun Genealogical Library at 316 Castillo Street in Santa Barbara.

Rosa Avolio



First Métis Families of Quebec, 1622-1748. Volume 1: Fifty-Six Families.

By Gail Morin. 2012. 226 pp., indexed, paper. Internet orders: www.genealogical.com. (\$32.95) [#9529] Include postage & handling. U.S. 4th Class \$5.50; Phone 800-296-6687.

This wonderful first book of a new series features genealogies of the first 56 Métis families who settled in Quebec, Canada, and traces their descendants for three generations. This book should excite local Québécois in their boots!

The term métis refers to the offspring from intermarriage of the early French fur traders with local native Canadian Americans. Later European settlers also married native women and were called Anglo-Métis or *Countryborn*. These days, there survives one Métis tradition. However, this series focuses on the French settlers and their descendants.

The research is wonderfully done using traditional sources such as Jette's *Dictionnaire Genealogique*, Tanguay's DGFC, and the PRDH the online index of Montreal Genealogy. The book is done in a large 8 1/2" x11" format. Nice clear print follows the Register Style for the generations. The first generation is very well documented and extensive. The second generation includes all known children. The minimum amount of information given is birth or baptism and frequently a place. More data such as a death date and place and marriage would lead to the third generation, which is given in this book.

The promise of future volumes will name further descendants, but will include only the families with generations found in the West in the 20th century. These are Jean Nicolet, Martin Prevost, Pierre Couc dit Lafleur (later called Montour), Jean Durand, Pierre Lamoureux, and Daniel-Joseph Amiot.

Louise Matz

BOOKS

Genealogy at a Glance: Research Guides of various titles, by well-known authors. Laminated, 8 1/2" x11", 4 pp. folded, published variously 2010-2012. Individually priced @ \$8.95. Shipping about \$2.50 for the first folder, add \$2.00 additional each one shipped. Order on-line @ www.genealogical.com.

These four-page folders give the researcher a handy way of learning or reviewing information for the given title. For instance, *French* or *Italian* or *Scottish Genealogy Research*. The title can be a U.S. State such as *Pennsylvania* or *Virginia*. The overseas country folders give the researcher "Quick Facts" and important dates for that country and help on following immigration/emigration and departures and arrivals. Also there are suggestions for places to check for major record sources (civil, census, military) located in the overseas country. And lastly, they contain record repositories and the best online sources where genealogy records and information may be found.



REVIEWS

At this time, there are 22 "Genealogy at a Glance" research guides available from genealogical.com. Other titles are as diverse as *American Cemetery Research*, *Family History Library Research* and *U.S. Federal Census Records*. These include a highlighted "Quick Facts" and table of contents pertinent to the topic. For example, the *Cemetery* folder gives hints about how to find burial places of your ancestors. It

highlights nine types of cemeteries and how to plan a trip to visit cemeteries. Taking great photos, doing tombstone rubbings, and locating databases for research round out the topics for this research folder. The *US Census* folder has two nifty tables for 1790-1840 and the every name censuses



1850-1940 highlighting availability and/or information asked on the censuses.

Researchers of any experience level can use and appreciate these handy “At a Glance” Research folders.

Louise Matz



With Their Eyes Turned Skyward: Santa Barbara’s Fallen Aviators of World War II

Written by SBCGS members **Michel Nellis** and **Karen Ramsdell**, this book chronicles the untold stories of forty-eight men and one woman who put their lives on hold for freedom and made the ultimate sacrifice. They joined the Army Air Force, the Navy, and the Marines to become pilots, navigators, gunners, radiomen, and paratroopers. One was an Air Corps photographer, another a construction engineer.

Each chapter profiles the life of a flier and also offers a glimpse of World War II history-in-the-making. It took the authors eighteen months to research, interview sources, and write the stories. Betty Stine planned to become an airline

stewardess; Earl Courville was to study electrical engineering; Rex Eckles wanted to enroll in an agricultural college; Jack Peres hoped to become an army surgeon. They all gave up these dreams to do the job they were called to do and then never came back. All in all, two hundred sixty-four residents of Santa Barbara County lost their lives during the war including these forty-nine aviators.



Aviation changed forever the way war is fought. It was the key in many of the World War II battles from the Pacific to the continents of Europe, Africa, and Asia. Planes were used to drop bombs, act as escorts, transport people and equipment, and conduct reconnaissance. Each of these aviators had a stake in winning the war from on high and, like da Vinci, kept their eyes turned skyward.

**Those who have tasted flight will walk
the Earth with
their eyes turned skyward, for there
they have been
and there they long to return.**

Leonardo da Vinci

Michel Nellis

See “**Unswerving Devotion to Duty**” on page 19 in this issue.

This book is available at the Sahyun Genealogy Library, the SB Public Library and for purchase on-line at Amazon.com.

B O O K R E V I E W S

GLEDHILL LIBRARY

at the **Santa Barbara Historical
Museum**

Among the most used resources in the Gledhill Library are the Santa Barbara city directories, commonly referred to as CDs. The earliest directory in the Library's collection dates from 1875 and covers the entire county. The run continues with the 1886, 1888, 1893, 1895, and 1897 volumes. Beginning with the 1901 edition the collection contains a virtually unbroken run until publication of the directories ceased in 1991.

These directories contain a cornucopia of information, listing householder names and addresses. Most have business listings, organized by type of business. Thus a researcher can discover the start and stop dates for particular firms or, more broadly, trace changes in the city's business scene over time.

Beginning in 1911, volumes also include reverse directories, a listing of residences, businesses, etc. arranged by address. This feature offers the researcher the opportunity to trace the use of a property through the decades. The 20th-century directories include Montecito and Goleta listings from 1956 forward. As research tools the Santa Barbara city directories are truly worth their weight in gold.—Michael Redmon

CHECK OUT <http://www.sbgen.org> the **Santa Barbara County Genealogical Society website** for more area resources including lineage societies.

CARPINTERIA VALLEY HISTORICAL SOCIETY

956 Maple Avenue, Carpinteria, California 93013
(805) 684-3112

e-mail: info@carpinteriahistoricalmuseum.org
website: www.carpinteriahistoricalmuseum.org

The G. Horace Coshow Library at the Carpinteria Valley Museum of History is available for research use by appointment. The non-circulating library contains books on local and western history, maps, bound newspaper volumes, family histories and genealogies, subject archives and more. A rare collection of more than 6,000 photographs chronicle the Valley's settlers and development. Another special collection of 246 tape-recorded oral history interviews with Valley oldtimers documents their lives and memories of life in Carpinteria. Both of these special collections are catalogued and cross-indexed, making them very user-friendly. Our resources are available for use by authors, newspaper and magazine journalists, artists and designers, students, genealogists, land-use planners, consultants, and others interested in our rich local heritage. Some research fees may apply. Appointments may be made by calling the business office at (805)684-3112 Mon.-Fri. 9:00 a.m.-4:00 p.m.

SANTA MARIA PUBLIC LIBRARY

421 So. McClelland St, Santa Maria, 93454
805.925.0994

Hours: M-Th: 10-8; F, Sat: 10-6. Closed Sun.
<[http://www.ci.santa-maria.ca.us/
3091.html#genealogy](http://www.ci.santa-maria.ca.us/3091.html#genealogy)>

Strengths: passenger lists, local histories, local newspapers from 1882, city directories, local yearbooks, holdings of the Santa Maria Valley Genealogical Society Collection; Ancestry.com in-library; obituaries by email or postal request.

A R E A R E S O U R C E S

AUGUST CELEBRATIONS

When I was planning this issue of *Ancestors West*, I looked up what is celebrated in August. National Aviation Day and National Women's Equality Day stood out. I asked members to consider writing articles with these two celebrations in mind. I hope you enjoy reading the contributions. Ed.

National Aviation Day in the U.S. was proclaimed in 1939 as August 19th by President Franklin Roosevelt. It was established to celebrate the history and development of aviation. It coincides with the birthday of Orville Wright who, together with his brother Wilbur, made significant contributions to powered flight.

National Women's Equality Day On August 26, 1920, after three generations of an unrelenting, brilliant and courageous political campaign, women in the United States won the right to vote. To honor and commemorate this historic event, in 1971 Bella Abzug (NY-D) introduced a Congressional Resolution to ensure that this date would be commemorated with the designation of Women's Equality Day, which is celebrated on August 26th each year. This year is a celebration of the wide-range of occupations and accomplishments of women.

My Mom Was A WASP (Women Airforce Service Pilot)

Lin Reetz

Ruth Lindley Muller was born August 21, 1920 in San Diego. She was the fourth child of Fred and Alma Lindley, descendants of sturdy Kansas pioneer stock. Fred was a lawyer and Alma had



been a teacher. Ruth attended local schools and graduated from San Diego State University. I don't know what got her interested in flying. Maybe it was watching the planes take off and land around San Diego. But it was at San Diego State where she got her flying start. She took a Civilian Pilots Training Program that earned her four units of college credit and a pilot's license. She didn't

know what she was going to do with it, but it was in her blood by that time. After graduation she took a job with a young company named IBM. But then someone told her about a new opportunity for women fliers, ferrying airplanes for the military.



Vivian Eddy and Ruth Muller taking a break

Ruth jumped at the chance. Although the pay was a meager \$75 a month, she joined the WASPs in March 1943.

Ruth was assigned class 43-W-5 and sent to Avenger Field, Sweetwater,

Texas where she would be trained for six months to fly all the same airplanes the men flew. There were trainers, bombers, and planes of every description. Everyone had to work really hard to get through the program and there was very little time for play. Ruth met women from all over the U.S. and forged life-long friendships.

Only 1,074 women graduated out of the 1,830 who entered the program. For a while, Ruth criss-crossed the U.S. delivering planes from factories where they were built to cities where they could be sent overseas. A year after starting the program she earned the opportunity to attend pursuit school. Ruth was one of 100 WASPs that qualified to fly the P-51, P-47, and other “pea-shooters.” She always said the P-51 was her favorite airplane!

By late fall of 1944, the war was winding down and there were plenty of male pilots available for the job the WASPs did. On Dec 20th 1944 the WASPs were disbanded and sent home. Thirty-



Ruth getting ready to fly a trainer

eight women pilots had been killed while flying for their country. The records for the WASP program were sealed in 1944, stamped

“Classified,” and sent to the government archives.



Ruth in cockpit

My mom wrote home to her family, “I have never done anything which I liked better, felt was more useful, or satisfied me as

much as being a WASP.”

In 1977, a press release from the USAF Academy noted that the Air Force was graduating 10



Ruth in dress uniform



In P-38 cockpit

women pilots from flight training, who would be the first women in history to fly American military aircraft. The WASPs, whose records had been sealed since 1944, began a campaign for fair and just recognition. They wanted to set the record straight. Soon after the WASPs lobbied Congress for veteran status. In

November 1977, the WASPs, with support from Sen. Barry Goldwater, were given veteran status. And in 2010 the WASPs were awarded the Congressional Gold Medal for their service.

