



OX5 NEWS

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Meet Neta Snook Southern



Neta Snook Southern as she appeared at the 1976 National Reunion, San Diego, Calif.

Neta Snook Southern was Amelia Earhart's first flight instructor. She is an aviation pioneer who believes women are "super", but she is not a believer in women's lib. "I'm not interested in that at all", says Mrs. Southern, now 81.

Mrs. Southern, then Neta Snook, was considered a daring young woman when she learned to fly back in 1917. Since then, she says she has seen aviation change in many ways. And, she is not happy in the knowledge that women still are not recognized as Captains of our largest jet-liners. "Why not?" she asks.

Mrs. Southern reflected back to her early career in aviation, during an interview with an Associated Press representative at her home in Los Gatos, California. She thought the TV show that featured the life of her most famous student, Amelia Earhart, and the difficulties she experienced in learning to fly was "deplorable". She also recalled when she herself paid a dollar a minute (\$600 for 600 minutes) for her own flight lessons from one of the early aviation schools in Florida, where she said their primary interest in the students was in their abilities to "get up and down safely".

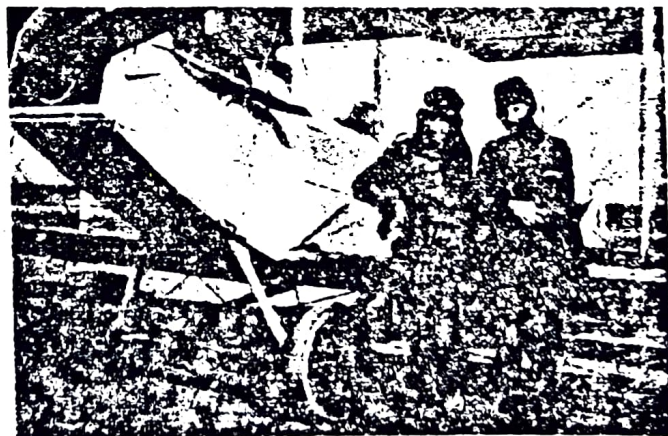
Later, during World War I, Mrs. Southern worked for the British Air Ministry where she tested engines. After the war, she returned to the United States to become one of the first women pilots in this country. Later she bought her own airplane, an OX5 Canuck, that she barnstormed in the Midwest. The following winter she shipped the plane to California where,

while operating a commercial airport south of Los Angeles, she did aerial advertising, passenger hopping, and student training. It was at the latter place that she first met Amelia who came to the field to talk about flight lessons. Her father was with her. Amelia told her she wanted to take lessons, and that she thought her parents would be more agreeable to the idea, if she found another woman in the business, especially one who would teach her to fly.

"Amelia", said Mrs. Southern "got her first four or five hours in my Canuck". Then she bought a Kinner Airster, and "I gave her seven more hours in it".

Mrs. Southern, however, gave up flying before Miss Earhart soloed. She recalled that she traded her plane for a house and lot, plus a \$500 Liberty Bond.

Following Amelia's tragic disappearance in 1937, Mrs. Southern wrote a book on aviation history as she experienced it. "I TAUGHT AMELIA EARHART TO FLY" was published in 1976.



Amelia Earhart and Neta Snook Southern in front of the Canuck (1921), Kinner Field, near Los Angeles, where Neta gave Amelia her first instruction.

1977 Reunion/Kansas City/Oct. 13-14-15

BREA HISTORY - MY FAMILY HELPED MAKE IT

By Morda Beck, Space 126

Reading the History of Brea, by George Gish, has been of especial interest to me because I was there through some of it. To go back, my parents came to the West Coast from Wisconsin when they were young and newly married. My father had an adventuresome spirit. He was a band saw filer in the lumber mills and was up and down the Coast from Washington to San Diego quite a few times. The roads in those days were really something. He was good at his work and was often lured to another job by more money. He made as much as \$16.00 a day and, in those days, that was exceptionally good pay. Father and Mother were married 13 years before they had any children - "then there were four." So, all of their children are native Californians.

I bring my parents into this because it was my father who, having seen all the beautiful West Coast of the United States, decided that Southern California was where he wanted to stay; and so he picked Brea. The miles of citrus groves in this lovely Valley, the snow-capped peaks to the north and east and the Pacific Ocean to the south and west - all made him feel, "This is God's Country!"

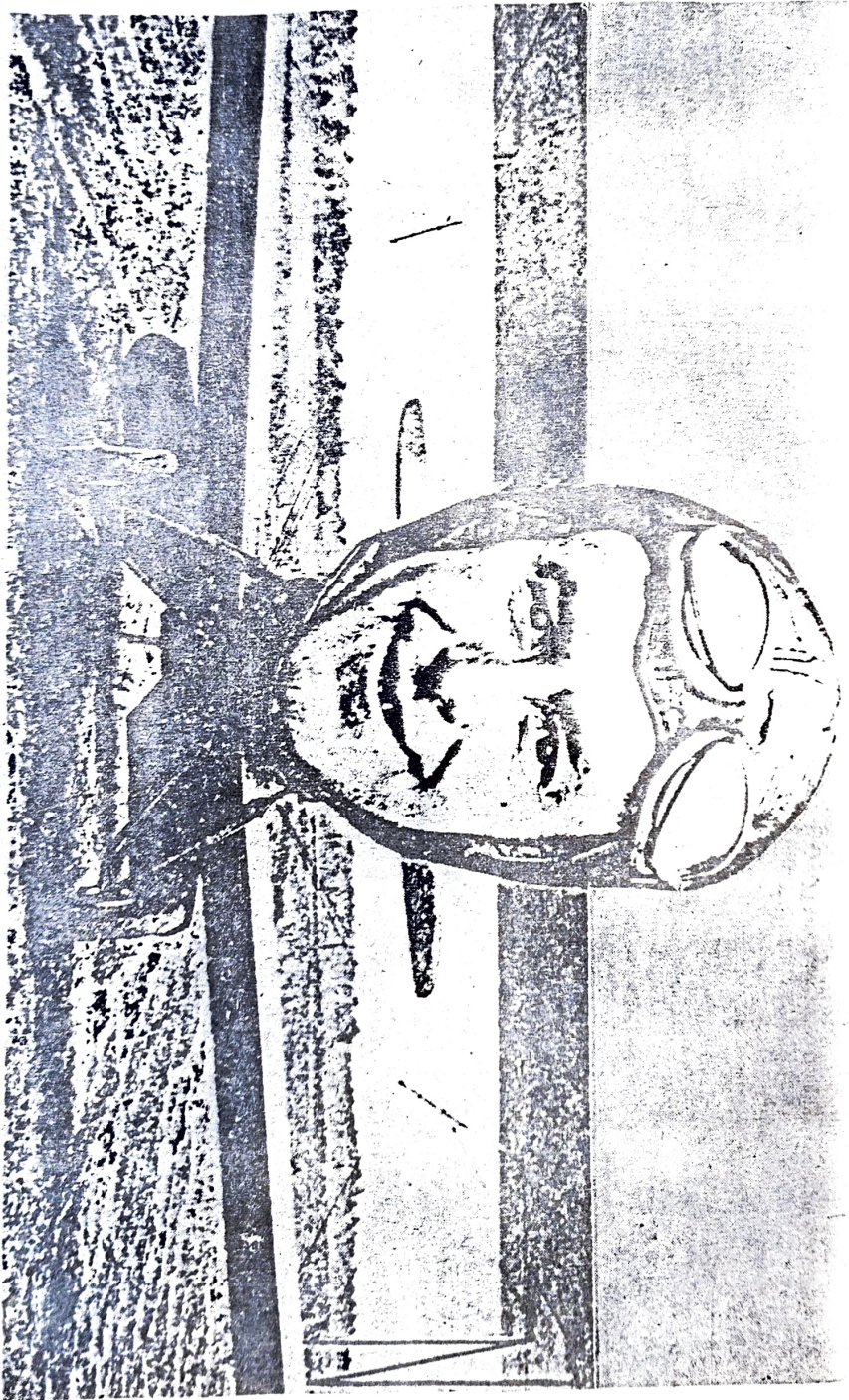
He changed his profession, bought an acre of land on Elm Street corner, cut the acre up into lots and began building houses, which he sold as he built. He built our own home first - and while he was building it we lived in a tent that was like one big room, having a wooden floor and wood halfway up the sides and tenting above that.

As closely as I can figure it must have been about the year 1920 that I was in the second grade and went to the school located on the corner of Lambert and Brea Blvd. The school was much smaller then. The town was mostly citrus groves, with a few stores on the main street. My sister and I walked through the orange groves to school every day. Traffic was light on the main street in those days and the cars, though the latest thing then, look pretty old to us now. I remember some of the kids and myself (probably at my instigation), stood out in the middle of Brea Blvd. with our arms outstretched and stopped cars - until one man told us he'd report us to the police, which immediately caused us to scatter in all directions and never tried that again.

Across the street from the land my father was developing were acres of wheat fields. Part of it was a small airfield. Small one-engine planes landed and took off there. One crash landed one day but the pilot was not hurt. We were fascinated by all this, and when the wheat was baled up into big piles we used to have a ball climbing over the great piles of bales. Also, Mother staked our balky cow out there and we used to help her after she'd done the milking. How she hated that cow.

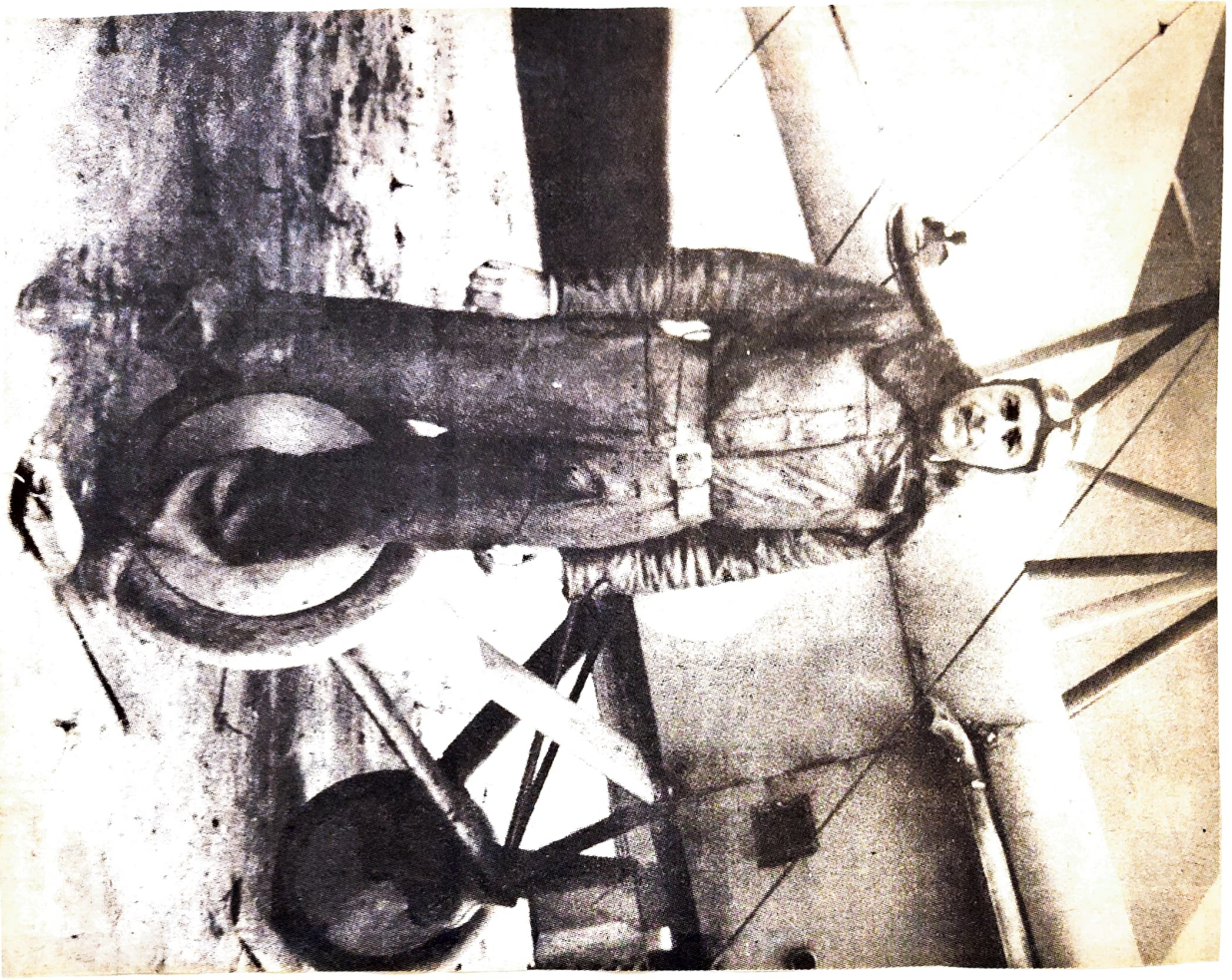
When my father finished his developing in Brea we moved to Fullerton and I entered the 5th grade. Many of the homes my father built in Fullerton, as well as in Brea, still stand today in excellent condition. They really built in those days.

I went to school with the Yorbas, the Bastanchurys, the Kraemers and the Chapmans - especially in High School, as it was a Unified High School District in those days. Of course, I don't know any of them today. After High School, when I was married, we lived in Fullerton, Placentia, Whittier, La Habra - and now I'm back in Brea, where it all started. I might add, Richard Nixon was in High School a couple of years while I was there. He may even have been in some of my classes but I don't remember him - probably because he wasn't one of the boys I was after.

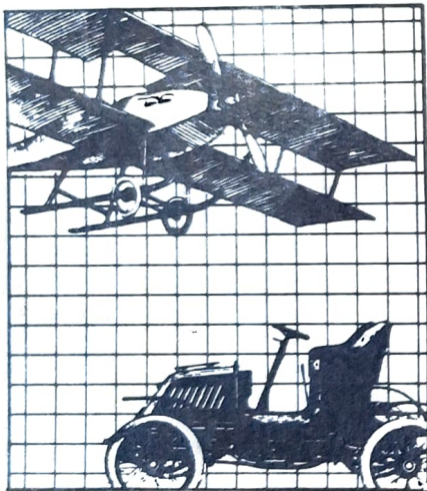


Flying High

A publicity flyer from the late '20s or early '30s depicts Dexter Martin as being in the middle of things. Martin built his first airplane in Brea, where he lived for several years before leaving the city to start a career in aeronautics. Martin's achievements will be included in the Brea Community History Project.