Sadly, Ruth did not live long enough to see that Gold Medal. She did see her WASP jacket and wings given to the Smithsonian American History Museum. They are now on display as part of the permanent exhibition “The Price of Freedom.” After her death I found dozens of letters to her family during her WASP years. Her mother had saved them all! All the letters and some pictures have been donated to Texas Women’s University WASP archives.

Lin Reetz
<linreetz@cox.net>

**WASP
Gold
Medal**



Sylvia Bredall Barter Women Airforce Service Pilot (WASP)

Karen Harris

While surveying the first fifty years of graduates of the Santa Ynez Valley Union High School from 1898 to 1948, a most interesting woman emerged from this cohort group; her name is Sylvia Bredall.

She was a graduate from the Class of 1937, who summarized her significant life experiences for the 75th anniversary of the founding of the school in 1970, with the following description:

“ . . . graduated from Merritt Business College [1938] in Oakland and did secretarial work. She and her husband, Eugene [Barter], both served in the Air Force during WWII. They have four children, including a set of twins, all now married and in the process of adding still another generation to the clan.”

Perhaps, like many young women who followed the exploits of Amelia Earhart, who disappeared during her attempt to circumnavigate the globe in 1937, Sylvia became interested in flying and

subsequently took lessons following the completion of her course work at Merritt Business College and later employment.

The *Santa Ynez Valley News* carried many articles about flying and the development of the aircraft industry since the founding of the newspaper in November of 1925. Features included stories about Charles Lindbergh, Howard Hughes and other pilots as they broke flying records; therefore, it was in keeping with this interest that the August 16, 1940, edition of the paper printed this article about Sylvia and her passion for flying on page one:

Sylvia Bredall Featured In Plane Story As She Passes Pilot Test

The *Salinas Index-Journal* last Friday featured two photos on the front page showing three girls from Salinas as being flying femmes. The three girls had just passed the pilots test and Miss Sylvia Bredall, daughter of Mr. and Mrs. Anker Bredall of this place, was included in the pictures, showing her at the controls. She took her solo flight last Sunday to earn her solo rating in the C.A.A. and passed the flyers test with a score of 96 out of a 100 possible points.

The *Index-Journal* says in part: "Just to show you that these maids are really interested in the art of manipulating a flying machine, Miss Bredall has postponed her wedding to Eugene Barter of Salinas from the first of September until the last of the month so that she will become a bride along with earning her solo pilot license. One of the prerequisites of the marriage is an airplane which the couple hopes to purchase as soon as possible.

And indeed, according to this report on page 1 of the October, 4, 1940, issue of the local newspaper, Sylvia Bredall and Eugene Barter married on September 28, 1940, in Solvang, at the Danish Lutheran church:

Barter-Bredall Wedding Took Place Here Sat.

The marriage of Miss Sylvia Elsie Bredall, daughter of Mr. and Mrs. Anker Bredall of Solvang, and Mr. Eugene Howard Barter, son of Mr. and Mrs. Lester H. Barter of Salinas, took place at high noon last Saturday at the Danish Lutheran church in this city. The Rev. Aage Moller, pastor of the church, performed the ceremony, with Mrs. Gudrun Sorensen presiding at the organ.

Fall flowers in pastel shades were used in decorating the church, making a beautiful setting for the ceremony which united this popular young couple.

The bride, given in marriage by her father, was lovely in a gown of white marquisette and lace. She wore a finger-tip veil held in place by a coronet of orange blossoms, and carried a bouquet of pink rosebuds and lilies of the valley. Miss Rosalie Bredall was her sister's bridesmaid. She was gowned in rose pink marquisette and carried Cecil Bruner roses.

John Barter of San Francisco, brother of the bridegroom, was best man.

Following the ceremony, a buffet luncheon and reception was held in the lovely garden of the bride's parent's home, and was attended by about 60 relatives and close friends of the couple. Out-of-the-valley guests included the bridegroom's parents, Mr. and Mrs. Lester H. Barter, of Salinas; John May, also of Salinas; the Misses Rigmor and Inga Poulsen, Oakland; Mr. and Mrs. John Barter, San Francisco; Miss Anne Cemrich, Santa Monica; Miss G. M. Gaunthier, Hollywood; Mrs. Mildred Murchison, Carpinteria; Mr. and Mrs. Frank Harrington, Los Angeles; the Misses Ceceila Larsen and Victoria Svendsen, Santa Barbara.

The bride, whose parents were among the first settlers in Solvang, was born in Solvang. She received her public school education in the local schools, graduating from high school with the class of '37, after which she took a commercial course at the Merritt School of business in Oakland. For the past two years she has held a position in the AAA offices in Salinas.

Mr. and Mrs. Barter both received pilot's licenses shortly before their marriage, having completed the Civil Aeronautics course in Salinas. In a class of 30 taking the course, Mrs. Barter received the highest rating.

The bride's going-away gown was a suit of soldier blue with black accessories. She wore a corsage of gardenias. The honeymoon will be spent at Lake Tahoe, after which Mr. and Mrs. Barter will make their home in Salinas, where the bridegroom is in business connected with the Salinas Valley Realty company.

Following the invasion of Poland on September 1, 1939, this country became the "Arsenal of

Democracy” and the military draft was introduced in 1940. Many current and former residents of the Santa Ynez Valley found employment in the aircraft, shipbuilding, and munitions industries of Northern and Southern California, or they enlisted in the various branches of the service: the Army, which, at that time, included the Air Corps, Navy, Marine Corps, Coast Guard and Merchant Marine. Women from this region later volunteered in the auxiliary female service branches, along with overseas postings under sponsorship by the American Red Cross.

“Letters from Our Boys in the Service” became a weekly feature in the *Santa Ynez Valley News*. Although the correspondence was regularly censored by military authorities, these letters were lively and informative reports, describing training, relocation and combat experiences. The local American Legion Post No. 160 and the *Santa Ynez Valley News* sent copies of the weekly newspaper to those who were serving in the armed forces and this weekly paper maintained a Service Honor Roll with the names of military personnel from the Santa Ynez Valley listed. In this way, the newspaper provided a social network between the home front and the battle front.

At the time the following letter, written by Sylvia Bredall Barter, was published on Friday, July 23, 1943, page 5, Phil Lockwood was substituting as editor of the newspaper, while Walter L. Hanson, editor and co-owner of the *SY Valley News*, along with his wife, Mella Hanson, was convalescing in Arizona.

Letters From Our Boys In the Service

Dear Phil:

Having numerous very good friends in Solvang, and a definite shortage of time for letter writing, so that I can't possibly begin to write each and every one, I

suddenly struck upon the idea that I'm in the service, and might possibly rate the privilege of having a letter published in the "Boys in the Service" column. You're probably swamped with letters from all over the world, and people who are doing much more interesting things than myself, but I'd like to tell about the kind of work I'm doing, too.

I must confess here and now that another reason prompting this letter is the wish that any boys or girls in the service who happened to be in this part of the country would look me up. It's pretty lonesome so far away from beautiful California (this is undoubtedly the hottest country I ever hope to encounter). And I'd certainly welcome anyone from home.

This Avenger Field, in Texas, of which we're extremely proud, is composed entirely of women fliers. We're in a civilian capacity, but are under the strictest military discipline. Army Air Force officers are in command, and plainly speaking, we have to "cut the buck" in every respect.

In order to be recruited, a girl must be between the ages of 21 and 35, have 35 hours of flying time and a student pilot's license. The very first day we arrived we were introduced to our "work uniform" which must be worn at all times on duty. They are nothing less than those green G.I. coveralls, and size 42 was the only available size when our class arrived. They're known only by the name "zoot suit" here, and mine isn't so bad. It only wraps around me three times, but I wish you could see the little 5 ft. 2 in. girls in them. We get a big kick out of the whole thing.

In the evening, however, we are permitted to wear our civilian clothing, and the change from coveralls to a dress makes all the difference in the world. One hardly recognizes one's own classmen.

We were also introduced to our living quarters, etc. We live in barracks, six girls to a room, and our beds must be made Army style, our lockers must be kept absolutely straight and immaculate at all times, and no dust on the desks or floor. I sometimes wonder when they expect us to get all this thorough cleaning done when they've worked out such a full schedule for us, but it is surprising what one can do when seven demerits a week means no open post on Sunday, and 70 demerits means elimination from this thing altogether, with no chance of coming back.

We've learned to march and to drill, and must march to all formations, ground school, mess formations, flight line, and the drill field. When I say discipline, I'm not just fooling, but we all like it a lot.

Our food is always good, and I'm very fortunate in having a good bunch of girls for baymates. They hail from every state in the country, and we seem to have a lot in common. Our chief common interest, naturally, is flying, and that, to us, is a source of never ending conversation and conjecture.

We had the pleasure of witnessing a graduation three days after we arrived, May 26, and we being the greenhorns, were detailed to guard the airplanes and help park cars, etc. in our brand-new zoot suits. We felt a little put out, but stood in awe of the graduates. It's one of the most beautiful and impressive ceremonies I have ever witnessed, and to see the wings pinned on by Jacqueline Cochran herself, surrounded by all kinds of big officials, was really something to see.

We started flying primary trainers, which are Ranger Fairchild's, 175 horsepower almost immediately, and have quite a few solo hours piled up now. We're learning

acrobatics of every description, but won't use them in our work after we graduate.

You see, this is a course of six months' duration, which fits us for ferrying planes within the continental limits of the US from factory to base and from base to base. We'll be a regular part of the Army Air Force Ferry Command, but have no idea where we'll be based after we finish here. Our flying consists of 55 hours in primary, 50 hours in basic trainers and 50 hours on twin engine advanced trainers so we really have a hard grind mapped out for us. We can be eliminated and given our walking papers any time for deficiencies in conduct or inability to fly the "Army way." They've already told us that there's the right way, the wrong way and the Army way, and the fact that you can't fly the Army way doesn't mean you can't fly a plane. However, we're all trying our level best to make the grade, and would hate nothing more than to be "washed out." It's a hard life, but a wonderful life, too.

I must admit I like being in the Army very much, and would love to hear from anyone who could spare a few minutes to drop me a line. Hello to all the boys and girls in the service, and best of luck to each and every one.

Sincerely,

Mrs. Sylvia Barter
43W 7-J-6, 318 AAFCS (W)
Avenger Field, Sweetwater, Texas

According to Wikipedia, 25,000 women applied to join the Women Airforce Service Pilots, but only 1,830 were chosen and, of those, 1,075 who successfully completed the four months of training earned their wings. The organization began as the Women's Auxiliary Ferrying Service (WAFS) in 1942 and later that year the Women's Ferry Training Detachment was formed. These

two programs were combined on July 5, 1943, and renamed the Women Airforce Service Pilots. The ladies were given the same basic flight training as the men, although they were not given instruction in combat techniques. Between September of 1942 and December of 1944, they delivered over 12,000 aircraft of 78 different types. During this time, they flew in excess of 60 million miles, transporting aircraft, towing targets, testing planes and delivering cargo. Thirty-eight WASPs died in accidents while providing this necessary service. They were considered civilians, but eventually, the WASPs did receive veterans' status in 1977.

To reflect the dedication of both males and females, the editors of the *Santa Ynez Valley News* altered the heading for the military letters section to read: "Our Boys and Girls in the Service." Occasionally, the editors would publish letters written directly to family members when significant news was mentioned. In this letter, published on Friday, December 17, 1943, page 1, Sylvia described her status as a test pilot:

Letters from Our Boys and Girls In the Service

This letter is from Mrs. Sylvia Bredall Barter, who is stationed at Douglas, Arizona, and is written to her parents Mr. and Mrs. Anker Bredall of Santa Barbara, formerly of Solvang. Sylvia is a test pilot and is the only WASP test pilot from this area.

Dec. 5

Dear Mom and Dad:
I know you've been wondering what's happened to your daughter, but honestly I've been rushed around so much since I arrived here that I've hardly had time to think.

This field is really swell. It's very large, and I am the only woman pilot in the place. Needless to say, a very noticeable sensation is caused every time I walk out with my chute to the ship. Yep, I'm really a novelty and wish like the dickens that there were other WASPs to give me some moral support. They're trying to get some more out of the next class though.

I'm living in the WAC office quarters, eat at the officers' club and all in all, I'm treated royally. But now comes the part you won't like. I'm a test pilot!!! However, on these twin-engine ships, there's nothing at all to testing them and after a couple trips around the field, they're tested. Besides that, I'll be flying other officers all over the country and will probably get several hops up to Santa Barbara way. There's someone going that way nearly every week end. In fact, they fly all over from here and S. B. is only about 4 hours by air. Isn't that nice? It would really be swell to get on one weekend after next going that way because that's Christmas you know. We'll see! The thing is, I may not know ahead of time when I start out on these trips, so don't be surprised if I drop in without warning. So far, I've flown all over Arizona and am supposed to fly to Phoenix this afternoon. Some life!

Tell Ray that a Claude Irving is a pilot here. He used to break horses in the Santa Ynez Valley.

With Love,

Sylvia.

Eventually, this feature changed again with a news subject heading to more accurately reflect the maturity of service personnel. In another letter, dated Friday, February 11, 1944, from Sylvia, she like so many of the other "Men and Women in the Service" did, is offering thanks to the American Legion for keeping her informed of local news

and expressing a desire to maintain correspondence with other friends from her hometown.

Letters From Our Men and Women In the Service

Santa Ynez Valley News

Dear Editor:

Thanks to the American Legion, I'm able to keep up on what's new in the valley and I want to thank them sincerely for the news which I have been receiving regularly.

I finished my training in November and since that time, have been based here in Douglas, Arizona as test pilot in these twin-motored training ships. It's an extremely interesting job, though very tiring, and to say that never a day goes by that something different doesn't happen puts it mildly. It's wonderful work, though.

I'd like very much to hear from the other boys and girls scattered around the country who, like myself, have very strong roots binding them to the beautiful spot called the Santa Ynez Valley, and if anyone happens to be right down here on the Mexican border in their travels, would certainly like to have visitors.

My address is
Sylvia B. Barter, WASP
c/o P. O. Douglas Army Air Field
Douglas, Arizona

Sincerest wishes to all,

Mrs. Sylvia Bredall Barter

In addition to the letters being published in the newspaper, the editor began another feature regarding military personnel: "About Valley

Service Folks" which was often found on the first page. In this news item, published on page 1 in the April 6, 1945, edition, it described Sylvia's transition from her military career into civilian life with the birth of her first daughter.

About Valley Service Folks

A daughter weighting eight pounds and twelve ounces was born to Capt. and Mrs. Eugene Barter at the Cottage hospital on Saturday March 31st. . . Her mother, the former Sylvia Bredall, daughter of Mr. and Mrs. Anker Bredall of Santa Barbara and former residents of Solvang. Capt. Barter is with the 15th Air Force in Italy where he has been since last September. He is a pilot of B-24 bomber. Mrs. Barter is also a flyer, being a member of the WASPs until they disbanded last year.

Sylvia and her husband, Eugene, were blessed with three more children and were married for almost fifty-six years. He died in 1996 and Sylvia passed away in 2009. They are buried at Oak Hill Cemetery in Ballard, Santa Barbara County, California. Her gravestone includes an inscription of her military service as a Women Air Force Service Pilot, World War II.

Sadly, Sylvia, having died in February of 2009, did not live to see the recognition on July 1, 2009, given by President Obama and the United States Congress who awarded the WASPs the Congressional Gold Medal. On May 10, 2010, the 300 surviving WASPs came to Washington, D.C. to receive the Congressional Gold Medal from House Speaker Nancy Pelosi and other members of Congress.

Karen Harris
<karen.harris.roark@gmail.com>

It was a confluence of a couple of forces that led me to look at these old newspapers; I am following

the careers of the graduates of the SY Valley High School from 1898-1948. I am also very interested in how the paper covered the events leading up to WWII and then how it covered the home front which is quite fascinating. The newspaper has also printed many letters from the men and women in the service during the war and their stories are so interesting, in spite of censorship. I was also interested in how the Danish Americans were reacting to the events in Europe and the impact of the war on them. This all started in 2009 when we were doing the research for the Picnic in the Cemetery project and I was following the lineage of some of the pioneers and was reading a March 1944 paper, looking for an obituary and it occurred to me that there was a story to research here, six blocks from my house. So I started reading papers from 1939 and then it occurred to me to collect the obituaries, as long as I was there. Then it occurred to me to go back to the beginning of the paper in 1925 and start collecting wedding announcements and educational gleanings for *Ancestors West* since I was now developing a data base of pioneer families of the SY Valley and the graduates from 1898-1948 from SYVUHS. —Karen Harris

Unswerving Devotion to Duty

Karen Ramsdell

Man's fascination with flight can be traced back over two thousand years. In 1903 the Wright brothers succeeded in making what is considered to be the first controlled, powered heavier-than-air flight. It changed our lives forever. The development of the airplane made it possible for goods and people to traverse great distances in a relatively short time frame and from the beginning played an important role in military war strategy. This is the story of a young Santa Barbara Marine Corps pilot and a small local airport both called upon to serve during World War II.

World War I hastened the development of the airplane as the military quickly redesigned the rather delicate airplanes of the time into durable fighters and bombers for a more strategic use. Heroic pilots engaged in air-to-air combat, some

earning the moniker of "Ace." Having honed their skills as pilots during the war, many of these men returned home and became air racers and daredevil pilots. The romance of aviation swept the nation, so much so that the period between World War I and World War II is known as the Golden Era of Flight.

During this time Santa Barbara was, like many communities across the nation, caught up with the romance and wonder of flight. Many small airfields sprung up between Carpinteria and Goleta where locals learned to fly and famous aviators made stops here. The most prominent airfield during the 1920s was the Ovington Air Terminal, located in the area of today's Municipal Golf Course. Also known as Casa Loma Field it was operated by pioneer aviator Earle Ovington. Eventually the encroachment of the neighboring residential tract was the death knell for the busy field which closed in 1931 after the City Council passed an ordinance prohibiting the operation of an airport or the landing or the taking off within the city.

Since the early 1920s Ovington had been a vocal proponent for a commercial service airport in Santa Barbara. An August 1, 1925, resolution of the Western Aero League (of which Ovington was First Vice-President) recognized the "strategic importance of the City of Santa Barbara on aero routes along the Pacific Coast for over-water and over-land flying" and urged the city, county and Chamber of Commerce to "secure at once the establishment of an airport at Santa Barbara to be open to commercial, army, navy, and postal aircraft."

In 1928 local aviators Royce Stetson, Gordon Sackett, and Ray Romero were given the chance to develop their own airfield which they carved out of a pasture at the corner of Fairview and Hollister Avenues. The field was located at the edge of a "swamp" (Goleta Slough) and next to a

slaughterhouse and hog farm. Soon they built a dirt runway and a hangar in hopes of operating a flying school to cover their costs. Unfortunately, their hopes were not realized.

However, as with many things, timing is everything. The same week in 1931 that the Santa Barbara City Council essentially closed Casa Loma Field, Century Pacific Airlines started daily air service between Los Angeles and San Francisco with the Goleta airfield as a stop.

Los Angeles airplane manufacturing company, General Western Aero Corporation, opened a short-lived airplane manufacturing operation at the Goleta field and by 1936 United Airlines offered passenger service to Los Angeles utilizing part of the flight school offices as a passenger terminal.

In 1940 the Santa Barbara Chamber of Commerce conducted a site study for a municipal airport. The study concluded that the Goleta airfield was the best location and, in February 1941, Santa Barbara citizens voted for a \$149,000 bond issue to purchase land in Goleta to build a new airport. Funding supplied through federal grants allowed

airport construction to begin at the end of May. Nine months later the new airport was ready to open. During this time United Airlines leased land from the city to build a new passenger terminal on the south side of the airport.



Thomas Storke

News Press Publisher
Thomas Storke, an

influential aviation advocate, noted in a May 1941 editorial headline, “The Flying 40’s’ Are Promising Great Success for City Airport” citing the insurance industry’s determination that commercial aviation was a “good” insurance risk.

Another promising development was Assistant Secretary of Commerce Robert Hinckley’s strong conviction that expenditures on civil airports were justified for national protection and Hinckley personally attached a military importance to the building of the airport in Santa Barbara.

Then on December 7, 1941, the Japanese bombed Pearl Harbor and the United States entered World War II.

Shortly before Pearl Harbor the Army and Navy began their own site search to build bases for coastal defense. Both service branches were in discussions with the city about using the new airport as a military base. On February 27, 1942, the Imperial Japanese Navy’s submarine I-17 surfaced offshore at Ellwood and shelled the Barnsdall Oil Field. There was minor damage but it fueled “invasion” fears along the West Coast.

The Navy prevailed in its negotiations with the city and construction of Marine Corps Air Station Santa Barbara proceeded post-haste in May 1942. In addition to leasing city airport land the government acquired additional acreage through condemnation of land north of Hollister Avenue for aircraft maintenance and fueling facilities and on the bluffs south of the airport (now UCSB) for base housing and recreation facilities.

By the end of May, Navy Department employees arrived in Goleta to begin the construction of the detour for the state highway on the north side of the railroad tracks. In preparation for airport development and highway diversion plans, families residing between La Patera Lane and Fairview Avenue vacated their homes.