A FACE FROM THE PAST — Pioneer aviator Dexter Martin, now 85, stands beside his Alexander Eaglerock plane in 1927. Martin established an airfield in Brea during the 1920's. He was classmate with Amelia Earhart for flying lessons and went on to head the South Carolina Aeronautics Commission.



CURIOS:

The year 1912 was famous in Orange County history for a pair of records, one set in the sky and the other on the ground.

That year flyer Glenn Martin set an aviation record with his 37-minute overwater flight from Newport Bay to Catalina Island. Also in 1912, speedster Teddy Tetzlaff from the onetime community of Olive set an automo-

bile racing record, driving at 78 miles per hour.

The year 1912 is also remembered for a famous shoot-out, in which the Tomato Springs Bandit shot one lawman and injured three others on the Irvine Ranch, near where the Marine Corps Air Station in El Toro is located today.

— **3rd Orange County Almanac**

By Jim Sleeper,
Orange County historian

better suits the style of your church, a Mercedes
or a Rolls-Royce? At what point in your career
should you consider the purchase of an executive
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courses at THE SCHOOL OF FAMOUS TV



Mr. Dean F. Miller
420 S. Poplar
Brea, California 92621

Dear Mr. Miller,

I'm enclosing copies of
newspaper clippings about
my husband, Dexter C. Martin.
I know he had some correspondence
with you, and thought perhaps
you'd like to read these.

His death came as such
a shock. I still cannot
take it in.

Sincerely
Lynelle Martin
(Mrs. Dexter C.)

Jan. 31, 1983

MRS. D. C. MARTIN
1601 IDALIA DRIVE
COLUMBIA, S.C.
29206



Mr. Dean F. Millen
420 S. Poplar
Brea, California

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92621





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*Mr. Dean Millon
420 S. Poplar
Brea, CA 92621*

Paul D. Pratt of Fullerton was appointed city engineer of La Habra by the board of trustees at its meeting last night, and his salary was fixed at \$250 per month. The appointment is conditioned on Mr. Pratt's agreement to the salary named, but the board had the understanding that the salary was satisfactory.

Mr. Pratt is to make his home in La Habra and give all his time to the office. For some months a large part of his work will be concerned with construction of sewer laterals inside the city, and this work ultimately will be paid for out of the assessments levied against property owners, but the city will have to advance the money for a time.

Mr. Pratt for about two years has been assistant city engineer of Fullerton, and is said to have had considerable experience in other parts of the state.

This appointment does not affect the position of W. G. Kneas as engineer for the outfall to be constructed by La Habra. This work is on a percentage basis, and is paid for out of the bond moneys. It is expected that the new engineer will start work immediately preparing for the construction of the inside sewer system, it being the belief now that barring unexpected delays the outfall can be completed before the inside laterals are ready for use.

More Lights Ordered

The lights committee of the board was instructed to have street lights installed on Hiatt street, from Central avenue to Greenwood, on Lois street from Central to Greenwood, and one light at First and Main streets. The board is following the policy of installing lights first on the most used thoroughfares, extending the system as rapidly as finances of the city will permit.

The report of the city recorder for October showed fines to the amount of \$915 collected, \$50 being for traffic law violations. The building inspector reported two permits issued for the month for a total of \$2950.

Man Drops Dead Following Scuffle

Within a few minutes after he had ceased scuffling with the foreman of the gang on which he was employed in mixing cement, O. M. Schnorf, aged 30 years, a resident of Anaheim, died suddenly Monday morning.

Schnorf was at work on a concrete mixer in the backyard of a home on North Glassell street, Orange, when he is alleged to have become involved in an argument with the foreman in charge of the work. Leonard Hessel, of Orange. A scuffle followed when Hessel is declared to have struck Schnorf on the jaw with his fist.

than last, according to a statement issued by Dale R. King, manager of the Northern Orange County Citrus Exchange. About \$8,000,000 is the return this season, Mr. King said, while last year the figure was \$7,780,000. The cost of operating packing houses, the expense connected with both purchasing and selling the fruit, as well as preparation for sale, must be deducted from this amount.

Mr. King believes the natural balance of supply and demand which made the smaller crop sell for the higher figure, to be responsible for the advance in profit. The highest price paid for valencia this season was \$13.10 a box, according to figures in his office, the highest price since 1918, when they sold for \$16. For lemons this season the best price was \$12.65.

It is estimated that the total crop this year, including both valencia and navel oranges and lemons, is about two-thirds of that harvested last season. This data concerns about 20,000 acres in Fullerton, La Habra, Placentia, Anaheim and Yorba Linda districts.

Slight Accident At Air Carnival

A thrill not included on the program was provided the thousands of spectators at Brea's first air meet on Saturday, when Joe Lichter, in making a dead stick landing, turned his plane upside down as it struck the ground. He was uninjured with the exception of a bruised shoulder, but his plane was badly smashed up. According to authorities, Lichter made the descent too rapidly after shutting off his engine.

This accident was the only one which occurred during a series of exciting air sports. Aviators of note from all over Southern California, including Dr. Young, president of the Western Aero League, who flew over from Glendale, were present. The first event of the day was an air wedding, solemnized 2000 feet above the earth, when Miss Bonniedale DeMose, 18, pretty Brea girl, became the bride of Willard Clear Sweet, 21. The ceremony was performed in J. G. Montijo's five-passenger cabin cruiser by Rev. F. T. Porter, pastor of the First Christian church, of Santa Ana. As a reward, the happy couple were presented with a beautiful wedding cake, various household conveniences and a cash gift.

Figone Pays \$200 On Liquor Charge

A jury in Justice H. E. Hart's court Friday found John Figone guilty of the charge of possession of liquor, and Judge Hart imposed a fine of \$200, which

Picture Display

A large collection of pictures is to be shown at the Washington school Wednesday, Thursday and Friday, Nov. 11, 12 and 13. There will be on exhibit 200 large and 500 small pictures. They will be seen on display in the first grade room in the afternoons and evenings. The first part of the evening will be devoted to the pictures, after which a program will be presented in the auditorium. Another feature which will take place on Thursday evening will be a program of life pictures by the children of the local school. Included will be "Little Miss Muffet," "The Old Woman in the Shoe," "Little Red Riding Hood," and other Mother Goose characters. Subjects to be presented by the Mexican school will include "The Most Beautiful Thing in Holland," "The Grape Eaters," and "The Grape Venders." Little Virginia Chandler will represent Spring, Grovavay Colley will represent "The Girl with the Cat," and Marjorie Kauble will represent "The Song of the Lark."

There have been twenty-five life pictures arranged on the program besides local talent in reading and piano music.

Crowbar Used In Mexican Battle

R. E. Morris, delivery truck driver, is in the Fullerton jail, and Joe Lopez, a Mexican employed on the Bastanchury ranch, is in bed with head injuries, as the result of an asserted battle in which Morris is said to have used a weighty crowbar Friday night. Morris appeared before City Recorder George Story Saturday morning, and bail was set at \$25. The trial is scheduled for November 6.

Garden Grove May Get Negro Colony

Plans are under way for the establishment of another negro colony in Orange county, it has been learned. The site is near Garden Grove. According to information received from a reliable source, the new colony is being fostered by the same group which is establishing a negro summer resort on the beach between Huntington Beach and Newport Beach.

That the land has already been purchased by Los Angeles agents, who are disposing of their interests to the colored people, is declared. The new colony is to be located northwest of Garden Grove near the Pacific Electric tracks, it is said.

Plans for a third exclusive colored colony to be located between Santa Ana and Orange are also under consideration by the same group, it is stated.

the social hall, marched to Central, down past the office, and then back to the hall, where a stop was made that the judges could award numerous prizes which had been offered. When the judges completed the parade they and those participating given "hot dogs" by the members of the local scout company, who served from the hall. There was plenty for the youngsters, whether they were in the parade or not.

The idea for this affair originated with Sergeant Heck and his troop of Scouts and it was so successful doubtless it will be copied elsewhere. Many favorable comments were heard from spectators on this way of staging a Halloween celebration.

Incidentally, Saturday was probably the quietest low'en in the history of La Habra, according to local police officers. City Marshal Martin said that not a window in the town could be found that was dark, whereas neighboring cities suffered heavily in that respect. While there was, of course, a good humored mischief, no case of damage to property had been reported. The marshal credits these conditions partly to the influence of the Scouts' parade, which gave a harmless outlet for youthful exuberance, partly to the warning given in advance that window knocking of any kind would be vigorously prosecuted.

Many Prizes Awarded

Prizes were awarded as follows:

Costume for Girls—Anna S.

ford, first; Verlean Stevens, second.

Witch Girls—Bessie Lee

first; Winifred Sutton, second.

Costume for Boys—Gene

Wolfe, first; Leo Martin, second.

Largest Pumpkin—Nyland

Traber, first; Milton Traber, second.

Best Decorated Pumpkin—

land Glasier, first; James E.

second.

Wagon Display—Isabel G.

ier, first; Nyland Traber, second.

Bicycle Display—Daryl B.

enhaupt, first; Norville B.

field, second.

Team Prizes—Ida Padua,

Boy Scouts, Isabel Glasier,

Boice, Billy B., Billy B.

Poultry Show For County Project

A meeting of Orange county poultrymen has been called 7:30 tonight at the county auditor's office in the hall of records, Santa Ana. The meeting has been called for the purpose of holding a winter exhibition and to discuss matters relative to the welfare of poultry industry. All interested people are invited to attend.

Star-Progress

Weekly Shopper

TOTAL COVERAGE OF LA HABRA/BREA/NORTH FULLERTON

Fédération Aéronautique
Internationale



United States
of
America



LICENSE ISSUED TO

Dexter Chas. Martin
Mr.....

Place of Birth... Santa Ana, Calif.

Date of Birth... Jan. 2, 1897

Contest Committee
Chairman

Orville Wright



Year of 1924

No. of Brevet... 6140

Origin of Brevet... NAA

Nature of Brevet... Aviator

Signature of Licensee

Dexter Chas. Martin

License No.

Valid until December 31st of
year of license



401 S. BRE A BLVD.
BRE A, CALIFORNIA 92621

Fédération Aéronautique
Internationale

United States
of
America

LICENSE ISSUED TO

Dexter Chas. Martin
Mr.

Place of Birth Santa Ana,
Calif.

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Contest Committee
Chairman

Orville Wright



Year of 1924

No. of Brevet 6140
.....

Origin of Brevet NAA
.....

Nature of Brevet Aviator
.....

Signature of Licensee

Dexter Chas. Martin

License No. 162
.....

Valid until December 31st of the
year of issuance

"I remember when Amelia Earhart was learning to fly from Nita Smith when she (Earhart) was living in Long Beach," said Martin, who was born and raised in Orange County. "Nita eventually got married though. She sold her airplane and traded it in on a house and lot in Redondo."

Though Smith gave up flight instruction, her two students went on to make names for themselves: Earhart through her disappearance during an attempted round-the-world trip in a twin-engined Lockheed in 1937 and Martin through his less spectacular but equally valuable contributions to aviation on the Eastern seaboard.

It was 1920 when Martin convinced barnstormers in the Brea area to move their airfield behind his automotive garage so he could closer examine them and tinker with the engines of the innovative craft.

"We called it an airfield but it was more like a hayfield," he recalled with chuckle. But a depressed economy and the lure of a barnstorming career in South Carolina convinced him to leave California in 1927.

His new "flying circus" career

lead him to a partnership with one of the world's first female stunt-women — Mabel Cody. While Martin piloted their craft above the awed crowd, Cody would crawl out of the cockpit with paint, brush and rope ladder in hand and proceed to lower herself under the wing to paint a message for all to see.

But Martin soon became involved in the more serious aspects of aviation, establishing the South Carolina Aeronautics Commission in 1935, helping communities with available funds for airport construction get matching funds from the Federal Airport Commission. Under his leadership, South Carolina was the first state in the nation to enact of curriculum of flight instruction.

The coming of World War II saw Martin established as the first appointed Wing Commander of the Civil Air Patrol in South Carolina, where he organized squadrons and procured aircraft, radio and transportation for search and rescue relief for the military.

He is also credited with the development of more than \$100 million in airport facilities in the state as the former director of the South Carolina Aeronautics Commission.

Photos by Dan Rios

To keep track of his accomplishments, the University of South Carolina has begun to administer his papers in its Caroliniana Historical Library.

"I also go up to the Smithsonian a few times a year to make sure they've got everything straight," he said. "These young people collect all these facts but they're not sure how to put them together."

Martin last took the wheel of an airplane in hand in 1953.

"I've left the flying to my children," he said of his four offspring.

But Martin remains active, attending ceremonies and conferences on aviation nationwide, like the one held in San Diego Monday to commemorate the transfer of a plaque dedicated to early aviators to the local aerospace museum.

Martin, his voice unable to mask his pride, read the inscription off the plaque that bears his name among others.

"Dedicated to the men and women who risked life and limb to establish the great aviation industry. They were the beacons of light in the embryonic age of flight."



GEORGIA "TINY" BROADWICK
 First woman to make a parachute drop from an airplane. Her countless demonstrations, the last being in 1922 after more than 1000 jumps, contributed immeasurably to the epoch of aviation safety.



WILLIAM H. CONRAD
 Has trained, transitioned and upgraded more than 15,000 pilots to Airline Transport Pilot Certificates. Upgraded some 600 Navy and Marine, and 2000 Air Force pilots from single engine to multi-engine aircraft, land and sea.



FRANK MAYO FAIRCHILD (Deceased)
 Headed Aviation Department of Vocational Training for Cincinnati Board of Education for 35 years. Was leader in all phases of aviation. His training courses were selected by Government and the Military to train students throughout the USA.



HERBERT O. FISHER
 Test pilot for military and commercial aircraft into the jet age. Flew 96 missions with C-46's during the "Hump" operations. Was Chief of Aviation Development Division, New York — New Jersey Port Authority.



GLEN A. GILBERT
 Organizer and Director — U.S. Air Traffic Control Service; Assistant Administrator (CAA) International Aviation Development; Senior Aviation Advisor to ICAO; Senior Aviation Advisor, United Nations Technical Assistance Program.

1976 INDUCTEES OX5 AVIATION PIONEERS HALL OF FAME



CHARLES W. KERWOOD
 Flew with the French in WWI. Was Aviation advisor to Russia, the Balkans, Greece, and to the French in North Africa. Investigator for U.S. Senate Air Safety Commission. Served with Douglas's Strategic Air Forces in North Africa. Headed Aviation Division of the State Department for International Development. Developed aviation projects throughout the free-world.



THOMAS H. "DOC" KINKADE (Deceased)
 Well-known Aeronautical Engineer, who assisted in the technical planning and success of many world-famous flights. Noted for extensive experimentation with oil and fuel for aircraft engines.



JAMES L. KINNEY
 Served in the military, and the Aeronautics Branch of the Department of Commerce. He pioneered in the development of instrument flight techniques and in standardizing aircraft instrument techniques. In 1930, as test pilot on the first I.L.S., he inadvertently became the first pilot to make an all-instrument landing.



CHRIS LAMPE
 His specialty was the design, construction, maintenance and operation of airway systems and their components. Responsible for Pre-WWII development of airports in Alaska, which proved of vital defense importance when the Japanese struck Alaska after Pearl Harbor. Has participated continuously in the development of aviation for more than 55 years.



CHARLES A. LINDBERGH (Deceased)
 First pilot to fly solo across the North Atlantic. New York to Paris, May 20, 1927. War Technical Advisor to several commercial airlines. Served with USAF and NACA as Technical Advisor for military aircraft. Special Consultant to Chief of Staff, USAF in WWII.



FRED E. MACHESNEY
 Has the distinction of owning and operating the oldest privately owned public airport in the United States (1927-1975). Trained more than 1,100 pilots for the military and more than 3,000 civilian pilots. His operations over a period of 50 years, have been exemplary.



DEXTER CHARLES MARTIN
 Director of South Carolina Aeronautics Commission 1935-1950. Promoted and developed the safety of aeronautics on local, state and national levels. First CAP Wing Commander, and Piloted Squadrons throughout his area. President of National Association of State Aviation Officials, 1940. Influenced the establishment of military bases in South Carolina.



GLENN L. MARTIN (Deceased)
 Designed and built his first plane in 1907. Established the Glenn L. Martin Company in 1917. During World War II, he employed 53,000 at the Baltimore operation and another 17,000 at the B-29 plant. One of the nation's leading designers and builders of large, heavy, long distance aircraft used both by military and airlines.



GEORGE C. POMEROY
 Originally in Aviation Section Signal Corps, he later became a mail pilot. A pioneer corporate pilot, he flew initially for Celotex, and later joined Citrus Service Oil Company for whom as Chief Pilot he flew the Pacific many times during World War II, mostly on trips to Australia.



LYOUD C. SANTMYER
 Did experimental flight testing for U.S. Bureau of Standards on instrument landing system for airlines and military aviation. At M.I.T. he checked out Air Corps pilots in use of the I.L.S. Demonstrated the I.L.S. to airlines and government officials of this and other countries. Took the first C-47 to Africa to take part in the mission of Sicily, where he trained Troop Carrier pick-up pilots.



EDWARD A. STINSON (Deceased)
 Barnstormer, manufacturer, inventor, instructor, executive flight operator, racing and test pilot. Manufacturer from 1926 to 1948, had plants in Detroit, Northville and Wayne, Michigan. Winner of Ford Reliability Tour 1927. Made the first commercial flight between Chicago and New York City. His colleagues bestowed on him the title of "Dean of American Aviators".



WILBUR WRIGHT (Deceased)
 Invented and flew world's first successful heavier-than-air craft at Kitty Hawk, North Carolina on December 17, 1903, lasting 12 seconds and covering 120 feet. Three more flights were made that day, the brothers alternating at the controls of their biplane. Wilbur piloted the final and longest hop, spanning 852 feet in 59 seconds. A U.S. patent was granted in 1906 and in 1908, Orville demonstrated the Wright machine before government officials, which resulted in delivery of America's first military airplane in 1909.



ORVILLE WRIGHT (Deceased)

46



Dexter C. Martin 4833
1501 Idalia Road
Columbia, S. C. 29206

OX5 NEWS

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PAUL POBEREZNY RECEIVES HIGH AWARD

We are pleased to announce that Paul H. Poberezny (No. 329), President of EAA, has been highly honored in having been awarded the Chancellor's Medal by Dr. Edward M. Penson, University Chancellor, University of Wisconsin — Oshkosh.

The Award, the highest offered by the University, has been presented only four times previously. Its representative significance is for Outstanding Service to Mankind, and relates especially to his notable contributions to science, education, and technology, principally in the field of aviation.

We congratulate Paul Poberezny whose name also was placed in the OX5 Hall of Fame during the 1978 Annual OX5 Reunion at Colorado Springs last Fall.

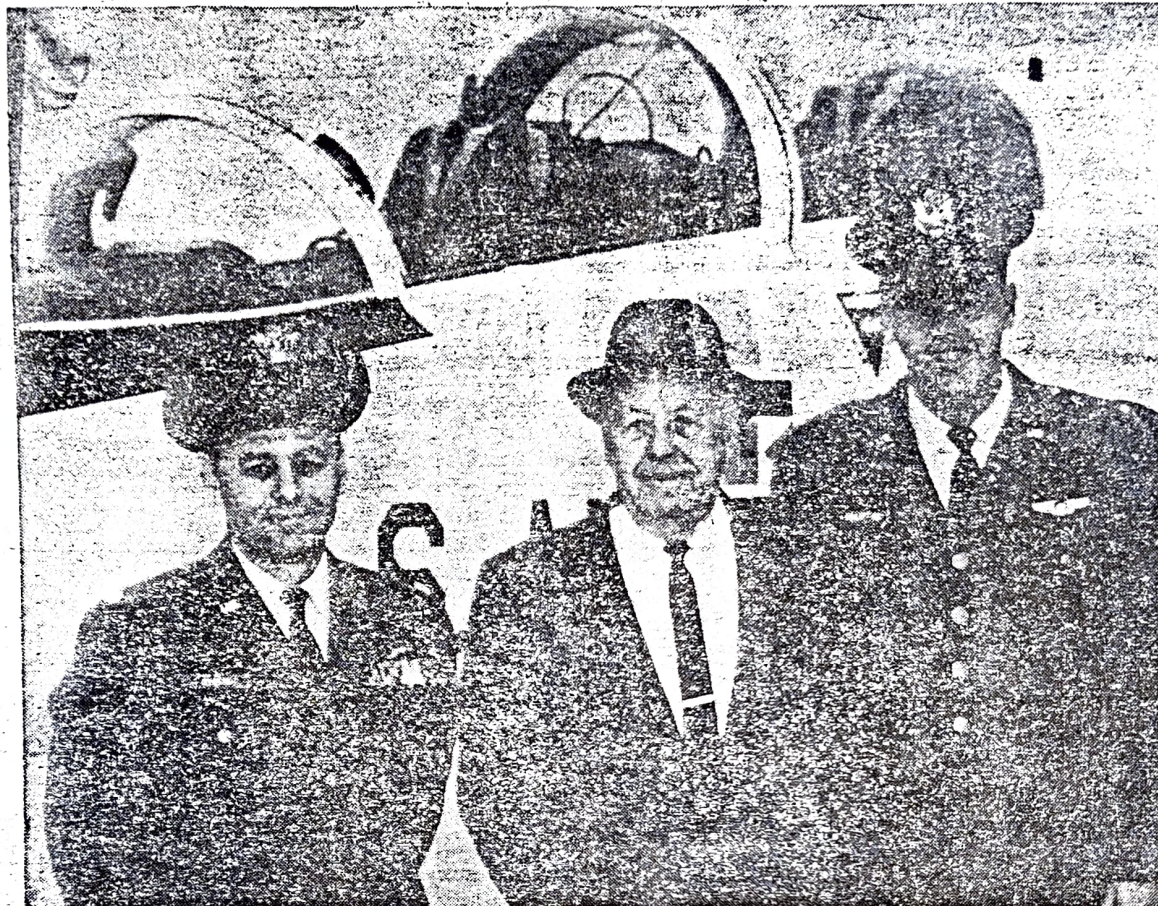
DOOLITTLE RAIDERS TRAINED IN SOUTH CAROLINA

April 16 marked the unveiling of a large and handsome marker and a ceremony at Columbia Metropolitan Airport, Columbia, S.C., at which Lt. Gen. James H. Doolittle, USAF (Ret), assisted by M/Gen. J. B. Blount, Commandant, Ft. Jackson Army Base, Col. Horace E. Crouch, USAF (Ret), and Dexter C. Martin, former head, South Carolina Aeronautics Commission, had important parts.

It was at the above location in 1942, that the 17th Bomb Group, and the 89th Reconnaissance Squadron, moved to the then new Lexington County Airport (now Columbia Metro Airport) to become the nucleus of what later became the Doolittle Raiders, led by Jimmy Doolittle, that flew from the Aircraft Carrier Hornet on their famous and tremendously effective strike on the Japanese mainland.

The foregoing original training site for what later became the Doolittle Raiders was procured, developed and maintained by the South Carolina Aeronautics Commission, then under the direction of Dexter C. Martin who became very well known in such areas of airport development and improvement.....Editor's Note: The names of both Jimmy Doolittle and Dexter Martin are in the OX5 Aviation Pioneers Hall of Fame.

#17 Operations Officer Has 7,300 Hours In Air to Credit, Still Trails Father



THREE MEMBERS OF ONE FAMILY that has a flying career dating back to 1919 stand in front of a T-38. Left to right are Maj. Dexter E. Martin, 3300th Support Sq. Flight Operations officer;

his father, Dexter C. Martin; and his younger brother, 2nd Lt. Charles Martin, who received his T-38 wings recently at Reese AFB. (Photo by Base Photo Lab.)

The father served on the initial committee to establish the Civil Air Patrol and was a C.A.P. wing commander on anti-marine patrol duty in World War II off the east coast.

FIRST LICENSING AGENCY

In 1924 he was awarded his license from the Federation

(Continued on Page 5)

In his 16 and a half years in the Air Force, Maj. Dexter E. Martin, Flight Operations officer for the 3300th Support Sq., has accumulated 7,300 flying hours. But he still hasn't caught up with the 10,000 hours logged by his father, Dexter C. Martin.

The elder Martin began flying in 1919 at Brea, Calif., in the old Jenny and his aviation career continued through World War II when he worked with Training Command to help set up three primary bases in South Carolina. These were primary schools at Orangesburg, Camden and Sumter and were operated under civilian contract.



MAJOR MARTIN'S FATHER is shown here during his younger flying days. The picture was taken in 1929 when the father was piloting a three-place Alexander Eaglerock.

Operations Officer Belongs To Flying-Minded Family

(Continued from Page 1)

Aeronautique Internationale, of France which was the first licensing agency to keep a record of qualified fliers. This license was certified No. 6140 and was signed by Orville Wright and B. Russell Shaw, air pioneers. It remains one of his prized possessions.

The elder Martin received his first CAA license (No. 1751) in 1928 and for many years operated flying fields in South Carolina. For 15 of those years he was aviation director for the state.

It was during this period that Major Martin got his first experience in the "blue yonder" that led to a love for flying and an Air Force career.

FIRST AIR TRIP AT 3

He was only 3 years old when his father took him up for the first time. He made the trip sitting in his father's lap in an open cockpit biplane and as he grew older his interest reached the point to where he secured his civilian pilot's license when he was 19 years old. While attending the University of South Carolina he worked as a mechanic in order to make enough money to get more flying hours.

When he entered the aviation cadet program in 1948 he graduated from the Aeronca Champion to the now outmoded T-6s. Since then he has flown numerous Air Force aircraft including the F-51, B-25, B-26, B-57, C-131, T-33 and T-39.

WANTED "TO FLY"

Asked why he selected the Air Force as a career Major Martin says it "was to get in more flying."

He has been at Randolph since last July, coming here from a tour at Elmendorf AFB, Alaska. He and his wife live in Universal City and they have two daughters.

Only recently his father visited him at Randolph after a brother, 2nd Lt. Charles Martin, 25, had received his wings in the T-38 at Reese AFB, and made a trip here to join the other two.

SC Aeronautics Commission Has Open House on 10th Anniversary

The South Carolina Aeronautics commission observed its tenth anniversary May 18 with open house at its offices located on Owens Field.

Throughout the day visitors were shown through the engineering department where airport maps and plans are made and inspected the department's new soil testing laboratory and blue print room. The commission's aerial photography department was also a center of interest, especially the high altitude cameras with which aerial maps are made.

Col. Dexter C. Martin, the com-

mission's director since its organization on May 18, 1935, received the visitors in his office in the administration building, which was brightened for the occasion by a huge basket of red gladiola, a token of the commission's personnel for a decade of leadership.

At the close of the days' activities the employes of the commission, the airlines, the CAA, and other airport employes gathered in the engineering department to share refreshments and a birthday cake, replete with ten lighted candles, with Colonel Martin and J. P. Williamson, the commission's chairman.

Dexter Martin Is Honored At Dinner



DEXTER C. MARTIN

Col. Dexter C. Martin, director of the South Carolina Aeronautics commission since its organization, was honored by the commissioners at a dinner May 18 on the occasion of the commission's tenth anniversary.

J. P. Williamson, Greenville, chairman, and Dr. George A. Bunch, Cheraw, both original members of the commission, greeted the guests in the Palmetto room of Hotel Wade Hampton.

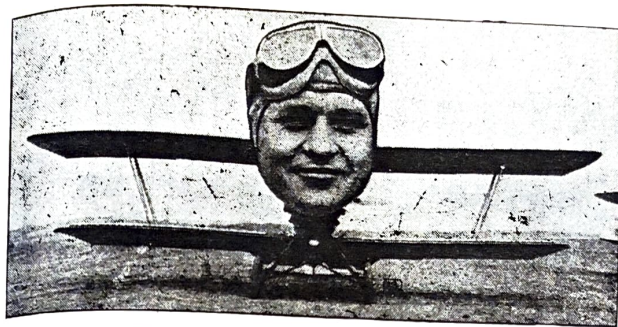
Mr. Williamson, as toastmaster for the occasion, introduced C. G. Fuller of Barnwell, the principal speaker, who told of the early efforts to secure a state department of aeronautics and of the exploits of pilots and their aircraft during the days before facilities for aviation had been developed in this state.

Included among the guests were representatives of the state legislature, the army and navy, the Civil Aeronautics administration, business men and department heads from the Aeronautics commission.

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FAMILY LIFE

There's Nothing Small About Racial Slights

By MIKE SPENCER
TIMES STAFF WRITER

Roy, my regular golfing partner, and I are a lot alike in many ways, even if we can't putt.

Other than clothing (a sweat suit on him looks like a tux, while a tux on me looks like a sweat suit), we share many interests—politics, food, travel, books.

But things happen to Roy that simply could never happen to me. This came to me in a Mission Viejo carwash.

As he was walking to the cashier, another customer drove up, got out of his car and handed Roy the keys. "I don't need any gas," he said. "Just a wash and a hot wax."