Local newspapers reported that the Navy Department planned to send 80 airplanes and 2,240 officers and men to comprise the unit assigned to the base. The first Marine unit, Marine Air Group 24, arrived on June 2, 1942. During

these early days the living conditions on the base were a bit rough with mud and mosquitoes making tent living a challenge. Local writer Justin Ruhge recounts the early base conditions:

The incoming tide so flooded the landing field that men had to wear rubber boots, only jeeps could navigate the mud, and pilots felt that they were landing on water instead of land. The water available locally was strongly flavored with iron. Therefore water was obtained from town, chlorinated, and issued in Lister bags. In addition, the prevailing winds brought strong odors and flies from the nearby slaughterhouse and hog farm.

It was not until September that the landmark slaughterhouse was demolished to make way for the base development.

At its peak the Station housed about 500 officers, 3100 enlisted men, and 440 women marines. These Marines came to Santa Barbara from their hometowns all over the United States. A total of 58 Marine squadrons trained at Santa Barbara during the war and served in the Pacific Theater. Squadron nicknames such as “Black Sheep,” “Wolf Pack,” “Fighting Corsairs,” and “Flying Deuces” signified the camaraderie among Squadron members as they trained and were deployed to their dangerous missions.



Major Joe Foss*

Squadrons also returned to the Station from overseas for recreation and refresher training. Medal of Honor recipient Major Joe Foss at one time served as Commanding Officer of the squadron and later as a flight training advisor.

First Lieutenant James Fowler was one of forty-nine local aviators who lost their lives during

World War II. The majority of these aviators were pilots and flight crew in the Army Air Corps. James was one of four Marines and was fortunate to receive his final flight training at Marine Corps Air Station Santa Barbara before reporting for duty in the Pacific.

James Laurence Fowler was born in Santa Barbara on January 5, 1921, to Laurence and Margaret McDonald Fowler. Laurence and Margaret were both born in California. Laurence, a UC Berkeley graduate, was manager of the Crocker Speery Ranch in Montecito (now the Birnam Wood Country Club). He served as a second lieutenant in the Army Officer Reserve Corps during World War I. Laurence and Margaret married in Santa Barbara in about 1917. Jim or Jimmy, as he was known to family and friends, was the second of the Fowler children. Barbara was the oldest and Margaret, the youngest.

Jim and his sisters attended local schools. Jim graduated from Santa Barbara High School in the class of 1939 and it was noted in the Olive and Gold yearbook that he had a “good reputation for his outstanding trumpet playing and was well known for his frequent rendition of solos.” Jim was active in school and in his senior year he had earned his captain’s bars in ROTC. High school boys captivated by the idea of flight formed Aviation Clubs to share their common interest. After graduation he attended Pomona College for a time before returning to attend Santa Barbara State College. In 1941, the family moved from Montecito to East Mission Street and Laurence took on the responsibility of secretary-treasurer of the Johnson Fruit Company.

In June 1942 Jim enlisted in the Navy as an aviation cadet. Jim and state college friends Art Chauvel, Howard Jolly, and Stanley Darrow enlisted in the Navy at the same time with plans to train for duty as a unit in the Navy Air Corps. Eleven other state college Gauchos enlisted at the

same time as Jim. Their first three months of training was at St. Mary's College in Moraga located east of Oakland, California. Jim graduated from the Naval Air Training Center at Corpus Christi, Texas, where he was commissioned a second lieutenant in the Marine Corps Reserves. Before transferring to San Diego Jim enjoyed a few days leave at home with family for a reunion barbecue attended by his parents and sisters. Barbara served with the Red Cross Recreation Corps in Palm Springs and Margaret, a recent Santa Barbara High graduate, planned to leave in August to attend Pomona College.

In October 1943 Jim married Frances "Nan" Bacon Colt at All-Saints-By-The-Sea Episcopal Church. It was an elegant affair with the wedding party dressed in Marine Corps colors yellow and blue. The groom, best man, and ushers wore their full dress uniforms. Nan was born on June 1, 1924, in Rochester, New York. The family moved to Montecito where Nan grew up with her brother and two sisters. Nan attended U.C. Berkeley and graduated from Katharine Gibbs School (New York) in the 1940s.



Grumman F-4F fighters**

During this time Jim had a five-month assignment at the Marine Corps Air Station Santa Barbara training as a torpedo bombing pilot flying the Grumman TBF-1 Avenger. By the time Jim was assigned to the Station conditions had improved greatly. Much of the Station construction was completed and it had officially opened its gates to the first 90 women reserves.

On September 22, 1943, the Marines staged an "Air Circus" to help in the third War Loan Drive. The event was the first pre-announced public military maneuver of its kind in the United States. Thousands of Santa Barbarans flocked to the State College stadium on the beach below the Mesa campus to watch a demonstration of how Marine flyers perform in battle. Led by Major Foss and twenty pilots decorated for their bravery in the South Pacific, the Marines put the planes with which they won air battles—Grumman Wildcats, Vaught-Sikorsky Corsairs, Curtiss Dauntless dive bombers, and Avenger torpedo bombers—through their paces. The Marines demonstrated dive-bombing the beachhead, strafing, and the modern art of horizontal and torpedo bombing.

In December Jim shipped out to the South Pacific and soon saw heavy action. On the night of February 14, 1943, Lieutenant Fowler and two crew members took off from Torokina Airfield on the island of Bougainville with several other aircraft. Their mission was to drop aerial mines in Simpson Harbor from 800 feet at a slow speed. The harbor was a Japanese stronghold on the eastern end of the island of New Britain, Papua New Guinea. Six Avengers were lost during this mission. The crew was declared dead the following day but the families were not notified of the status until months later.

Jim's wife, Nan, received a letter from the Marine Corps stating that Lieutenant Fowler had been awarded the Distinguished Flying Cross. The



letter said that the lieutenant was still listed as Missing in Action and that his decoration and citation would be held at headquarters should the lieutenant be available for presentation of the award at another time.

The official citation reads:

"Participating in an attack upon enemy shipping Simpson Harbor, Rabaul, Jan. 32, First Lieutenant J.L. Fowler scored a direct hit

upon a large cargo vessel in face of determined Japanese fire, leaving her in a sinking condition.

During a night aerial mine laying mission in the same harbor on Feb. 14, he skillfully and courageously completed a long, level flight at slow air speed and precariously low altitude directly over a solid concentration of heavy automatic anti-aircraft weapons and searchlights. Spotted by numerous Japanese searchlights before reaching his objective and forced to maneuver his plane through intense and accurate fire from both shore and ship batteries, he remained steadfast to his course and despite severe damage to his plane, released his mine in its assigned position.

First Lieutenant J.L. Fowler's superb airmanship and unswerving devotion to duty in the face of grave peril throughout his combat missions were in keeping with the highest traditions of the U.S. Naval Service."

Lieutenant Fowler's status was eventually changed to Killed in Action and he is remembered on the Fort William McKinley Monument in Manila, Philippines. He was also awarded the Purple Heart for his bravery.



Lieutenant Fowler's service to his country is remembered on the World War II memorials at the Santa Barbara Airport and Santa Barbara High School. In 1948 the Santa Barbara City Council named the streets of the airport for local aviators who lost their lives during World War II. It seems fitting that a street on the airport where Lieutenant James Fowler trained before his Pacific assignment is named for him. James Fowler Road is in front of the Santa Barbara Airport terminal.

The three friends who enlisted with Jim all made it home. Art Chauvel and Howard Jolly were both awarded the Navy Cross for extraordinary heroism. Art Chauvel was a pilot of a carrier-based Navy Dive Bomber of Bombing Squadron VB-18, embarked from the USS INTREPID, in action against the enemy Japanese forces during the second battle of the Philippine Sea on October 24, 1944. Howard Jolly was a pilot of a carrier-based Navy Torpedo Plane in Torpedo Squadron VT-15, embarked from the USS. ESSEX (CV-9), in action against enemy Japanese surface forces over the Sibuyan Sea during the Battle for Leyte Gulf in the Philippine Islands on 25 October 1944. Of the 15 Gaucho men who enlisted together in June 1942, it appears that all but two returned home.

Jim's parents lived in Santa Barbara for the remainder of their lives. His sisters went on to marry servicemen. Barbara married U.S. Naval Lieutenant (j.g.) Hugh C. Ralston at El Montecito Presbyterian Church on March 17, 1945. She had graduated from Scripps College in Claremont and was employed as a Red Cross Hospital Recreation worker in the naval hospital in Long Beach at the time of her marriage.

Margaret, known as Marge, and U.S. Naval Lieutenant (j.g.) James Chase tied the knot a short time later. After graduating from Santa Barbara High School, Marge first attended Scripps College

and then returned to Santa Barbara to attend state college. She was also a Red Cross Nurse's Aide. Her husband was a local resident who went on to graduate from the U.S. Naval Academy at Annapolis.

After Jim's death Nan traveled extensively throughout Europe as a Recreation Club Director for the U.S. Special Services, Germany, in the early 1950s. She later earned a Masters in Recreation from New York University and worked in the recreation field until 1971 when she moved to Santa Ynez to raise her son having remarried after Jim's death. She died in Santa Barbara on June 8, 2004, at the age of 80.

In 1949 the Santa Barbara Airport was discharged from its military service and the government deeded the city's airport plus additional land to the City of Santa Barbara for the operation of a civilian airport. Immediately the city leased out the former military buildings (many of which are still in use today) using the rental income to support airport operations, maintenance, and capital improvements. The airport has been financially self-supported for many decades. In the many intervening years the airport saw the manufacture of a cargo airplane known as the Guppy on its grounds, annual airline passenger use exceed 730,000, over 180 private airplanes based at the airport, and over 110,000 annual aircraft takeoffs and landings.

There are still prominent reminders of the small fledgling airport that became a Marine Corps Air Station where Lieutenant Fowler served in support of our country during World War II. There are also reminders that the Santa Barbara Airport is the modern commercial airport that community leaders envisioned more than 80 years ago.

Karen Ramsdell
ksramsdell1107@gmail.com

*<http://burnpit.legion.org/wp-content/uploads/2009/10/aafoss.jpg>

**<http://www.history.navy.mil/photos/images/h97000/h97484.jpg>

Karen, Director of the Santa Barbara Airport since 1987, is the first woman to hold such a position in the Tri-Counties area. As Director, she administers a \$16 million annual budget and directs the management and operation of the Airport. She recently celebrated 37 years with the City of Santa Barbara.

Karen was born in Los Angeles, California, and received her B.A. degree from the University of California, Santa Barbara, in 1971.

Karen is active in professional organizations that include the California Association of Airport Executives (CAAE) and the American Association of Airport Executives. In 2000, she was the first woman to be named Airport Executive of the Year by the CAAE Southwest Chapter.