I joked (a) that it happened to me, I would and laugh or (b) think it insulting, in which case I would take the car to a real employee and full details of the interior.

"I'm not Roy," he returned the keys and said, "Sorry, I don't work here."

I'm also not black and experienced in handling such notions based on my color.

Roy is both.

Note that I did not say that Roy is "used to" being judged by his color (or misjudged to be more precise). You don't get used to it, he says, but you do expect it in an area such as Orange County, where just 2% of the population is black.

"And you wonder, 'Will it really ever end?'"

I was raised to think that the answer would be in the affirmative, so we did away with all the overt forms of racism that existed in our society.

Now, however, decades after we've knocked down the legal barriers, I'm left to wonder.

I hear from my black friends the slights they receive almost daily, and I hear from my Latino friends a lot of similar experiences (one whose family has been in California since before the turn of century, is constantly being stopped at the Border Patrol checkpoint just south of San Clemente).

Here's some further testimony, written by Jesse Fauset:

"I was a minority woman, neither white nor black, neither pretty nor ugly, neither specially graceful nor ugly, of fair manners and deportment."

"In brief, the average American done over in brown."

"In the morning, I go to work (by public transportation), which is crowded. Presently, someone gets up. The man standing in front of the vacant place looks around for a woman to give it to. I am the

nearest one, but 'Oh,' says his glance, 'you're colored,' and he plunks himself down in the seat.

"At 11:00 noon I go to lunch. I always go to the same place because I'm not sure of my reception in other places. How long am I to wait [without being served] because I'm sure of a slight? I eat, but I go out still not knowing whether the delay was intentional or not. I can't tell, and the uncertainty bedevils my afternoon."

"I think the thing that irks us most is the teasing uncertainty of it all."

"Did the man at the box office give us the seat behind the post on purpose? Is the shop girl impudent or just nervous?"

"Had the position really been filled just before we applied for it?"

"What activates the teacher who tells Alice—oh, so kindly—that the college preparatory course is really very difficult?"

"Other things cut deeper, undermine the very roots of our belief in mankind. In school we sing 'America' and learn the Declaration of Independence. Chivalry, kindness, consideration are the ideas held up before us—"

"*Honor and faith and good intent, 'But it wasn't at all what the lady meant.*"

—the lady in this case being the white world. [The real message] is that the good things of life, the true, the beautiful, the just, these are not meant for us.

"I am constantly amazed as I grow older at the network of misunderstanding—to speak mildly—and at the misrepresentation of things as they really are which is so persistently cast around us."

"And so the puzzling, tangling, nerve-racking consciousness of color encephalitis and swishes us."

"Some of us, it smothers."

What's most fascinating about the above is that while it could have been written by my friend Roy this morning, it actually appeared in a publication called the World Tomorrow in March of 1922.

I don't pretend to know the answer or even for that matter, that there is one. It may be, as a doctor friend says—only half in jest—that racism is genetic, that it is a born with a need to discriminate against others.

But it certainly wouldn't hurt if we all were just a little more understanding and conscious of our actions when dealing with people of other races.

Roy wouldn't ask you to do that for him, but I will. Being a little more comfortable with his life in Orange County might improve his putting, and that would please me much.



Pioneer aviator Eddie Martin with a vintage airplane. Martin, who died at age 88, lamented the modern-day transformation of Orange County.

Eddie Martin Was Direct in Flight and Life

Eddie Martin died last week, and I don't know why that should have surprised me, since he was 88 years old. But it did. On the half-dozen occasions we met and talked, he seemed a lot more indecisive than the planes he used to fly.

—I always pictured him giving a short shrift to death if it got too pushy. Eddie Martin didn't tolerate fools easily, so I figure death must have somehow got the altitude advantage and come at him only in the sun. That's the only way Eddie Martin could have been shot down.

Martin, of course, is the guy for whom they should have named Orange County Airport. John Wayne had asked as much to do with flying as Eddie Martin did with acting. That irritated Eddie, but he accepted it in an irascible sort of way. I pointed out that injustice in this space after Eddie was thrown a bone last year when the airport's general aviation building was named for him, and he wrote a letter to thank me, saying, "That is an article that I'm very proud of—so much, in fact, I am having it framed."

The last time I saw Eddie (who insisted on being called by his first name by strangers and friends alike) was at the bash commemorating this event, and his opening caught the essence of this world—a plain-spoken man. After the politicians had made their speeches and Eddie had formally unveiled the plaque dedicated to him, we retired to a tent for libation. Eddie was holding forth at one of the tables, and I went over to shake hands and visit with him.

"Congratulations," I said to him as we grasped hands.



JOSEPH N. BELL

He thought that over for a full five seconds, then said matter-of-factly, "I don't know what the hell for."

That's the way Eddie thought and talked. He was one of the few mortals I've ever known who seemed incapable of dissembling. And I make no claim to knowing him well. But the force of his directness came through loud and clear in a single meeting.

Maybe there were signs that it was time for Eddie to go. After World War II, during which he served as a test pilot with the P-38 fighter, he mostly with the P-38 fighter. He hung it up for keeps in 1966 and told me two decades later with some contempt, "I've got no interest in those big planes today because you don't really fly 'em."

Eddie was full of stories, but he didn't live in the past. His main concessions to history were an overseas model of a Neuport 28 biplane in a back room of his home, a collection of artifacts from his early days of flying which he turned over a few years ago to Orange County's Martin Aviation—once partly his company, now several times removed—and an autobiography on which he had been working for some years with

few years of his life, which seemed to be of a kind of subliminal life-affirming statement. He lived alone in a cottage in an old residential area of Santa Ana amid an impressive clutter that he blamed on Jackson "because it's his home, not mine."

Eddie Martin symbolized to me the problems implicit in the American transition from people to machines, from seat-of-the-pants individuality to collective kick punching. My World War II flying was a lot closer to Eddie's time than the computerized complexities of today, and we talked about the contrast with more disdain for the present than nostalgia for the past.

Although Eddie flew for several airlines, it was long before computers took over the cockpit, and he flew only occasionally after World War II, during which he served as a test pilot with the P-38 fighter, he mostly with the P-38 fighter. He hung it up for keeps in 1966 and told me two decades later with some contempt, "I've got no interest in those big planes today because you don't really fly 'em."

Eddie was full of stories, but he didn't live in the past. His main concessions to history were an overseas model of a Neuport 28 biplane in a back room of his home, a collection of artifacts from his early days of flying which he turned over a few years ago to Orange County's Martin Aviation—once partly his company, now several times removed—and an autobiography on which he had been working for some years with

Judy Liebeck, a local technical writer and historian.

Eddie was an Orange County pioneer who raised neither cattle, produce nor citrus. But he raised the vision of this county to the sky and also raised a little hell in the process. When he started flying in 1923, the average life span of a pilot was seven years, but Eddie beat those odds for almost seven decades. And he wasn't just lucky. He was good. He had to be because he flew a lot of those years without a parachute and with instruments that told him little more than his air speed and altitude of the hour.

"I've got to believe that dealing with the basics of flying—as he had to do for so many years—made him treat life, itself, with the same kind of directness. He always looked straight at me when he talked—and I could be sure he was saying exactly what he meant."

When the Martin Co. threw a 60th anniversary party, Eddie insisted that they had the founding date wrong, so they threw another party two years later. Huffed Eddie, "die." I guess I should know. Whose airport was it, anyway?"

At the dedication of his plaque last year, Eddie—as the final speaker—was brief. "I don't know what the hell I'm doing up here following those guys," he said.

"She said it all."

Eddie did his most eloquent oratory in the sky, and now he has joined a squadron that includes Charles A. Lindbergh, Amelia Earhart and Howard Hughes—all of whom he knew. None of them were much as talkers, which will be OK, with Eddie.

HEALTH & FITNESS

Experts Offer Some Facts on Cocaine Abuse, How to Detour Around It

By JAN HOFMANN

Under normal circumstances, cells in the area of the brain that deal with feelings of pleasure fire electrical impulses at about three times a second.

Compare that to one of life's most thrilling moments, such as sky diving, when those impulses are being fired up to 40 times a second.

But even that barely approaches the effects of cocaine, which can cause brain cells to fire impulses from 40 to 200 times a second, until the cells sending out those signals have used up all their reserves of neurotransmitters, leaving the recipient cells crying out desperately for more.

"It's very, very difficult to just say 'no' when the brain is saying, 'More! More! More!'" says Dr. Jeffrey Fortuna, director of Drug Education Consultants in Orange and staff consultant for the Chemical Recovery Services unit at Healthcare Medical Center in Tustin. "There is no drug that depletes the brain of chemicals faster than cocaine."

"We can't save everyone, but there are a lot of kids we can reach with education that is scientifically accurate, not moralistic," he told a group of more than 400 doctors, nurses and other health care professionals

last week at a daylong conference on cocaine dependency sponsored by Healthcare Medical Center.

Cocaine abuse is a serious problem in Orange County, Fortuna said, although not so much the kind that shows up so often on television. Instead of crack, cocaine does so much havoc in the inner cities and generated intense media interest. Orange County cocaine users are more likely to use freebase, the most potent form of the drug.

In freebasing, cocaine is heated in a pipe and reduced to its purest form, instead of being combined with other chemicals as it is in cocaine (cocaine bicarbonate) and cocaine powder (cocaine hydrochloride) (it's 100% pure, and then it's absorbed through the lungs, so it takes effect in a matter of eight seconds," he said.

Injected cocaine starts working in about 15 seconds, according to Dr. David E. Smith, founder and director of the Haight-Asbury Free Clinic in San Francisco, who also spoke at the conference. "Snorted cocaine takes about three minutes, and when it's inhaled (smoked), it takes about 25 minutes."

"And it's everywhere, absolutely everywhere in Orange County," Fortuna said. "No community is

immune. "The only thing that fluctuates is the price. In Santa Ana, it's about one-fifth the price in Corona del Mar."

The more than 900 addicts that Fortuna has dealt with range in age from 14 to 45, but he calls 18- to 35-year-olds "the real high-risk group in terms of hard-core use."

Fortuna said cocaine "is indeed the most addictive substance on the planet, if you exclude alcohol."

Most of what is known about cocaine dependency and other addictions is so recent that health-care professionals are racing to keep up with new developments by reading scientific literature and attending continuing education conferences such as this one.

"There has been more learned about brain chemistry and addiction in the last 25 years than in the entire history of society," said Smith, who founded the Haight-Asbury Free Clinic during the legendary "Summer of Love" in 1967 and has been treating drug addicts ever since.

The most common reason that people use cocaine, Fortuna said, is "to produce a competitive edge. They want to be brighter, faster, quicker and wittier than anyone around them. It's sort of a defensive reaction, so that people do not see me as I really am."

The second reason on the list: to elevate mood. Only 5% to 8% of the adult population in general suffers from clinical depression, Fortuna said, compared with work for a while until the brain's chemical reserves are depleted. "Then the most severe depression I've ever seen in my life is in cocaine addicts," he said.

Appetite suppression is the third most common reason, Fortuna said, and some people take cocaine to increase pleasure. "These are the true hedonists," Fortuna said. But perhaps, surprisingly, "these people are very rare. Most hedonists are also addicted to other drugs," he said. The fifth reason: To shelve anger and fear, Fortuna said.

After cocaine has used up the brain's supply of neurotransmitters, abstinence and good nutrition are "the only two factors that will bring them back," he explained.

"I truly believe that life should be a pursuit of goose bumps," he said. "And there are plenty of goose bumps to be had without the assistance of chemicals."

Jan Hofmann is a regular contributor to Orange County Life.

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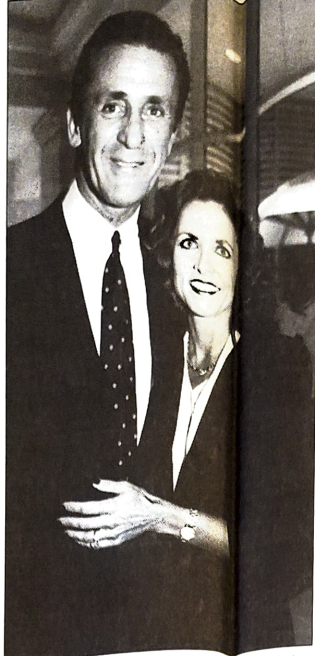
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Nanette Pattee Francini with Alan Thicke at Sports Club/Irvine.



Lakers Coach Pat Riley and his wife, Chris, at Irvine opening.



Don and Gigi Grant at Saturday's gala debut of the Marbella Golf and Country Club.

CONWAY

Continued from N1
to the award he would receive in the club gym at 9:30 p.m. "I coach superstars."
"But I'm here because I'm a firm believer in helping kids. Kids need to get the right message today. And here's mine: 'Any time anybody wants to do something for kids, they've got me.'"
"He's wonderful," said Chris Riley, decidedly unsilky in a black suit and white blouse. "As for anybody who appreciates him, well, that's great because they're appreciating the real thing, not somebody playing a part."
"People watch Pat on television 110 nights a year. And they get to know him well through sports. Sports is a great medium for understanding what somebody is all about. People may not realize that, but it's true."
There was no award-giving at Marbella, only kudos for the Mediterranean-style club from its dressed-to-the-teeth members.
"This place is gorgeous," said Lebanese-born Norma Owen, sporting a Christian Dior gown and a sapphire the size of a postage stamp. "Beautiful. I'm counting on having fun here. My husband is a golf-aholic and I just tag along, but this is the place to do it."
Gigi Grant wore a siren-red mink jacket

over a poufed Victor Costa gown. "The jacket was a New Year's gift when we were in Monaco," she said, shooting her hubby a megawatt smile. "It's by Yves Saint Laurent."
When Marbella guests weren't oohing over the \$1-million decor, they were billing into seafood spread on a table that was topped with pools of swimming sea urchins, starfish and shrimp.
"Yes, the legend of Marbella has finally come true," rhapsodized clubhouse manager Klaus Bruder, eyeing the dizzy sea creatures. "If their wives would let them, the men would play golf here every day. But, then, we've provided for the ladies too. We have tennis courts, child care, restaurants, exercise facilities."
"We wanted the ambience soft and earthy—like Marbella, Spain," whispered Becky Pollack, the club's interior designer. "People are going to find Marbella elegant and simple."
When party-guests grew tired of table-hopping at Marbella, they settled into stylish, overstuffed chairs.
Not so at Sports Club/Irvine. There, guests snagged workout benches to rest their aching feet (all of that rap and lambada dancing, no doubt).
"It's nice to sit here and not worry about somebody wanting to use it," sighed Norm Zadeh, who had plopped onto a shoulder-press machine by Body Master. "And watching this party is just as much fun as going to it."

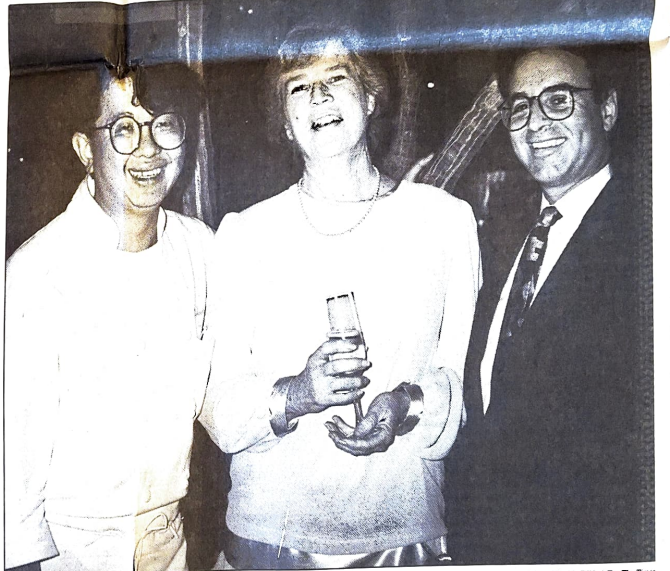
"I've never been a superstar in my life. I coach superstars. . . . I'm here because I'm a firm believer in helping kids. Kids need to get the right message today. And here's mine: 'Any time anybody wants to do something for kids, they've got me.'"

PAT RILEY
Los Angeles Lakers Coach and Superstar Sports Award Recipient

Breakfast Club Does Some Serious SOS Fund Raising

By PAMELA MARIN
The yuppie is dead. Long live the yuppie. Consider: A group of youngish corporate types form an association dedicated to good food, fine wine, power breakfasts—and raising money for the homeless and needy.
Bye-bye egregious '80s, hello beneficent fin de siècle.
Last week, just such a group gathered at Five Feet Too restaurant in Fashion Island to celebrate its first fund-raising event with an exquisite five-course meal.
Buzzing to the Newport Beach shopping mall after work on Thursday were members of the Breakfast Club, whose \$502 annual membership fee funds a charitable foundation called Fair Share SOS.
From the foundation's coffers Thursday came a photo-op-sized \$21,000 check for Share Our Selves, the Costa Mesa charity agency headed by Jean Forbath.
Forbath accepted the check from Peter Zeughauser, founding president of the Breakfast Club, between the second and third dinner courses—"naked shrimp salad," and "baked mahi mahi with fresh strawberry basil."
"It," she said, laughing, "is a far cry from the peanut butter sandwiches we usually have at SOS."
Forbath reported on her charity's progress toward buying a \$1.4-million building in Costa Mesa—the embattled agency's answer to eviction from its rented home—and she thanked her hosts for the check.
"We want to be just stewards of your love and your compassion and your money," she said.
Zeughauser, corporate counsel for the Irvine Co., told the 166 assembled guests

that the idea for the fund-raising group was that of his wife, Helen.
"Helen is the person who motivated me to do something for the homeless and the needy—actually insisted that I do this," he said.
Before dinner, Helen had explained, "I just felt that with so many charitable organizations, the issue [of homelessness] was still somehow being overlooked," she said.
"I told Peter, 'I don't want to give any more money to politicians. I don't want to give any more money to big established national charities. I want to do something right here, where I can see where the money is going.'"
The benefit was for the part of a nationwide fund-raiser for the homeless sponsored by Share Our Strength, a Washington, D.C.-based organization that coordinated 100 such events on Thursday.
In addition to the check for Forbath, Fair Share SOS gave \$9,000 to the Washington foundation for national and international programs to aid the needy.
Among guests were founding board members Norma Glover, Michael Porter, Lauri Mendenhall, Glenn Dasoff, Michael Shulman, Gary Douglas and Michael Kang, owner of Five Feet Too.
Preparing one dinner course each were chefs Kang, Steven Kwok of Five Feet restaurant in Laguna Beach; Michael Phillips of The Hobbit in Orange; Lucky Teachanarong of Bangkok Four in Costa Mesa; and Janice Philipp of La Mouton Noir in Saratoga, Calif.
Pamela Marin is a regular contributor to Orange County Life.



Peter Zeughauser, Breakfast Club's president, right, with Share Our Selves' Jean Forbath and Five Feet Too's Michael Kang.

SOCIAL CALENDAR

- TODAY**
Preview Party. Sponsored by Olive Crest Treatment Centers, 6:30 p.m., Orange Park Acres home of Ray and Robbie Perry. By invitation only.
Memberships Luncheon. Sponsored by the Cystic Fibrosis Guild of Orange County, 11:30 a.m., Big Canyon Country Club, Newport Beach. \$35. (714) 938-1393.
- FRIDAY, APRIL 6**
"Dance Into Fashion." Boutique, luncheon and fashion show sponsored by the Freedoms Foundation at Valley Forge, 10:30 a.m., Le Meridien Hotel, Newport Beach. \$45. (714) 851-8055.
Home Tour. Sponsored by the Small World and Tres Ocos Guilds of Childrens Hospital of Orange County, 10 a.m., Carl's Fine Furniture, Laguna Hills. \$20. (714) 532-8675.
- SATURDAY, APRIL 7**
Debutants Ball. Sponsored by the Orange County Chapter of the Links Inc., 5 p.m., Disneyland Hotel, Anaheim. By invitation only.
Scholarship Luncheon. Sponsored by the Orange County Auxiliary of the Boy's Republic, 11 a.m., Michael's Supper Club, Dana Point. \$35. (714) 759-8006.
- SUNDAY, APRIL 8**
"Harbor Lights." Cruise sponsored by Martin Luther Hospital Foundation, 6 p.m., aboard the California Hornblower, San Pedro. \$62.50 to \$125 (714) 491-5961.
International Dinner. Sponsored by the Protocol Foundation of Orange County, 5:30 p.m., Royal Khyber Restaurant, Newport Beach. \$35 to \$40. (714) 834-5654.
- TUESDAY, APRIL 10**
"Color It Orange." Student art exhibit kickoff party sponsored by Degrading Art of the Art Institute of Southern California, Laguna Beach. By invitation only.
- WEDNESDAY, APRIL 18**
Dinner and Speech by Nancy Reagan. Sponsored by the Assessment and Treatment Services Center, 6 p.m., Irvine Hilton and Towers. \$250 per person. (714) 756-0993.
- THURSDAY, APRIL 19**
"entertaining People." Cocktails and entertainment sponsored by Human Options, 6 p.m., Four Seasons Hotel, Newport Beach. By invitation only.

- FRIDAY, APRIL 20**
"Splendid Show of Spring." Fashion show sponsored by the Sophisticates of the Assessment and Treatment Services Center, 11 a.m., Irvine Hilton and Towers. \$55. (714) 756-0993.
An Affair to Remember VI. Luncheon sponsored by the Laguna Philharmonic Committee, 11:30 a.m., Ritz-Carlton Hotel, Dana Point. \$45. (714) 840-7542.
- SATURDAY, APRIL 21**
Concert. Sponsored by Bill Mealey and the Orange Coast Interfaith Shelter, 5 p.m., the Hop, Fountain Valley. \$25. (714) 963-2366.
"A Magical Evening." Dinner sponsored by the Kismet Women's Auxiliary benefiting the Fran Joswick Therapeutic Riding Center, 6 p.m., Magic Island, Newport Beach. \$135 per person. Black tie. (714) 875-0900.
- SUNDAY, APRIL 22**
"Taste of the Town." Dinner sponsored by the Junior Auxiliary of the Assisted Living of Fullerton, 7 p.m., Brea Mall. \$35. (714) 738-9495.
- WEDNESDAY, APRIL 25**
Tea. Sponsored by the Adoptive Guild, 3 p.m., Irvine home of Mr. and Mrs. Steven C. Hopkins. By invitation only.

- FRIDAY, APRIL 27**
Luncheon and Fashion Show. Sponsored by Soroptimist International of Irvine, 11 a.m., Irvine Marriott Hotel. \$35. (714) 724-1500.
- SATURDAY, APRIL 28**
Bachelor Auction. Sponsored by Orange County Special Olympics, 7 p.m., Grand Hotel, Anaheim. \$20. (714) 893-0292.
"La Fete de Philippe." Sponsored by the Orange County Guild of the American Paralysis Assn., 6:30 p.m., Willowbrook at Anneliese Preschool, Laguna Beach. \$75. (714) 497-5072.
- SUNDAY, APRIL 29**
"Art of Design III." Reception sponsored by the Business Guild of Newport Harbor Art Museum, 6:30 p.m., Four Seasons Hotel, Newport Beach. \$250 per person. (714) 759-1122.
- MONDAY, APRIL 30**
Wearable Art Fashion Show and Luncheon. Sponsored by the Amateurs of Laguna Art Museum, 11:30 a.m., Ben Brown's Restaurant, Laguna Beach. \$40. (714) 494-5568.
- Send events for consideration in this listing to Social Calendar, Orange County Life, The Times, 1375 Sunflower Ave., Costa Mesa, Calif. 92626. Please include complete information and a phone number.

CHARITY SCORECARD

The "Toast From the Heart" wine tasting and auction held at Le Meridien Hotel in Newport Beach on March 29 raised an estimated \$35,000 for the Volunteer Center of Orange County Central/South. Timothy J. Owen was chairman.

◆
The "Heat Wave" dinner-dance held at the Newport Beach Marriott Hotel on March 31 raised an estimated \$60,000 for the Sound of Music chapter of the Guilds of the Orange County Performing Arts Center. Candice Schnapp was chairman.

◆
The "Murder at the Embassy" performance and dinner held at the Embassy Suites Hotel in Santa Ana on March 31 raised an estimated \$24,000 for the Cystic Fibrosis Foundation. Ed Postal was chairman.

Our Easter celebration will make you grin from ear to ear.

APRIL 5-14

Hop on over to Fashion Island April 5-14 for a fun-filled Easter celebration.

Our exclusive special guest Peter Rabbit will welcome you to a fantasyland garden gazebo located in the Broadway court, where there'll be baskets full of entertainment and special surprises for the kids. So come. Enjoy. And let us put a grin on your face. From ear to ear.

FASHION ISLAND EASTER CELEBRATION

Special guest Peter Rabbit

Photos with Peter Rabbit
Monday-Saturday, 11 am - 4 pm
Sunday Noon-5 pm

Free Peter Rabbit story
with each photo

Marionette Shows,
Balloon Clown, and the
Fashion Island Musical Players

Storytelling for the kids



FASHION ISLAND
NEWPORT CENTER

Center hours: Monday - Friday 10am to 9pm, Saturday 10am to 6pm, Sunday 12noon to 5pm. Nearly 200 fine stores including Neiman Marcus, Macy's, The Broadway, Bullens and Farmers Market at Atrium Court. Located in Newport Beach above Pacific Coast Highway between MacArthur and Janzibar Boulevards. (714) 721-2000

THERAPY

Continued from N1
bring gay, I knew it was wrong. It just didn't make sense. I thought, my God, what am I going to do? Then a day I knew started going to this church (Joy Christian Fellowship in Costa Mesa), and he told me they counsel homosexuals and help them get out of it. And I said, that's for me.

The pastors told me, it's not going to be an easy walk, it will be the hardest thing you ever do in your life. And it was hard, depression would set in because you're ripping away something that was your identity. It was like, who am I?

But today I can genuinely say "I am not a homosexual." I can see an attractive man and not be tempted.

For years, Christian-oriented therapists throughout the country have been "treating" homosexuals, much in the same way that they would treat a client suffering depression. Dig deep enough into a gay's childhood history—so goes the theory—and the puzzle of his or her homosexuality will unravel.

As an organized movement, the therapy has its roots in Orange County. Fourteen years ago, two counselors with Melodyland Christian Center in Anaheim founded Exodus, a nationwide coalition of ministries that embrace gays seeking to change their sexual lifestyle. The two men have since left the group and are now living together as lovers.

In recent years, Orange County has been the springboard for the movement's gain in notoriety. The Rev. Louis P. Sheldon, the vocal proponent of "curing" homosexuality who coined the term "reparative therapy," has brought the treatment, once practiced quietly, out of the closet and into the news.

An accurate count of reparative therapists is difficult to calculate because most evangelical churches are independent of the umbrella organization, the National Assn. of Evangelicals, according to its spokesman, Donald R. Brown.

The therapists themselves realize that their clients are not representative of the gay community. "My opinion is that most gays and lesbians are perfectly happy the way they are and should be left alone," said Joe Dallas of Genesis Counseling, based in Orange.

"The people I see have specific standards that they want to live up to as conservative Christians. They believe it is God's plan that sexual expression take place within the security of a monogamous marriage between a man and a woman."

Furthermore, reparative therapists are far from representative of the health care profession. In 1973, the American Psychiatric Assn. struck homosexuality from its widely used "Diagnostic and Statistical Manual of Mental Disorders," underscoring the belief that homosexuality should not be viewed as deviant behavior in need of mending.

Another orientation is the very bedrock of our personality structure," said Bryant Welch, executive director of the American Psychological Assn.'s Practice Directorate. "It's fair to say that mainstream opinion holds that a characteristic so fundamental as sexuality is not likely to change."

That predominant philosophy, reparative therapists say, is precisely the reason that their services are necessary—to offer an alternative to mainstream psychology. "Most of my clients, by the time they come to me, have already been to therapists who told them that homosexuality is fine and healthy," Dallas noted. "They did not find that satisfactory; they were put in a situation where they were saying, 'OK, he's telling me homosexuality is all right, but my own value system tells me it's not all right.'"