Karen has served on the Goleta Valley Historical Society board of directors since 2010 and currently serves as President. In September 2011 Santa Barbara Beautiful awarded Karen the Heritage Oak Award for Lifetime Achievement.

In 2012 Karen co-authored the book ***With Their Eyes Turned Skyward: Santa Barbara's Fallen Aviators of World War II*** with local historian Michel Nellis. James Fowler's story is excerpted from the book.
(See page 9 for a review of this book.)



Graphic from VintageKin.com at <http://www.vintagekin.com/archive/genealogy/>

California Flying, My Aunt and Uncle

Catherine Quinn



The author and her Uncle Bill going to work.

I grew up in Salt Lake City, Utah. My dad's family (the Quinns) lived there so holidays and birthdays were shared with two aunts, an uncle, a cousin and a grandmother. And I was lucky to have a second home in Santa Barbara, California, where my mom's family (the Busheys) lived. My aunt, uncle and grandmother lived on the upper west side just

two doors from each other. Through the 1950s and '60s, my family spent many vacations and some holidays in Santa Barbara. My sister and I spent numerous summers here as well. Our visits always included many trips to Hendry's Beach and to the airport where my aunt and uncle kept their airplanes.

I learned a lot from each of my relatives. My Utah relatives were quite a bit different from the California relatives in interests, careers and temperament. Over the years I have become most appreciative of their differences and their strengths. All of these folks, except my sister, are

gone but the memories survive. I wish I had more facts to put to each of their stories but I waited until most of them had died before I thought to ask the questions. This narrative is primarily about my Aunt Lu and Uncle Bill. They gave me many opportunities and adventures that are long-held treasures. Both were pilots who enjoyed flying and travel.

On 5 Mar 1911, Lucille (Lu) Belle Bushey was born in Watertown, South Dakota, to William Herbert and Edna (Bee) Myrtle Rhodes (Rhoads) Bushey. She had an older sister Evelyn and a younger brother Bill. In 1918, my grandmother packed up the children and left her husband and South Dakota behind. She settled in California.

My Grandmother Bee and her children soon settled on Abbott Place in Los Angeles enjoying warm weather and the beach. All the kids graduated from Franklin High School and attended college. Life on Abbott Place changed in the early 1940s. Bill married his high school sweetheart (Helen Healy), Evelyn was married to Coleman B. Quinn and living in Salt Lake City, and Lu moved to Pacific Grove to work at Fort Ord and later at Presidio of Monterey.

William (Bill) Tomlins Swain was born in San Francisco on 14 Mar 1898. Bill was the youngest of three children born to Frank Allston and Minerva Nevada Gemmell Swain. Frank and his brother Edward owned and operated Swain Bros.

The Family Tree

RHODES, Alonzo m YEADON, Laura

RHODES, Edna Myrtle m BUSHEY, William H.

BUSHEY, Evelyn m Quinn, Coleman

QUINN, Judith M. m PATTON, Raymond

QUINN, Catherine m EARL, Frank B.

BUSHEY, Lucille B.

m NEWTON, Ernest L. Newt (div)

m SWAIN, William T.

BUSHEY, William m HEALY, Helen

SWAIN, Rinaldo m ROBINSON, Elvira

SWAIN, Frank A. m GEMMELL, Minerva

SWAIN, Frank A., Jr. m ?

SWAIN, Elvira m PREVIATI, Louis

SWAIN, William T.

m EVERETT, Hope Joy (div)

m BUSHEY, Lucille B.

Bakery, Confectionary and Restaurant on Sutter Street. Their father, Rinaldo R. Swain, started the bakery in 1855 and, upon his retirement in 1887, passed the business to his sons. Bill's father was an alcoholic which affected Bill and his mother greatly. Bill was dedicated to his mother, giving her moral and financial support when needed.

Hope Joy Everett Swain was born 7 Nov 1901 in a Nevada gold camp run by her father. She was the daughter of Frank C. and Lizzie A. Everett and first wife of Bill Swain. She and Bill managed the American Legion Airport in Salinas from 1933 until the start of WWII. On 3 Sept 1947, Hope and Bill Swain were divorced.

Air, Land and Sea

On 13 Sept 1948, Bill Swain married my aunt Lucille Bushey in Carson City, Ormsby County, Nevada. It was the second marriage for both parties. Bill was definitely the flyboy Lu wanted to marry.

In the early 1940s, Lu moved to the Pacific Grove area to work at Fort Ord and Presidio of Monterey. During this time she met Bill and his wife, Hope. Bill had been in the aviation business for over 20 years as pilot, airport manager, flight instructor, airplane mechanic, and during the war years a pilot for Consolidated Vultee where he flew PBYs, B-24-Ds, and other B-24 models for training, testing and delivery to various U.S. (Elizabeth City, N.J.; Tucson; Seattle; Fort Worth) and international locations (Palmyra; Kingman Reef; Honolulu [Kancohe]; Canton Island; Suva, Fiji; Noomea, New Caledonia; Brisbane, Australia; Kwajalein; Manus).

On 29 Jan 1947, Lu started flying lessons with Bill as her instructor. Lu passed her private license flight test in February 1948. She had

access to several planes so she was able to log quite a number of local trips, practice maneuvers, and give people rides. In mid-1948, Bill began preparations to move to Nevada City as airport manager. He was selling his planes which cut Lu's flying time for about a year.

In August 1949 they were ready to complete the move to Nevada City; they sold the remaining plane and purchased a Piper J-3 Cub. While in Nevada City, Lu logged 91 solo hours flying locally as well as to Monterey, Stockton, Salinas, Marysville, and other destinations, probably picking up and delivering parts for clients' plane repairs. In 1951, after determining they couldn't make money operating the airport, Bill was released from the Nevada City contract. They moved back to the Pacific Grove/Salinas area where Bill continued flight instruction and other plane-related tasks. They began looking for a job.

Two job openings looked good to the pair—managing the airport in Tucson, Arizona, or in Santa Barbara, California.

Santa Barbara News Press, June 29, 1951, p. B-1—William T. Swain of Nevada City, an experienced airport operator, was named manager of the Santa Barbara Municipal Airport by Mayor Norris Montgomery yesterday afternoon. . . vacancy created when Maj. R. T. Harding (went) on active duty with the Air Force. Swain was manager and operator of an airport at Salinas from 1933 until civilian flying was curtailed because of the war in December 1941. He has been a pilot and mechanic for many years, and holds a rating from the Civil Aeronautics Administration as a flight examiner and designated aviation maintenance inspector.



Lu and Bill at their new SB home

They moved to Santa Barbara. Lu

told Bill to find a house. He had two criteria—easy access to the airport and a double garage. He found just the house on Gillespie Street off Mission—it was a quick run out Modoc Road to Hollister and the airport. Not long after they moved in, a neighbor needed to sell his house quickly to go to a job in San Diego and asked if they wanted to purchase the bungalow just two doors away. They did and my grandmother Bee moved in. She had been living with Lu in Pacific Grove for a number of years.

Along with the job, Bill got a hangar at the airport. They housed their airplane in the main



part of the hangar. An attached overhang provided space for a second airplane. Lu often had access to her

own plane. Their primary plane was a Piper Pacer (N7066K) which they owned from mid-1952 through late 1966. Lu and Bill spent many hours at the hangar where they serviced and maintained their planes, worked on other people's planes and did sundry odd jobs. Lu worked alongside Bill assisting in engine maintenance and general repairs.

Lu worked at KEYT for a few years in the mid-1950s and then for Mutual of New York until 1965. Through the years, she took afternoon and weekend flights. She practiced landings and other maneuvers, took friends, neighbors and interested parties on flights, flew newly repaired aircraft, or just went sightseeing. Two of her 1954 entries were "first airplane flights." One was 14-year-old Margaret Morrissey, a neighbor, on August 3, 1954; the other 81-year-old Dan Herzog on

August 27, 1954. On one of her sightseeing trips her entry reads: "4/13/58 Saw Cachuma Dam overflow, 1st time in hist. at 3:33 p.m." (The dam, now Bradbury Dam, was completed in 1956.)

Both Lu and Bill enjoyed travel whether by plane or vehicle. They flew many miles going to dinner at nearby locations, visiting friends, especially the Gierschs in Mariposa, California, and relatives—the Quinns in Salt Lake and Bill and Helen Bushey in their various locations. (Until his death in 1971, Lu's brother Bill worked for C.F. Braun and Co. in various locations in the U.S., and in Canada, the Philippines and Europe.) In November 1952, they took their Pacer on its first long trip from Santa Barbara to Miami, took a commercial airliner to Nassau, Bahamas, for a day, returned to Miami and then flew home. They visited the Busheys in Corpus Christi on the way. Flying small aircraft was never a guarantee they would make it to a planned destination—weather sometimes caused too much of a delay and destinations would get changed.

"Swains Leave to Enter 3rd Annual Air Cruise," *Santa Barbara News-Press*, June 17, 1955, p. A-5. (The Swains) left in their Piper Pacer airplane today for Palm Springs to take part in the third annual transcontinental air cruise, starting there tomorrow. The couple will be among 220 pilots and co-pilots in 75 light aircraft in the cruise to Philadelphia. . . then fly on to continue their vacation . . . and Salt Lake City, where they will pick up Mrs. Swain's niece, Judith Quinn, and bring her to Santa Barbara for a stay."

The first leg of the trip was from Palm Springs to Tucson. They landed early afternoon, 6/19/1955, so took a trip to Nogales where they saw, but did not enjoy, the bull fights. The next stop was Tulsa. In her travelog, my aunt wrote: "Gad, Texas and Oklahoma together must comprise half the U.S. We've flown almost all day and have Tulsa in sight. It's a 7 p.m. landing for us. However, we

didn't land until 7:24—got a wind that slowed us down plenty. . . Our biggest thrill yet was our police escort the 8 miles into town. What a ride!” On the 22nd they finished the race, landing in Philadelphia at 6:30 p.m. They logged over 60 hours flight time going from Long Beach to Philadelphia then on to Long Island and west via Iowa, Cheyenne, Salt Lake and home. While my sister was in California, she got a weekend plane trip to the Giersch ranch with Lu.

Chet Holcombe*, “Swains End ‘Toughest’ Tour Across Nation,” *Santa Barbara News Press*, date unknown (after July 4, 1955). Salt Lake to Las Vegas flight, Mrs. Swain says: “We got off the ground at Salt Lake at 7 a.m. to one of the roughest rides in our flying history. We were going over the ground slower than most of the cars and just churning along. The wind was blowing from 22 to 30 knots an hour. Over Cedar City the wind was 30 knots, picking up as we went along. Then came the roughest ride over the mountains into Las Vegas. We didn't land there until 1:15 p.m., and were glad to get down!”