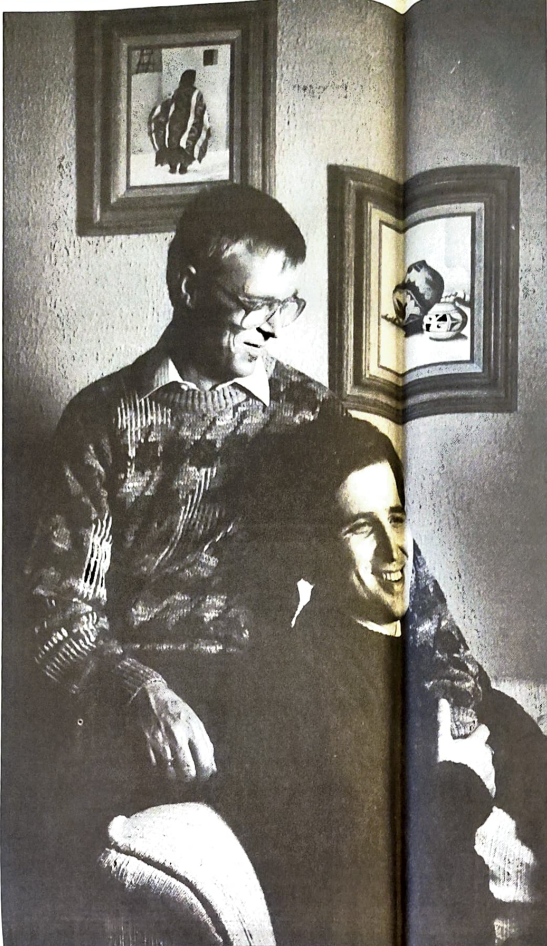
A serious yet warm man with a soothing voice, Dallas is deemed by his colleagues as one of Southern California's foremost reparative therapists. Whether a brave pioneer or—as critics claim—a misguided extremist offering false hope to vulnerable clients, he believes he's doing the right thing. The former evangelical minister does not believe that gays are automatically sentenced to eternal punishment. "Clearly, the Bible states that homosexual behavior is sinful—but if sin kept people out of heaven, nobody would go to heaven."

But he does believe that homosexuality is the product of childhood trauma rather than a naturally occurring condition; therefore, he says, gay people need not wallow in guilt over an emotional problem that can be resolved through analysis.

"I think that certain family situations create the ingredients for homosexual orientation," Dallas said.

For instance, "Most of my male clients grew up with a perception of themselves as the 'odd one out' if fathers. Many of them report a hostile relationship, or a distant relationship, or a passive and weak father."

Brad McCaul, a counselor with South Coast Community Church in Irvine, said that he approaches



Gary, who requested anonymity, and Michael Bussee, right, in their Huntington Beach home.

homosexuality as he would "any other compulsive behavior, such as alcoholism or drug abuse"—by pinpointing its origins and guiding clients away from its practice.

"You can't just tell people to stop taking part in the lifestyle without first giving them an understanding of how they came to view themselves this way," McCaul said.

"The aim of treatment is to help the individual gain insight into where, along the course of his development, he found himself feeling certain attachments to the same sex.

Compassion Moves Ministries in Orange, believes that "sexuality is a learned process, developed over a number of years. No one chooses to be gay, but they can choose to change their homosexuality."

However, the majority of mental health professionals see homosexuality—whatever its causes may be—as unalterable in most cases. Nor do they, on the whole, buy reparative therapists' supposition that the "distant father" is a common thread in male homosexuality.

"There is absolutely no data to support that theory," said the

cas attribute to homosexual orientation. Regardless of homosexuality's root a matter of individual choice throughout history, 10% of the population has been gay. That is a statistically constant percentage, irrespective of the different historical, social, standard, religious beliefs and childhood upbringings.

Even the reparative therapists admit that their success rate is less than astounding.

"This isn't the Schick Center, we can't promise that you'll be through with the cravings in six

reparative therapy eventually failed as Michael Bussee and his boyfriend, Gary—founders of Exodus, the Anaheim-based coalition of ministries devoted to reversing homosexuality.

"Isn't it the ultimate irony?" Gary remarked.

Occasionally you meet a couple who are so compatible, so in synch that they seem set to have brought them together. Bussee and Gary are one of those couples.

The two men wear matching wedding bands—symbols of their decade-long "marriage." After struggling since adolescence to live

everything I can and I still have these feelings." So went to counseling at the church. That's where I met Mike.

Bussee, My ministry began getting letters from churches around the country that wanted to establish similar ministries (to help gays change their sexual preference). Gary and I put together a conference for these groups in 1976, and at the conference we decided to form an umbrella organization, which we named Exodus.

While working together in Exodus, Gary and I started to develop feelings for one another, but neither of us admitted this. Then in 1979, we were asked to speak at a church

"We left our wives and the church not long after that night in Indianapolis. But just because we left that particular church, we didn't leave God and God didn't leave us. I can only believe that God loves me for who I am—that this is the way I was created and this is who I was meant to be."

GARY
Half of a gay Huntington Beach couple

as heterosexuals, they left their wives for each another in 1978. Bussee and Gary (Gary requested anonymity) fell in love while working together as Exodus counselors.

Despite the defection of its original leaders, Exodus remains in existence and counts among its 63 memberships Joe Dallas' marriage.

Bussee, 36, a family, marriage and child counselor, is the father of one child, Gary, 37, an office manager for a medical center, has three children. The couple share a house in Huntington Beach.

During a recent interview, the friends completed each others' sentences and affectionately reminisced about their romance—like eternal newlyweds.

Bussee: I fought my [homosexual] feelings from the time I was 11, because of the rejection I was sure I would experience. I married my high school girlfriend after my first year in college. When I realized that I could sexually perform with my wife, I thought that was proof that my homosexuality was indeed just a phase I went through as a teen-ager.

Gary: I, too, had a high school girlfriend, because I thought that's what Mom and Dad wanted of me. I got married my last year of high school and we had our first child a year later. I thought, great, everything is going fine—Mom and Dad are happy with me, society is happy with me. But I still had the [homosexual] fantasies; I'd just stopped acting on them.

Bussee: I became a Christian in 1971 and joined Melodyland Christian Center. I started a ministry there to counsel guys who wanted to go straight.

Gary: My wife and I became "born-again" Christians at about the same time. We got more and more involved in the church—to the point that we were eating, drinking, breathing nothing but Christianity.

I was feeling good about myself, I thought the [homosexual] feelings were starting to go away. But I still had this pit in the bottom of my stomach that was yearning for something different. So I started

conference in Indianapolis. On the plane, we ended up talking about our feelings—it was an emotional coming out for both of us.

In Exodus, we had men who had become basket cases because they weren't able to make the change [to heterosexuality]. They'd look at us and say, "But you guys are married and have kids; I want to be just like you." [During the conversation on the airplane] I said, "We're dragging people. Gary, I don't believe in ager for a medical center, has three children. The couple share a house in Huntington Beach."

Then we got to the hotel and discovered that they'd accidentally put us in the same room. So our relationship was consummated that night.

Gary: I had never before experienced such passion and romance. To this day, from time to time I think, "This must be what heterosexuals experience when they make love." With my wife, I simply performed. But I want to emphasize that it wasn't just that brought kids and us together. Just as with heterosexuals, sex is only one small facet of our relationship.

We left our wives and the church not long after that night in Indianapolis. But just because we left that particular church, we didn't leave God and God didn't leave us. I can only believe that God loves me for who I am—that this is the way I was created and this is who I was meant to be.

I just pray to God that none of these feelings ever come back and that we said [while in Exodus].

Bussee: Jesus said, "Father, forgive them, for they do not know what they do." I've forgiven many times that God will forgive me, for I knew not what I was doing.

Whether reparative therapy helps or—as Bussee and Gary now charge—harms its recipients, the question exists: How can a gay who works in the very core that God condemns homosexual behavior find inner peace?

Gay rights activist Jeff LeTourneau, head of the Orange County Visibility League, succinctly summarized his opinion of the moral conflict that can haunt gay fundamentalist Christians: "The problem lies in the fact that they subscribe to a religion that is bigoted and persecutes them."

But Patricia Hannigan, president of the Orange County Psychological Assn., does not see the dilemma in such black-and-white terms.

"Each person has to decide where his or her own satisfaction lies. There is no one formula," said the Newport Beach psychologist. "If the former priest in one's life is his religious faith, then his personal happiness might come from conforming to that faith rather than from pursuing his sexual orientation."

"It is not a matter of repression if the person has dealt with his ambivalence and has made a rational decision that homosexual activity does not comply with his value system. This is not so different from a priest or a nun choosing to be celibate in honor of their religious beliefs."

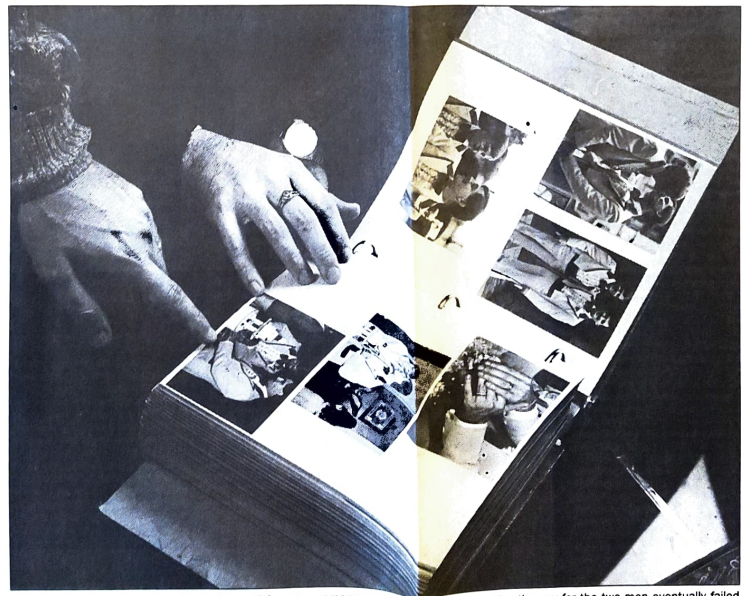
Hannigan did express concern, however, regarding reparative therapists' qualifications to counsel clients about an issue so complex as sexuality.

"People who claim to specialize in that area should have training that goes above and beyond the standard requirements for a license," she said.

Like many Christian-oriented counselors, Dallas, McCaul and Felton are not licensed psychologists, psychiatrists, or family, marriage and child counselors; all three are therapist trainees, working on their licenses. "That in and of itself is not reason to decide against a particular therapist," Hannigan said. "But a person seeking therapy should look into the therapist's credentials and should obtain referrals. In California, almost anyone can call himself a therapist."

"The point is that a so-called reparative therapist, who starts with a particular bias, can only stand in the way of an individual discovering his or her basic sexual orientation."

Please see THERAPY, N7



Gary and Michael look at "wedding pictures" from a ceremony performed in 1982. Reparative therapy for the two men eventually failed.

"Eventually, of course, the person is going to have to separate himself from the gay life style. If he continues to frequent gay bars, obviously that is not going to help his recovery. I encourage clients to find a support group of people who are not involved in the gay community."

APA's Welch, a Washington psychologist and civil rights attorney. "Even if one could show that paternal relationship problems were in fact a recurring complaint of gay men in treatment, it wouldn't necessarily establish which is cause and which is effect. Evidence indicates that genetic as well as environmental factors

Dallas said, "Almost 80% of the clients have reported a significant reduction in homosexual feelings, and about half have been gay for women. But no one has ever sought therapy saying, 'Wow, I am gay.' Absolutely no 'homosexual fantasies or fantasies' of the people for whom

going to Melodyland School of Theology—I thought that maybe I was a minister. I would finally lose the temptation. I thought I had to do more, strive harder, trust God more. I had a job at a bottling company. I was carrying two Bibles to work every day and reading them during lunch and breaks. Finally, I thought, 'I've done

An End-of-Summer Outing Exploded Into Fiery Tragedy

By DONN WALKER, Times Staff Writer

Steve and Cheryl Dunham set out to reward themselves after a difficult summer. In addition to three children of their own, the Laguna Hills couple had cared for the four children of their closest friends during the summer while the husband fought cancer.

So the Dunhams planned a final family outing of the season: a trip to Sea World in San Diego with two of their children. The outing was particularly special for 7-year-old Andrew Dunham, who in seven days would start kindergarten.

On Tuesday evening, though, while on their way home from San Diego, the Dunhams were struck with tragedy of their own. Stopped in rush-hour traffic on Interstate 5 just north of La Jolla, their van was struck from behind by a car going

about 55 m.p.h.

The van's fuel tank exploded, engulfing the family in flames. The Dunhams and their 3-year-old daughter, Amanda, escaped from the burning vehicle. But Andrew was trapped in the inferno and burned to death.

The other three members of the family suffered second- and third-degree burns over 25% to 30% of their bodies—mostly on their faces, arms and legs—and were taken to UC San Diego Medical Center. Steve and Amanda were in critical condition in the hospital's burn unit Wednesday, while Cheryl was in fair condition in the intensive care unit, according to Sheri Smith, a hospital spokeswoman.

"Of the three of them, he is definitely the worst (off)," Smith said of Steve Dunham.

"The kids in the neighborhood are devastated by this. We're all kind of reeling."

Jackie Metcalf,
who lives across the street

"The doctors are concerned he may not make it, but you never know about these things."

According to one account, Dunham passed his daughter Amanda out a window of the burning van while screaming to onlookers that another child was trapped inside.

The driver of vehicle that collided with the Dunhams' van, Ali Awad of Hawthorne, had had his driver's license suspended since March for not having insurance, according to the state Department of Motor Vehicles.

Awad and his four passengers were injured in the accident. Awad apparently the most seriously. He was listed in good condition Wednesday at Sharp Memorial Hospital in San Diego. Police and hospital officials declined to release information about the condition of the other four occupants of Awad's car, one of them Awad's 8-year-old nephew.

Officer Lloyd Needham, a California Highway Patrol spokesman in San Diego, said Awad told investigators he hadn't noticed that the Dunhams' van was stopped

when his vehicle plowed into it.

But Awad told a reporter Wednesday from his hospital bed that he was traveling in the freeway's left lane when the van abruptly cut in front of him. "The yellow van pulled in front of me without signaling, no brake lights, no nothing," he said.

In the Dunhams' tight-knit Laguna Hills neighborhood, residents were grieving. "They seemed like an ideal family, which is rare these days," said Bob Radzavage, who lives next to the Dunhams.

"The kids in the neighborhood are devastated by this," said Jackie Metcalf, who lives across the street. "We're all kind of reeling."

Several of the Dunhams' neighbors characterized the family as extraordinarily close.

Please see **TRAGEDY**, Page 14

Terminal at John Wayne Airport is now the "Eddie J. Martin Terminal" in honor of the man who established the airport.



Los Angeles Times

Saluting an Air Pioneer

Supervisors Name Airport Terminal After the Man Who Gave Orange County Flight

By ANDREA FORD, Times Staff Writer

Eddie J. Martin refers to himself as "just a clodhopper of the ranch," and brushes off praise as though it's a bothersome bug.

Others, however, see things differently. They describe the crusty Santa Ana resident as the father of flight in Orange County.

Aviation was still in its infancy 65 years ago when Martin established what was to become Orange County Airport, renamed in 1979 in honor of actor John Wayne. Martin also founded Martin Aviation Inc., the county's oldest and largest fixed-base general aviation operator. His original pilot's license was signed by Orville Wright.

Martin's aviation accomplishments were recognized Wednesday when the Orange County Board of Supervisors voted unanimously to name the terminal at the county-operated John Wayne Airport the "Eddie J. Martin Terminal." The honor came on Martin's 87th birthday.

Supervisor Thomas F. Riley, who spearheaded the move, Wednesday called Martin "a symbol of the free-enterprise spirit in Orange County."

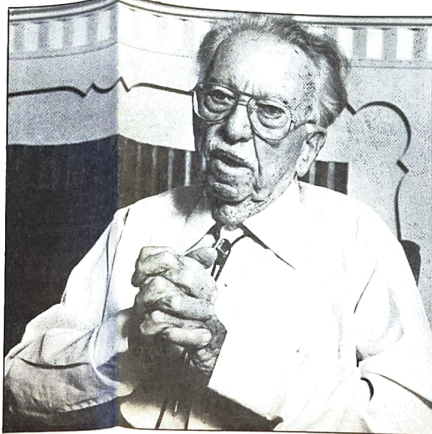
The existing terminal will retain Martin's name when a new commercial terminal is completed. The Martin terminal then will become a general aviation administration building and terminal for private aircraft.

"Of course you can't help but feel honored," Martin said during an interview at his home Wednesday, after the board voted and then threw him a birthday party. But, he added, "I don't let anything like that go to my head."

Vi Smith, author of "From Jennies to Jets," an account of Orange County's aviation history, said the entire county airport should be named after Martin, as it was before World War II, when the U.S. military took it over as part of the war effort.

"Had he not seen aviation as a business rather than just fun, there may not have been such aviation history in Orange County," said Smith. "One of his premises was that there was money to be made. He charged two dollars a ride to take people up" during the 1920s, Smith said.

The then-Eddie Martin Airport was recognized as one of the best airports in the country. Please see **MARTIN**, Page 6



GARY ANDRUSKE / Los Angeles Times

Eddie Martin, in the Santa Ana home he shares with his silky terrier, reflects on his years in aviation, above. One of his memories is the Eaglerock, below.



EDWARD MARTIN COLLECTION

Plan to Arrest Prostitutes Before They Solicit Assailed

By DAVID REYES, Times Staff Writer

A plan by two Orange County police departments to arrest street prostitutes on Harbor Boulevard before they solicit customers was criticized Wednesday as "illegal and unconstitutional" by a prostitution-advocacy group and an ACLU lawyer.

"It's obviously an attempt to do an end run around all of our constitutional principles, including the fact that we're considered innocent until proven guilty," said Joan Howarth, assistant legal director for the American Civil Liberties Union in Los Angeles.

Under the plan, which is still in a preliminary stage, police would obtain court orders allowing officers to bar from Harbor Boulevard any women who dress and behave like prostitutes. Santa Ana Police Lt. James Davis said, "For example, women in skimpy clothing who flag down cars and get into them would be subject first to a warning, then arrest and citation for contempt."

Police Claim Recent Surge

Spokesmen for Santa Ana and Garden Grove police said they were forced to come up with the unconventional law enforcement approach because of a recent surge in prostitution on the busy thoroughfare. Davis said police will seek the court order within a month.

A spokeswoman for COVOTE, a prostitution rights organization based in San Francisco, joined with the ACLU in condemning the police strategy. Priscilla Alexander said the plan to seek a blanket court order against women who frequent Harbor Boulevard would not stop prostitution.

The police plan, Alexander predicted, "would only make the problem worse." But police said other efforts have, in the long run, proved unsuccessful in eliminating the prostitutes.

"A lot of the girls recognize that there is not a whole lot the police can do to get them off the street," Davis said. "Up to now, prostitutes have been cited and released, and left on the boulevard."

"Eventually [with the court order], we will get them booked and into jail," he said.

Police intend to follow criminal evidence rules that have been prepared by the Orange County district attorney's office, Davis said, adding that the rules must pass. Please see **HARBOR**, Page 5

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Orange County Digest / Local News in Brief

Net Result Is a Great Day to Play Volleyball

The server lofts the ball and players watch as it arcs toward the opposing team in summer late-afternoon game at W.O. Hart Park in Orange.



SCOTT LITUCHY
Los Angeles Times

Westminster

Assailant Dies From Self-Inflicted Wound

A Westminster man who shot his father-in-law and then turned the gun on himself died Tuesday evening, police said.

Marcos Soria, 30, was pronounced dead at 6:55 p.m. Tuesday at Fountain Valley Regional Hospital and Medical Center after he was removed from life-support systems, police said.

Soria, upset because his wife had left him and returned to Mexico, went to the home of his father-in-law, Francisco Ramos, 56, Monday night seeking help in a reconciliation, according to Westminster Police Officer John Leahy. The two argued, and Soria allegedly shot Ramos three times before shooting himself in the head.

Ramos was reported in serious but stable condition Wednesday at Humana Hospital of Westminster.

Laguna Hills

Woman Killed, Sister Hurt in Car Crash

A 33-year-old woman was killed and her sister injured Wednesday afternoon when their car struck a road divider in Laguna Hills and rolled over several times, a California Highway Patrol spokesman said.

Susan Chappell of Laguna Hills was dead upon arrival at Saddleback Hospital, according to CHP Officer Ken Daily. Her sister, identified as Harriett E. Carey, 40, of Laguna Hills was in stable condition in the same hospital, Daily said.

Chappell was driving south at 35 to 40 m.p.h. on Moulton Parkway, Daily said. Her sister, in the front passenger seat, held a small dog in her lap. Carey told police that Chappell looked over at her and the dog, and the car drifted left, striking a curb around a landscaped center divider.

Daily said the car hit a tree, then rolled over two or three times, landing upside down. Chappell was thrown into the southbound lane.

"She wasn't wearing a seatbelt," Daily said. "That's what killed her. She was not driving at an excessive speed. It was a case of not paying attention and not wearing a seatbelt."

Carey, he added, was wearing a seat belt.

Countywide

2 Cougars Sighted in El Toro, Yorba Linda

Two mountain lions were sighted Wednesday—one in El Toro and one in a residential area of Yorba Linda—leading authorities to speculate that drought may be driving the cats down from the hills in search of water and food.

A worker for the Placentia water district spotted a cougar shortly before 9 a.m. in a dry lake bed near Lakeview and Buena Vista avenues in Yorba Linda, according to Lt. Eugene Jelbert of Orange County Animal Control. The worker attempted to track the animal from a distance before calling wildlife officials.

"He described it as a beige-colored animal a bit bigger than a golden retriever but with a tail," Jelbert said. When Jelbert arrived at the scene a short time later, he found only pad prints in the lakebed dirt.

In the second sighting, which was

reported around noon, a lion was seen near Lake Forest Drive and Trabuco Road. No sign of the animal was found, however.

Neither lion was captured. In March, however, game wardens shot and killed a 120-pound cougar that had ventured into a residential neighborhood in Yorba Linda as children were leaving for school.

Fullerton

Age-Discrimination Suit Is Filed by Physician

A doctor who served as medical director for Kimberly-Clark Corp. for 31 years before his dismissal in 1986 charged the company with age-discrimination in a suit filed Wednesday.

Dr. Sherman Baker now 65, seeks \$2.5 million in damages and lost earnings in the suit, which contends that he was unfairly terminated because of his age. The suit was filed in Orange County Superior Court by Baker's attorney, Kenneth Sagroy.

According to the lawsuit, Baker was dismissed in November, 1986, during a time when Kimberly-Clark was offering early-retirement inducements to older employees. However, Baker was a contract employee and was not included in the group eligible to receive those benefits. Baker's attorney also said officials of Kimberly-Clark, a manufacturer of health care paper products, announced to other employees that Baker had voluntarily resigned. Baker was replaced by a 32-year-old physician, according to the suit.

In addition, Baker was entitled under state law to retirement benefits as a longtime contract employee, Sagroy said.

Car Chased by Police Crashes Into a House

An unidentified man, possibly a juvenile, was in critical condition Wednesday night after he drove a stolen car into a house while being chased by police, police said.

The accident occurred about 3:08 a.m. Wednesday, when Sgt. Frank Graber attempted to stop a car that was believed stolen from the Bearwood Apartments in the 3000 block of Quartz Lane.

After seeing the officer, the driver sped away eastbound on Yorba Linda Boulevard at about 80 m.p.h., police said, but quickly came to the dead end of Yorba Linda Boulevard, just west of State College Boulevard.

There, the car struck a grassy embankment and, sailing over it, slammed into a house in the 1700 block of North Hale Avenue.

No one inside the house was injured, but the driver was taken to UCI Medical Center in Orange with major injuries, police said. As of late Wednesday, police said they were still trying to identify the man.

Fountain Valley

Drunk Driver Suspect Hits Home, Starts Fire

A suspected drunk driver crashed into a house Wednesday morning, igniting a small fire, police said.

Fountain Valley police received several calls about 2:05 a.m., reporting that a car had crashed into the side of a house in the 17800 block of La Rosa Lane.

When officers arrived, they found the driver, Donald E. Kang, 24, of Fountain Valley, attempting to put out a minor fire in the wall of the house, according to Fountain Valley Police Sgt. Larry Griswold.

Officers were able to extinguish the fire before it ignited a gas main, which broke from the impact of the crash.

Kang was arrested on suspicion of drunk driving, Griswold said.

Police said the driver was traveling south on La Rosa when he sideswiped a parked car, lost control of his car and drove across the lawn and through the wall of the house.

Neither Kang, his 22-year-old passenger nor the unidentified residents of the home were injured.

Woman Dies After She Is Ejected in Car Crash

A Santa Ana woman was killed Wednesday morning after the car in which she was a passenger flipped over on the Garden Grove Freeway and she was thrown out, according to the California Highway Patrol.

Teresa Pineda, 32, died during surgery at UCI Medical Center in Orange, said Capt. Mike Mikita of the Highway Patrol. The driver and another passenger, who were wearing seat belts, suffered only minor injuries.

The accident occurred at about 5:25 a.m. when 33-year-old Gloria Carranza lost control of her car after two left tires blew out near Euclid Avenue, according to Mikita.

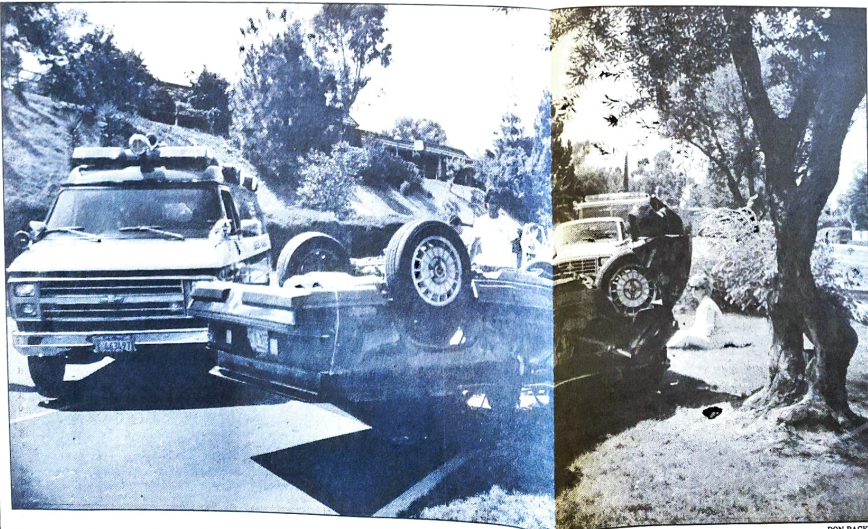
"She hit the brakes and swerved to the right, hitting a raised asphalt curb. The car flipped over twice and landed on the Euclid off-ramp," Mikita said.

Pineda, who was not wearing a seat belt, was ejected and landed on the pavement, Mikita said.

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The driver of this car which rolled over two or three times on Moulton Parkway at Via Escalante in Laguna Hills was killed and her sister injured.

DON PACK

MARTIN: County Hails Early Aviator

Continued from Page 1
the country in the 1930s by the agency that later became the Federal Aviation Administration, according to Smith.

"The flight school from the early days to Martin Aviation today," she said, "has one of the best safety records in the country."

Smith said she is happy that Huey chose Martin's birthday to bring the terminal-naming issue before the board and that the action was taken while he is "still around to appreciate it."

Though Martin's gift is now halting and his hearing slightly impaired, he is very much around.

He shares his bungalow in northwest Santa Ana with his 16-year-old blind silky terrier, Jackson. And even though he no longer is officially connected to Martin Aviation, he travels to its headquarters several times a week and takes employees to lunch. He also oversees the management of property he owns in the area and is writing his autobiography.

Martin is most insulted by the suggestion that he is retired.

Fueled Lindbergh's Plane

Seated in his living room, surrounded by memorabilia from his aviation career—he was a corporate pilot during the Great Depression and later a test pilot for Lockheed Aircraft Co.—he regales a visitor with stories of his early career when he would walk on the wing of his planes to draw customers for his air ride business.

"Sure I knew him," he exclaims when Charles Lindbergh's name is mentioned. "I fueled his plane to go back East."

Martin said he took his first flight lesson in 1921 in Santa Ana, and worked as an auto mechanic on the

EDDIE J. MARTIN

Birth date: Aug. 31, 1901.
Birth place: Family farm near the present Newhope Street and Hill Avenue in Fountain Valley.
Current residence: Santa Ana.

Began aviation career: With pilot Clarence Bougonner, offered \$5 rides from strip at end of 4th Street in Santa Ana.

1924: Founded Santa Ana Air Club to promote aviation.

1928: Aviator Charles Lindbergh dropped in, looking for a place to become Midwest City.

Other jobs: Pilot for Western Air Express (predecessor of Western Airlines), American Airlines and MacMillan Petroleum Corp.; test pilot for Lockheed Corp.

1939: County Board of Supervisors arranged land swap with the Irvine Co. to build new airport about a mile from the Martin operation. Granted brother Floyd Martin and Joe Hager, his partner, a 17-year exclusive lease to operate the new county airport. Moved Martin Aviation to the new county airport—a business that still flourishes there and at two other locations.

early car-racing circuit before he bought his first plane. It was a double-winged World War I training craft called a Jenny that had been owned by a bicycle shop owner in Piacenza.

Martin, along with his brother, sold rides to would-be fliers from a field on property owned by the Irvine family. Later, he established Martin Aviation as an air service company and flight school.

And although he says he liked John Wayne, he has stubbornly refused to call the county airport by the actor's name.

To Martin, the airfield always has been and always will be "Martin Airport."

UCI Reports Record \$24.7 Million in Donations

From a Times Staff Writer
UC Irvine received a record-breaking \$24.7 million in private donations during the 1987-88 budget year that ended in July, officials announced Wednesday.