*Chet Holcombe mentioned my uncle and aunt and their exploits quite often in his “Fliers and Flying” column. Many of these in the clippings my aunt kept are undated. One of these days I may look them up.

Santa Barbara offered my aunt and uncle a variety of activities. My aunt loved swimming in the ocean usually at Hendry's Beach; they bought a 16-foot power boat for ocean access—fishing, water skiing and going out sightseeing. My favorite boat activity was drifting in the kelp beds when we ate lunch—I saw lots of neat critters. When my family visited Santa Barbara, we usually had at least one trip to the airport—we'd often get a plane ride. My sister is six years older than I so she had experiences I didn't. She learned to drive a car at the airport, and in 1964 my uncle gave her some flying lessons. When my sister and I spent entire summers in Santa Barbara, we'd go to the hangar quite often, especially on weekends

but sometimes on weeknights. My aunt worked in downtown Santa Barbara. She'd come home, change her clothes, then we'd head to the airport unless it was great swimming at Hendry's Beach. On the evenings we went to the airport, we got to eat dinner out. My aunt and uncle did that quite often—maybe that is where I picked up the habit. Often on Friday nights, we'd go to a movie at the Airport Drive-in. Sometimes I'd spend the day with Bill at his office. I always found something to do and I got to go to lunch with him.

On August 7, 1959, Lu and Bill and three others (Tom Allin in a Cessna and John Burlingame and John Mansetti in a Stinson) set out for Alaska which had just become a U.S. state. All five travelers learned the folly of too much weight in an aircraft by the time they rendezvoused in Bellingham, Washington. They packed up and mailed 200 pounds of supplies home before continuing their trip. During the trip Lu and Bill each flew a few hours a day over the course of three weeks. They followed the Alcan Highway and found limited accommodations/food in some areas. The travelog Lu wrote was replete with Alaska's expanse, the miles between stops, the weather, the beauty and the lack of food in the airports. After 2500 miles of flying, they finally reached Alaska. Fairbanks “made us realize we really were in our land of enchantment and fascination” with “displays of furs, carved ivory, beautiful trophies of polar bear, brown bear, mountain sheep, moose and caribou heads.” Perhaps it was on this trip that Bill became a fan of Robert W. Service and his tale of Sam McGee. Bill often quoted Service's works. The weather dictated much on this trip—land early, take off late, get out while the getting is good! On their way home from Alaska they stopped in Salt Lake for only a day as the weather was going to be bad if they stayed any longer. They traveled 7500 miles in about three weeks.

They returned to Alaska in July 1973 with friends in six other planes.



Bill and Lu and Pearl and Leo Howe back from Alaska July 26, 1973

Unfortunately my aunt ran out of ink so her travelog only covered two days. Lu and I traveled by vehicle to Alaska in 1983, then again in 1985 by commercial air. Unlike the private aircraft trips, we were able to do a number of things like celebrate the Fourth of July by watching fireworks from the state ferry at Wrangall, pan for gold in a stream just above the Arctic Circle, eat a great halibut sandwich at a drive-in at Valdez and see the terminus of the trans-Alaska oil pipeline, fly to Barrow via Prudhoe Bay and see the origination of the pipeline, enjoy Skagway and bring home a number of weighty souvenirs. What I missed was the lay of the land from above—that would have been amazing. Lu loved to travel and I was a ready, willing and able participant.

In September 1961, Lu and Bill were off to Quebec, Canada, to visit Bill and Helen Bushey via El Paso and Niagra Falls. On this trip they were exposed to Toby jugs and purchased a set of china. On the way home they visited relatives in Iowa then were headed to Salt Lake, but weather prevented their visit so it was on to Las Vegas



Lu, blimp pilot Dean Mealy and me

and after two weeks and 61 hours flight time they were home. The Busheys had another visit from Lu and Bill in July 1962, this time in Houston.

My sister and I spent the summer of 1962 in Santa Barbara. As usual, we stayed at Bee's house. This was the year of my best airport memory—the day



the blimp came to town. Lu and I were lazing around the house on Friday when Bill called and indicated if we could get to the airport in 20 minutes we'd get a ride in the blimp. WE RUSHED! We made it!

"A Rare Aerial Visitor, Famous Blimp Cruises Lazily over Santa Barbara Area," *Santa Barbara News Press*, August 11, 1962, p. A-3. Mayflower 2, the last of the fleet of Goodyear blimps, settles on its one landing wheel as its crew pull on guy ropes at Municipal Airport yesterday afternoon, long enough to take aboard a couple of passengers for a short ride. The lighter-than-air craft created a lot of excitement as it flew over the area. *News Press* photo (caption).

The blimp is 150 feet long, 41 feet in diameter, and 52 feet high from its removable landing wheel to the top of the envelope, or gas bag. . .When it landed at the Municipal Airport yesterday afternoon, a big crowd lined the



Our shadow

it for several minutes. "That's quite a ship, and that was a real experience," he remarked.

My aunt also logged 15 minutes flight time.

The new aircraft traffic control tower was under construction that summer. Bill was quite happy and proud that project was underway. It meant progress was being made—air traffic was increasing, the master plan called for runway improvements that would allow larger planes to use the Santa Barbara airport.

"Jet Service Seen Here in 5 Years," *Santa Barbara News Press*, p. B-1, Dec. 30, 1962.



New aircraft traffic control tower construction Aug. 1962

runway. William Swain, airport manager, and his wife were treated to a ride by pilot Dean Mealy. While in the air, Swain took the controls . . . and flew

Although the jet age has been with us for some time, Santa Barbara has not yet entered it, but should within five years, according to William T. Swain, manager of the Municipal Airport.

The two airlines (United and Pacific) are now carrying 74,000 passengers a year in and out of the airport and the figure is increasing steadily. . . this is not the whole story. Just 11 years ago, the airport was proud to announce that the

commercial airplanes were carrying 13,000 passengers a year.

It was just four weeks ago that the new aircraft traffic control tower went into operation. the six-story tower cost \$200,000 and is stocked

with \$100,000 of the latest electronic equipment.



Bill checking out the construction site.

Joseph T. Tippets, assistant administrator for the FAA Western region, said at the dedication ceremonies Dec. 9 that the new FAA control tower has placed Santa Barbara in a "new, bright spot" in American aviation, and is "a milestone in the progress of aviation here."

There are 95 private airplanes based here. Their landings and takeoffs, coupled with those of visiting pilots from throughout the nation and those of commercial airlines,

amounted to about 68,000.

In 1953, there were only 27 airplanes on the field, and Swain. . . owned four of them. It was in 1953 the FAA ordered the old control tower closed. . . when total movements dropped below the 24,000 required for a tower.

In September 1964, Lu and Bill started out to fly the Pacer to Mexico City, weather changed their plan. They flew the Pacer to Tucson, Carlsbad, New Mexico, and El Paso, Texas, then back to Tucson in rough weather. Time didn't allow them to wait for better weather so they purchased tickets on a commercial flight to Mexico City.

Chet Holcombe, "New Era for Airport: Leaders, Friends Honor Bill Swain," *Santa Barbara News-Press*, July 1965. The city's leaders, many friends and area aviation interests joined in saluting the retiring manager of Santa Barbara Municipal Airport last night in Resturante del Paseo. . . More than 50 persons crowded the room to pay honor to William T. Swain, who first learned to fly 42 years ago, and to his wife, Lucille. The warm words of a fellow pilot, Mayor Don

MacGillivray, brought a catch to Swain's voice and a tear to his eye as he thanked his friends for their remarks. . . "I hesitate to estimate the number of hours that Bill Swain has been in the air or the number of pilots he trained who served our country during time of war. As our senior city department head and as second airport manager, he has successfully operated our airport, [note: Bill was manager of the airport, including leasing and managing non-aviation facilities, since Aug. 1, 1951] and we are now entering an era where a great future beckons. Although, he is leaving city employ, I know that he won't forsake aviation."

Master of ceremonies, Thomas J. McDermott pointed out that Swain's mother-in-law, Mrs. Edna Bushey, and two nieces, Katherine (sic Catherine) and Judy Quinn, were present. Also attending was the new airport manager, Victor H. Bartolome.

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"Swain Offers Air Service at Carpinteria," *Santa Barbara News-Press*, May 6, 1966, p. A-13. William T. Swain has started a business of offering flying lessons and doing mechanical work at Parsons' Airpark, Carpinteria. . . Swain has more than 10,000 hours flying with his commercial license and holds an A and E license as well as commercial single, multi-engine and instrument pilot ratings. He bought a Champion, 135-mile-per-hour airplane, and also has a Piper Pacer. [note: On September 1 he returned to Santa Barbara.]

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Santa Barbara News Press, (1966). William T. Swain, retired manager and active instructor with 7,500 flying hours, has been awarded the rating of Federal Aviation Agency private pilot examiner (September 16, 1966, Certificate No. WE 17-24). He formerly had the rating, one of the first (No. 667) who were not FAA (then CAA) employees. Now there are more than 1,700 such examiners.

After Bill retired practically all hours spent in small aircraft were for instruction purposes. Unfortunately, the last pilot log books I have for Lu end in Dec. 1969 and for Bill in Feb. 1970. I know they flew after this as they flew to Alaska in

1973 with six other planes. By the mid-1970s, Bill's eyesight was failing and Parkinsons was taking a toll on his body. However, he was able to continue instructing student pilots. Any mechanical repairs he took on required assistance. Lu was at the ready. Bill had the knowhow and Lu, the eyesight. Bill would diagnosis the problem, tell her what had to be done and how to do it, she would follow through.

Travel was still something Lu and Bill enjoyed. They took many car trips. On some trips, my mom (or both mom and dad) would join them. One trip my mom took with them was a genealogical trip to Iowa, South Dakota and lower Canada—my mom had started researching her family in the mid-1970s. Other trips were to see the country or visit friends and relatives. They took several extended trips. In 1970, they visited Bill and Helen who were based in Belgium at the time. They purchased a VW square back (which they brought back to the U.S.) in Belgium and traveled throughout Europe.

Santa Barbara, Calif., News-Press, July 8, 1970, p. A-10. William T. Swain, retired Santa Barbara Municipal Airport Manager, and his wife, Lucille, retired Mutual of New York Insurance Co. office manager, have returned from a three-month trip to Europe."

Tahiti was the destination in October 1971. On this trip as well as on trips elsewhere when there was an ocean, my aunt would rise early for a swim and comb the beach for shells and other treasures before Bill, a late riser, got up. When she returned from her swim, they would breakfast together. On the Tahiti trip they experienced a lot of new foods and new sights.

Santa Barbara News-Press, date unknown (1973). William T. Swain and his wife, Lucille have returned from a two-month, 40-state motor trip, visiting Kitty Hawk, where powered flight began. The Swains plan a flying trip to

Alaska in July, and on Sept. 13 will mark their silver wedding anniversary.

The last trip Lu and Bill took was through the Panama Canal. My admiration for Bill grew out of this trip. He was confined to a wheel chair and blind and had not felt good for years, but he went. Lu, I am sure, was a great and enthusiastic guide.

Bill died 23 Aug 1980 at Cottage Hospital in Santa Barbara. Graveside services were conducted by the La Cumbre Lodge 642 of Masons at the Santa Barbara Cemetery.

My aunt provided the following summary of his life which appeared in the November 1980, *Airports West, Newsletter of the California Association of Airport Executives*.

He passed away on August 23 which marked the close in an aviation career that spanned from 1922 to 1978. He held mechanics rating #M1960 and pilot's license 13763 and turned out many aviators in California during those years. He was AOPA #520 and always supported aviation in every way possible.

His career was long and varied and he was active at Sacramento, Salinas and Santa Barbara, where he was manager from 1951 to 1965 when he retired from management to good old flying and repairs until 1978.

His ratings included: flight instructor, flight examiner, commercial pilot (AS and multi-engine, land and sea and instrument), I.A., ground instructor in aircraft, aircraft engines, C.A.R., powerplant and navigation. During WWII he flew as Captain for Consolidated Vultee for 3 years in B24s and PBYS.

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Obituaries, *Salinas Californian*, August 26, 1980, p. 2.

While in Salinas, Swain had operated the American Legion Airport from 1934 to World War II. He then bought Remco Flying Service (1946), which he operated from the Municipal Airport until he sold the company in 1948. . . A mason, he was



Bill Swain

also a member of the Chamber of Commerce, the Sheriff's Aero Squadron and the Quiet Birdmen. As witness to the enormous changes in aviation during his 60-year career, Swain was a tough flight instructor who re-enforced the concept of emergency preparedness. Graduates include: Nick Ford, manager of Monterey Airport, Vern Ackerman, manager of Watsonville Airport, (and) Salinas

residents . . . Swain could enjoy memories of a wedding trip that included two forced landings with national press coverage and engine fires on B-24s, which he flew worldwide for Consolidated Aircraft during World War II.

After Bill's death Lu continued to travel. Lu would take off by herself or with various traveling companions. She regularly visited friends in Arizona, California and Iowa. After my mom's death in 1983, the in-laws (my dad, Helen Bushey and Lu) spent time traveling together or hanging out in Santa Barbara, I joined them when I could. They all had a great time together. My dad had great stories to tell when he'd come back to Salt Lake. She and I traveled together to more exotic locations—Alaska, Australia, New Zealand, Fiji, the Galapagos Islands and Peru. In 1989, I married Frank Earl and Lu got a dog, Taurie. That put an end to Lu's and my travels to exotic places. But Lu continued her trips to Arizona and Iowa. My dad died in 1990 and Helen in 1994. Lu continued driving to Iowa and Arizona, sometimes I'd accompany her. Sometimes Frank and I would join her. In 2000, Frank and I moved to Santa Barbara to provide assistance and companionship to Lu. We lived in Bee's house just two doors away.

On 29 Dec 2003, she died at age 92. Lu was a very special person. She enjoyed life and people,

she was curious, she had fun and always made sure people around her were moving. From age 9 when she moved to California she loved the ocean and had swum in oceans around the world — she always said she'd come back as a seal. When I hear the bark of a



My Aunt Lu

seal or sea lion, I think of Lu. Flying opened up a different world for her and she loved it. In reading about their air travels, I always thought they missed so much, but then I realized the driving force was the journey, not the destination.

Catherine Quinn
<AW.ED.quinn@gmail.com>



PACIFIC AIR LINES presents an Award to Wm. T. Swain in recognition for participating in the inauguration of the first Commercial Jet-powered F 27 Flight via Pacific Air Lines at Santa Barbara on April 22, 1959. ?? Conely, president

Ideas for Interviews

What to Ask

Ask to Share



Unfortunately many of us wait too long to ask our relatives questions about their lives. The following are ways to start the conversation and find out some of those precious facts and memories.

1. Please share one memory of your mother.
2. Please share one memory of your father.
3. Please share one memory of each brother.
4. Please share one memory of each sister.
5. Please share one memory of your mother's parents. (aunts, uncles or cousins)
6. Please share one memory of your father's parents. (aunts, uncles or cousins)
7. What was the location of your house? Is it still standing? What did it look like?
8. Do you remember your grandparent's houses? Where were they? Are they still standing? What did they look like?
9. Were you often into mischief as a child? How strict were your parents?
10. What chores were assigned to you to do? Did you receive any spending money? If so, what did you do with it?
11. What were your most vivid memories of your childhood?
12. Where did you attend school? How far was it from your home? How did you get there?
13. What subjects did you like best? and least?
14. Who were your best friends at school?
15. What memories stand out about your school days?
16. What did you do during the summer when you were not in school?
17. Did you ever visit and spend the night with friends or relatives?
18. What were your favorite toys? games?
19. What was your favorite song? TV show? Movie?
20. Were there any unusual events in your childhood e.g., moving, storms, floods, fires, etc.?
21. When did you start dating? What rules were imposed at your house regarding dating e.g.,

- chaperone, how late you could stay out, where you could go?
22. When you went on a date, what did you do?
 23. What were the rules in your house regarding the following: playing cards, going to movies, dancing, eating with the adults, girls wearing slacks to school, and "proper manners."
 24. What neighborhood gatherings do you recall?
 25. Did you attend a church? Where was the church? What was it like?
 26. Were there any special "religious" events in your life you recall?
 27. Did you have a favorite verse? hymn/song?
 28. Do you recall an experience with death as a child or teenager?
 29. Did you participate in any type of recreation or athletics?
 30. Did you or any of your family sing or play musical instruments?
 31. Did you like to read? What were your favorite books as a child? an adult?
 32. Did you learn a hobby or craft as a child or teenager? Did you continue to use it as an adult?
 33. What was your first job? Where? What did you do? How much did you earn?
 34. How did you meet your spouse? Tell me about your courtship, proposal, and engagement.
 35. When and where did you get married? Describe the wedding.
 36. How did you decide what to name each child?
 37. What stands out about each of your children as a small child, adolescent, and teenager?
 38. What houses have you lived in since marriage? Where? Describe them.
 39. What job/s did you/your spouse have to support your family?
 40. Did you continue your education after high school? Where? What field?
 41. What trips have you taken as a family? Which have you enjoyed the most? Any special memories?
 42. What holiday traditions did your family share? Eating certain foods, meeting in certain places, gifts, those invited, etc.?
 43. Do you enjoy participating in music, art, gardening, needlework, sewing, carpentry, mechanics, etc.? Which members of the family did these activities?
 44. What was your first car? How much did it cost?
 45. Name other cars you had over the years. Which was your favorite?

46. What inventions have particularly changed your "lifestyle"? How?
47. What do you consider your special talents or abilities? What do you do best?
48. Are there any "words of wisdom" you would like to pass down to future generations?

From: Minnkota Genealogical Society, Grand Forks, ND At: <http://www.rootsweb.ancestry.com/~minnkota/quotes.html>

Santa Ynez Valley News **Extracts** **1929 Educational News**

The ESYHI Staff: Marjorie Moore, Kathleen Hourihan, Sam Davison and Robert Andersen

Friday, January 4, 1929, p. 5

The ESYHI
School Notes

Two new students started last Wednesday. They were sophomore, Peggy Barnett from Eugene, Oregon, and freshman, Virginia Robeta from Santa Maria. This makes the total enrollment eighty-four.

Friday, January 11, 1929, p. 5

The ESYHI
School Notes

Ruth Parkinson from Tajiguas started to school Monday. She is in the junior class.

Friday, January 18, 1929, p. 5

School Notes

Meetings were held by the clubs last Friday afternoon. Business meetings were held. The Dramatic club enjoyed a one-act play entitled, "Pearls." Those taking part were Doris Moffitt, Margaret Mahler, Robert Andersen, and Frank Giorgi. After the play, cake was served as cake was a very essential article in the play. No one in the audiences seemed to regret the fact, however.

Friday, February 15, 1929, p. 5

School Notes

Club meetings were held last Friday. The Dramatic club had a business meeting then enjoyed a radio play entitled, "Two Crooks and a Lady," presented by Wilma Downs, Adeline Acquistapace, Margaret Mahler, Dwight Wilson, and Carl Shepherd. After the meeting was adjourned Mr. Westcott entered by playing the phonograph.

Friday, February 22, 1929, p. 5

School Notes

Dressmaking Contest

The result of the Dressmaking contest sponsored by Nielsen and Petersen's are: Doris Moffitt of Tajiguas, first prize; Rebecca Munoz, Ballard, 2nd prize; Josephine Arbelitz, Ballard, 3rd prize; Marjorie Moore, Ballard, 4th prize.

The first prize was five dollars in merchandise, second two and half dollars in merchandise and third and fourth were ribbons.

Friday, May 3, 1929, p. 5

The ESYHI

School News

Those attending the Older Boys conference in Ventura last week end were Robert Andersen, Etlar Duus, Dennis FitzGerald, Edmond Christiansen, Frank Giorgi, Dwight Wilson, Harold Petersen, Carl Glerup, and David Westcott. The leaders were Mr. Westcott and Mr. Vaniman. All the boys report a good time.

A new junior, Mazie Bergen, from the H. G. Ranch, started school Monday. She attended the Belmont High in Los Angeles before she came here.

Friday, May 24, 1929, p. 5

School News

Stella Minetti went up north last week to attend the graduation exercises, at Stanford School

of Nursing, of her sister, Cecelia, a graduate of the local schools.

Friday, August 9, 1929, p. 1

High School Opens Monday, Aug. 19th

The Santa Ynez Valley Union High School will open Monday, August 19 with the following instructors: Principal, James A. Westcott; mathematics and history, L. W. Grigsby; English and music, Miss Mabel Bay; Latin and Spanish, Mrs. Mildred D. Miller; science and shop, Ernest D. Vaniman; domestic and commercial, Miss Grace Garey; science and girls physical training, Miss Josephine Winter.

The faculty is practically the same this year as last with the exception of Miss Garey and Miss Winter.

Miss Garey is a graduate of the University of Nebraska and has had seven years of experience in teaching in Nebraska and Wyoming, and was home demonstration agent in Carbon County, Montana.

Miss Winter, graduated from the local high school in 1923, and has attended the University of Wisconsin and the University of Minnesota and attended the University of California this summer.

Friday, August 23, 1929, p. 3

Gaviota News

The opening of the Fall term brought three pupils to the freshman class of the Santa Ynez Valley Union High School from here, making the total of twelve pupils from this district, as follows:

Freshman class—Zalmira Garcia, Frances Ortega, Margery Beck

Sophomore class—Manuel Garcia, Norman Sampson, John Annece, Robert Martin

Junior class—Barbara Smith, James Beck

Senior class—Viola Moffett, Doris Moffett, Lee Briggs

A new 17-passenger Dodge Bus has been purchased to convey the pupils to and from the high school.

Friday, August 23, 1929, p. 10

Mr. and Mrs. Ellsworth Kintzel and son Richard of Vesper, Kansas, arrived in Solvang, Friday. The Kintzels expect to be permanent residents of Solvang and at present are occupying the H. P. Jensen home. Richard enrolled as a student in the Santa Ynez Valley High School, which opened on Monday.

[Note: Richard Kintzel later became a publisher of the *Santa Ynez Valley News*.]

Karen Harris
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Thank You for Your Contributions

This is just a big thanks to all who contributed items to this issue of *Ancestors West*. I ended up with a few leftover articles—how often will that happen? Kudos to all.

My thanks also extends to those who have submitted articles for the other two issues I have edited. Happily, there are interesting stories, great resources, puzzles to be solved, and people willing to share.

The articles to celebrate National Aviation Day and National Women's Equality Day were interesting for me to read. Local men and women made, and continue to make, contributions to the aviation industry.

Who hasn't had an elusive relative to track down? The adult education classes taught by Society members are storehouses of ideas, dedicated researchers and possible solutions.

Readers, I hope you enjoyed this issue and get some ideas for stories or comment—hint.

continued from back cover

The Quarterly

Forward 39 years. As new editor, I wonder if *Ancestors West* is providing what Society members want. Our mission is that the Society, a nonprofit corporation, provides educational opportunities for family history research, maintains a reference library and collects and preserves genealogical records.

Since 1974, when "The Quarterly" was written, the Society, its individual members and genealogical research in general have changed considerably.

- The Society has a first-class Library.
- The Society's webpage (www.sbgen.org) is full of information and sources.
- Most members have a computer or other device that can access billions of records from their favorite chair.
- Our own Society members are scanning and digitizing many local records that would otherwise be difficult, if not impossible, to access.
- An almost unlimited number of sources are out there to help you discover where to go to find information on any aspect of genealogical research.

So what's my point? I'd like to hear from you about our quarterly *Ancestors West*. It, too, has changed over the years. (Past *Ancestors West* issues can be viewed on the webpage <<http://www.sbgen.org>> under Publications.) What do you like about it? Does it provide what you want in a publication? What don't you like about it? Is there something missing? Maybe you have your own wish list of what you'd like to see.

I'd like to hear your ideas and comments. It's that simple. You can e-mail me aw.ed.quinn@gmail.com or drop a note in the *Ancestors West* box at the library.

I look forward to hearing from you.
Quinn

49.

SANTA BARBARA COUNTY LAND CLAIMS NOT COMPLETED OR REJECTED

After J. N. Bowman, State Historian Retired - 1958
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GRANT	DATE	AWARD TO	REMARKS
CARPINTERIA – A	1834	Casme Vanegas	NCF
CARPINTERIA – B	1846	Antonio Rodriguez	NGR
CARPINTERIA – C	1836	Vecindario de Santa Barbara	Dept. Assembly
CIENEGITA 20 SD	1845	Anastasio Carrillo	Not prosecuted
DOS PUEBLOS – A	1840	Franc. Badillo/ Jose Rojo	PR
DOS PUEBLOS – B	1841	Bernando Ruiz	PR
DOS PUEBLOS – C	1841	Daniel (Antonio) Hill	PR
ENSINALITO	1837	Alejandro Rodriguez	Filing pending
EX MISSION S. BARB. LANDS 338SD	1846	Richard S. Den	No authority to make grant
EX MISSION S. INES LANDS 69 SD	1846	Jose Covarrubius	Indefinite description
GUASLAY	1845	Francisco Ortega petition	PR
GUENEGUEL	1843	J. Tico/ F. Moreno petition	NGR
HOUSE ON SAN JULIAN	1845?	Jose Antonio Dominguez petition	NGR
HOUSE – SANTA BARBARA	1845	Francisco Leyba petition	NGR
HUERTA DE MATES	1845	Juan Cordero petition	NGR
HUERTAS – <i>Alatihacey</i> , <i>Ataliguay</i>	1844	Franc., Luis, Raymundo (Lataillade)	Title not proven
JONATA	1844, 46	Gumecinio Flores petition	NGR
LAGUNA 1	1837	Roberto Pardo	NCF
LAGUNA 2	1841	Pedro Cordero petition	PR, mission land
LAND PURISIMA	1845	Elizario/ Pastor, Indians	NCF
LAND SAN MARCOS	1845	Ramon Valdez petition	NGR
LAND OF THE CHRISTIAN INDIANS	1844	Numerous Indians	Title not proven
LANDS MISSION PURISIMA	1801, 33	Francisco Reyes petition	NGR
LANDS SALSIPUIDES	1837	Antonio Dominguez petition	NGR
LANDS SANTA BARBARA	1840	Jose de Ortega	petition, NGR
LIEBRE	1843	Tomas del Valle petition	NGR
LOT PURISIMA	1840	Anastacio Carrillo petition	NGR
LOTS SANTA INES 387 SD ORCHARD, TWO, AT PURISIMA	1844 1845	Jose de la Guerra petition Juan I. Lugo/ Jose Romero petition	16 neophytes, PR NGR
PARAJE DE CAYEAGUAS	1828	Luis Arenas petition	NGR
POTRERO DE LA MISION VIEJA	1845	Francisco Vejar petition	NGR

POTRERO

DE LA MISION VIEJA	1846	Feliciano and Mariano Soberanes	NGR
PUNTA DEL SAUSAL ?	1823	Jose Dom./ Oct. Gutierrez petition	NCF
PURIFICACION AQUICHU	1843	Jose de la Guerra petition	PR
SAN ANTONIO			
Y CIENEGITAS 301 SD	1842	Nicholas A. Den (Richard)	PR, lack of proof
SAN MARCOS	1839	Valentin and Manuel Cota petition	PR
SANTA PAULA			
AUGMENTATION	1837	Carlos A. Carrillo petition	NGR
SATICOY – A, Ventura	1841	Lanzna and Raimundo Olivas	PR
SATICOY – B, Ventura	1845	Luis Francisco, Indian petition	Indian petition, NGR
SOLEDAD AT SANTA INES	1838	Thomas Olivera	petition, NGR
SUEY	1841	Francisca Carrillo de Thompson	NGR, petition
TIMBER CUTTING PERMIT	1841	J. Ramires, P. Saisevain, L. Vignes	NCF, Territorial Dep.
TRIUNFO	1840	Antonio Reyes	petition, NGR,

KEY: NCF – No Claim Filed,
NGR – No Grant Recorded,
PR – Petition Rejected

NOTES:

Spelling as listed by Bowman

In 1851 when the California Land Claim Commission was established everyone who owned a Land Claim (aka Rancho) had to appear before the Commission and prove they owned the land. Most historians neglect to list and/or mention that there were many claims rejected and many were not filed. The Treaty of Guadalupe Hidalgo had suggested that the land owners' rights were protected. This legal protection for many was inordinately lengthy and expensive.

Until the patent was awarded, clear title to much of California land was cloudy.

J.N. Bowman reviewed all the documents he could find and summarized the records alphabetically by claim and also alpha by claimant. His lists are the only attempt to offer a complete summary of the rancho grants and are often ignored.

To completely proof Bowman and others, it would be necessary to review each claim's expediente. This is now difficult because the various records—maybe copies—are scattered in numerous archives. Bowman does list his sources.

Bowman sometimes disagrees with now-accepted dates and/or acres in the patents given in California county histories.

The above Santa Barbara list has not previously been available in the present form. To correctly locate the above claims, it would be necessary to read the expedientes and files.

Ventura County was not formed until 1872, so the above list does include several present-day Ventura County properties.

Jim Norris
<tutupapanorris@yahoo.com>

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How to submit items for **ANCESTORS WEST**

Articles of family history or historical nature may be submitted in paper or electronic form via the contacts listed below. Electronic submissions must be in .doc, .txt or iWorks Pages format with no formatting commands; graphics should be in .jpg format. Items may be submitted via email to AW.ED.quinn@gmail.com with the subject heading "AW article." Mailed submissions should be sent to *Ancestors West* Editor, Santa Barbara County Genealogical Society, P. O. Box 1303, Goleta CA 93116-1303. There is also a box in the Sahyun Library for the AW Editor. If any materials are to be returned, include a self-addressed stamped envelope. **ALL materials should include the submitter's name and contact information on each page (electronic or mailed) and items (photos, charts, drawings, etc.) submitted.** Articles will be edited following *The Chicago Manual of Style*.

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Materials will be reviewed and, as appropriate, will be approved for publication. Unless solicited for a specific issue, items will be published as space permits. **DEADLINES** for submission for specific issues are the TENTH of the following months January (February issue), April (May issue), July (August issue) and October (November issue).

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SBCGS Historical Notes

THE QUARTERLY

Ancestors West, along with its companion news bulletin, *News Cues*, is one of the "descendants" of a pioneer quarterly newsletter formerly published by the Santa Barbara County Genealogical Society. *Ancestors West* is the presentation and contribution of and for the SBCGS in its commitment to preserve and advance research in genealogy. It is dedicated to all who have come before, to all who have remained, and to all who have yet to come to Santa Barbara County. It is further dedicated and offered to those who do not live here but have family links and would like assistance in researching in the area.

As with any county in the United States, Santa Barbara has its lineage based upon the amalgamation of distinct cultures whose people have sought refuge or to establish new homes in a distant land. Predominant and beginning this blend of cultures in Santa Barbara was the influence of the early Hispanic settlers who came first from Spain, then Mexico. Later they were joined by the Yankee adventurer who was swayed, too, by the prevailing forces of his point in history.

Where, then, and at what point in the time spectrum should a genealogical quarterly choose to focus its attention? Unlike a scholarly historical treatise, *Ancestors West* does not read as a history text which begins from the earliest point in time and develops a chronology of events that lead up to the present for that present eventually becomes supplanted by the future and inevitably slips into the past. Instead, *Ancestors West* takes as its point of reference the changing period of settlement in Santa Barbara during the 1350s, a little before, a little after, back in time and forward through to the present—whenever it exists in time.

An earlier resident of Santa Barbara, Katherine Bell, in her delightful collection of memories entitled, "Swinging the Censer," does not mean to hang the critic but makes the analogy between time-memory and the swaying motion of a church incense carrier with its hypnotizing effects. Thusly, we are transported back and forth between the then and now. It is with this analogy that *Ancestors West* carries us in and among the lives and records of the residents—past, present, and future—of Santa Barbara County. **From *Ancestors West*, Vol. 1, No. 1, Dec. 1974**

Continued on Page 36