That figure is the largest ever for the university, representing a \$3.2-million increase over the previous year, said Cynthia Morris, a UC Irvine spokeswoman. Private gifts and grants represented \$19.3 million of the total, Morris said. Another \$5.4 million came in research contracts from private organizations.

Corporations donated \$8.5 million of the gifts and grants. Individual alumni, parents of students and

other community members gave \$4 million, officials said. Foundation support provided an additional \$3.1 million and other sources, including campus-related organizations, generated \$3.3 million.

'Aware of Quality'
John R. Miltner, vice chancellor for university advancement, attributed the increase in donations to UCI Irvine's broadening reputation for academic excellence.

"As more and more companies, foundations and individuals become aware of the quality of our faculty, research and academic programs, we're seeing more than a

continued increase in financial support to the campus," Miltner said in a prepared statement. "We're also experiencing a marked increase in partnership with the private sector."

"These partnerships extend beyond financial support to involvement in university programs and activities, from participation in affiliate groups and advisory councils to joint research."

"The primary reason for our continued fund-raising success is the excellence of our faculty members and their research, which our development office helps to support and promote within the community," UCI Chancellor Jack W. Peltason said in a statement.

Five new endowed chairs—bringing the university's total to 12—were established this past fiscal year with the corporate and private contributions and pledges, Morris said.

Largest Endowed Chairs
Among the largest of the endowed chairs were the Arnold and Mabel Beckman Chair in Laser Biomedicine; the Walter B. Gerken Chair in Enterprise and Society established in the Graduate School of Management; and the Gold Star Chair in Radiological Sciences, provided by a Seoul, Korea, firm that gave the university \$900,000, Morris said.

Jurors Begin Deliberations in Lapin Child Kidnap Trial

By JERRY HICKS, Times Staff Writer

A Superior Court jury Wednesday began deliberations in the Orly Lapin child kidnap trial.

Orly Lapin, a 32-year-old Israeli actress, claims that in July, 1987, she took her 8-year-old daughter and 1-year-old son from her ex-husband, Santa Ana surgeon Ron Lapin, because he had been molesting the little girl.

But the prosecutor claimed her molestation story was only a ploy and that she really took the children to try to force a reconciliation with the doctor.

Orly Lapin waited on a wooden bench outside the Santa Ana courtroom all afternoon Wednesday. The jurors began their deliberations shortly before noon, after the defense concluded its closing arguments. The jury was dismissed for the evening and is scheduled to return this morning.

Ron Lapin has not been able to attend the proceedings because he was a witness in the trial. But two

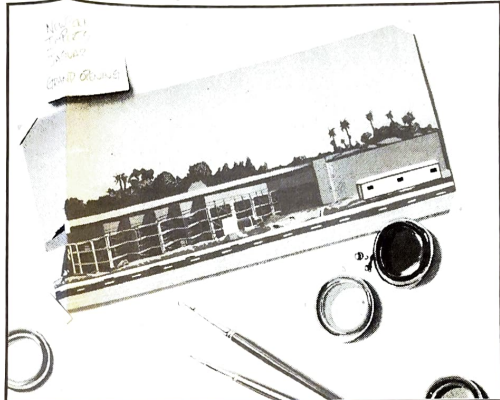
of his employees waited in the courtroom during the afternoon.

Orly Lapin was arrested last November after police traced her through a telephone call to an apartment in Pismo Beach. She said she has been permitted to see her two children only once since then and that visit was monitored. The children, who had been in their father's custody at the time she took them, are living with their father now.

Hot Line Available

Free consultations and referrals to help individuals regain their self-confidence and self-esteem are available through a 24-hour "Community Services" hot line offered by South Coast Medical Center. All calls are personal and confidential. Call (714) 459-7111.

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SWIM: Cox Returns, Warmed by Friendliness After Swim in a Cold Lake

Continued from Page 3
changes between the Soviet Union and America."

For now, though, Cox said she just needs to rest and "regroup" and decide whether similar endurance swims are in her future. She intends to meet with a New York agent soon about writing a book on the experience, but she had barely caught her breath Wednesday.

Five hours earlier, the cheery athlete had been met at Los Angeles International Airport by about 15 relatives, friends and city officials who waved tiny American flags beside a banner that read: "The City of Los Alamitos Welcomes Lynn Cox, All-American Swimmer."

Earlier this week, the Lynne Cox love-in spread west from Lake Baikal to Moscow, where she returned after completing her swim.

She had yet another press conference and a meeting with U.S. Ambassador Jack Matlock and his wife at their residence before flying home via Frankfurt Tuesday night.

Earlier, before an all-day journey here, there was a private meeting with the mayor of Irkutsk, the largest city in the Baikal region.

Apparently, her visit not only has achieved its purpose of cementing some grass-roots friendships but inspired some preliminary ideas among her hosts.

In relation to Cox's home state, Siberia is 16 hours ahead and 50 years behind. Phone service is primitive and there isn't a burrito within 4,000 miles.

Opportunity for Change
But some Siberians see an opportunity to change that and attract American tourists by making the most of Cox's goodwill tour.

Ross Roseman, an Alaska Airlines pilot from Irkutsk, was Cox's navigator and paddled a board alongside her all the way. Afterward, when some government officials in Irkutsk learned what Rose-

man does for a living, they pounced on him and spent two days persuading him to approach employers about starting direct services from Anchorage to Irkutsk, cutting the normal travel time in half.

Also, on the day after Cox's swim, local Soviet Sports Committee officials took Cox and her party on a boat ride up the lake and stopped at a lakeside meadow for a picnic.

After a while, when everyone was mellow from picking mushrooms and drinking vodka—Cox took only a courteous sip—Soviet journalist Yevgeny G. Gringaut commandeered Cox and her interpreter and steered them away from an American reporter with whom they were standing.

Gringaut's proposal, apparently on behalf of local officials, was for Cox to return to Baikal in March when the lake is frozen for a two-mile swim across the Ioy Angara River that flows out of the lake.

"The temperature is 4 to 6 degrees (centigrade, 38 to 43 Fahrenheit)," Gringaut said—conditions and distance similar to her Bering Strait swim last year.

The Soviets indicated that they would like to use Cox's name to develop a tourist complex, aside from the government Intourist hotel where her party stayed in the village of Listvyanka at the lake. They also would like for her to solicit American capital for the project.

Evidently, there is a little capitalism in every Communist.

Cox told the Soviets that she would like to set up a tourist complex, aside from the government Intourist hotel where her party stayed in the village of Listvyanka at the lake. They also would like for her to solicit American capital for the project.

Privately, she said, "It would just be a stunt. I have other things to do now."

Robert, editor of Olympic Panorama Magazine in Moscow, was the most persistent of Soviet journalists. He seldom missed a chance to aim one of his cameras at Cox or overpower a press conference with



Lynne Cox greets the media and is bombarded by questions.

his booming voice.

But what really bothered Cox and her group was an incident on their last night at Listvyanka, when they were strolling down to the lake to be by themselves one last time and Gringaut showed up in a car, asking for a group shot.

Although the Americans lined up, Gringaut realized they weren't pleased at the intrusion and backed off, noting "If this is a team meeting, why are the two interpreters from the [Soviet] Sports Committee here?"

His reference was to Katya Rozhdvestvenskaya and Elena Minneeva, whom the Sports Committee assigned to Cox's group during their 12 days in the country.

The young women were with the group constantly and became close friends, which was the point of Cox's visit.

Reflections on a Siberian odyssey: Cox cut short training and advanced her swim by two days, from Sunday to Friday, because of a

forecast of bad weather. As it turned out, Sunday was calm and appeared all right for swimming, but that day also was cooler.

She had bright sun Friday to warm the water surface to as high as 56 degrees; Sunday morning, on the other hand, was partially overcast.

"It made a lot of difference," she said. "The water was real cold underneath and would have been colder on top."

She didn't second-guess her choice of courses, either. In strict terms, she didn't swim across the world's deepest lake but across the top of the bay leading to the Angara River—a straight-line distance of seven miles, although she swam about 10 in circling around the current rushing to the Angara. The shortest distance across the lake would have been about 25 miles—too formidable even for her, considering the water temperature, unless she went to the south end.

"I was still thinking about it when we were looking at the charts

after we got there," she said. "But [the Soviet trawler] captain said there were storms down at that end, and anyway else would be going from wilderness to wilderness."

"The main idea was the people-to-people diplomacy. If I finished in the wilderness, there wouldn't be any people."

Could Have Gone Farther
So she swam to Listvyanka, where the enthusiastic reception by about 3,000 people was beyond her dreams.

She said she could have swum farther and longer than the 4 hours, 19 minutes, 18 seconds.

"The most unpleasant part of the effort for Cox was entering an ambulance afterward so that she could be checked for hypothermia and to allow Soviet Dr. Georgy Gurbin to draw a blood sample to compare it with one taken minutes before she started.

"I really didn't like going into the ambulance," she said. "It doesn't

look too good. And then when Georgy was trying to take that blood—I really didn't want to do that."

"He was jabbing away at one finger and wasn't getting anything, even squeezing like mad, because my hands were so cold that the blood vessels were constricted. So he tried another finger and finally got something."

Cox's closest brush with disaster was Sunday evening when she went swimming with Roseman in the lake, well before dark.

A motorboat almost ran them down, veering away at the last instant.

"It was real serious," Cox said. "He was just going full blast and didn't see us until he was 20 feet away. He yelled something in Russian when he went by."

Roseman thought it was no accidental near-miss, although the boater probably didn't know the swimmers were Americans.

"I could tell he saw us," Roseman said. "He did it on purpose."

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HARBOR: Plan to Clear Out Prostitutes

Continued from Page 1
included on a report by arresting officers.

"These are things such as whether the woman is monitoring traffic, trying to flag traffic, sticking their heads in a window and getting into cars with the 'johns.' A lot of times, the john will tell us that the woman is starting to come to the attention of the police and some of the girls are not so bashful either," Davis said.

"Mode of dress, including short tight skirts, is another element officers will be considering, he added.

Police also have invited about 800 Santa Ana business owners and residents to a public meeting tonight to ask them to sign affidavits denouncing the prostitution problem in their neighborhoods. The meeting is scheduled at 7 p.m. at St. Barbara's Catholic Church, 730 S. Euclid St., Santa Ana.

"These affidavits will also be introduced as evidence before the judge," Davis said.

Other approaches, such as having officers pose as johns or female prostitutes, have been very effective in the past but also "very costly" in terms of police manpower, Davis said.

Moreover, complaints about prostitution activity have increased, officers said.

"Typically, they're not going to molest, but transacting business right in cars," Davis said. "People have been coming out of their homes and have found used condoms, and hypodermic syringes and other things. Little kids are seeing these things on the lawns," Davis added.

But the ACLU's Howarth said it would be difficult to support proposed enforcement action because police want to arrest people "based on who we are and what we look like."

And COYOTE representative Alexander contended that such a police crackdown will be counterproductive.

"These prostitutes will just move on to a smaller city where the enforcement is less and it will drive them underground, making it more dangerous," Alexander contended.

"The police ought to be getting involved in fighting burglars, rapists and robbers. They won't even enforce a temporary restraining

order against a wife-beater. There are better things they can do with their time than arrest prostitutes," she said.

Garden Grove Police Lt. John F. Baker acknowledged that a crackdown in Santa Ana and Garden Grove may only force prostitutes to move into more than the facilities, raising by the state-

"I know we're not going to eradicate or reform these girls, but if they go elsewhere, well, it's up to whatever jurisdiction they go into. We'll tackle that problem when it comes up," Baker said.

Overcrowded conditions at the County Jail also have been a cause for police concern for months, Davis said.

Presently, prisoners are brought in, booked and a decision is then made whether to house them based on their arrest classification and past criminal record, Sheriff's Department Lt. Richard J. Olson said.

Orange County has a central women's jail in Santa Ana and an additional area for women in the Intake Release Center at the main men's jail. Both come under the operation of Sheriff-Coroner Brad Gates. But as of 8 a.m. Wednesday, the central jail had 285 women in custody—20 more than the facility's rating by the state-

Department of Corrections. In addition, Olson noted, the intake center, which has a 96-prisoner capacity, reported 90 women.

"The sheriff doesn't want to cite and release anybody, but [because] of the jail crowding... we don't have any room to play with. Each prisoner will be assessed and housed depending on jail population at the time of booking. No one who is considered to be a danger to the public would be released," Olson said.

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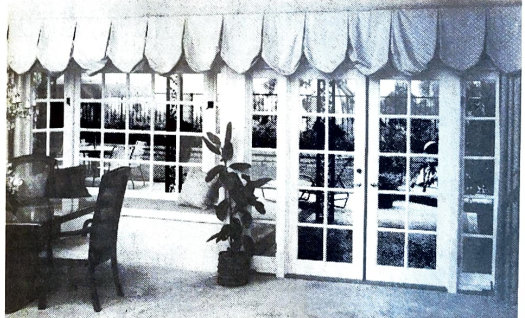
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Today's Scene

TIMES-ADVOCATE

Tuesday, Oct. 13, 1981

C

Aviation pioneer recalls his early days in the air



Dexter Martin, a member of the Aviation Pioneers Hall of Fame, is pictured at left in one of the publicity posters from his barnstorming days. Martin sifts through some of his souvenirs from 61 years of involvement with aviation, far left. Below, his 1924 pilot's license, signed by Orville Wright, bears number 162.

Martin has flown with the 'birds'

by Louise Hermanson
Dexter Martin wears a tan to keep his bald spot warm now. The bald spot is not new, but the beret-like cap replaces helmet and goggles of early air travel.

Martin's face is poetic when he talks of flight, and his blue eyes twinkle in memory of cloud-top scenes.

He'll quickly tell you he got into aviation "because I didn't have any better sense," but it's clear he'd do it again if he had the second chance.

Martin can spin yarns of early landing fields and planes that will make you quiver and dream at the same time. He can even tell you what it was like to take your pilot's license test in 1924 with Orville Wright.

Martin knew them all — the early birds, that is. He'll tell you about learning to fly under the same instructor who taught Amelia Earhart and about flying with Jimmy Kroskopf and Eddie Stinson. But most of Martin's stories are about advancing aviation and South Carolina.

EARLY YEARS

His career started in 1919 in Brea, Calif. where he had an automobile garage business. The barnstormers started landing just out of town in Brea, and Martin, fascinated by flight, soon invited pilots to land behind

his garage. He learned to fly and started helping them repair planes.

Martin was in on the early regulations of flying. "After the war (World War I), there weren't any rules and regulations. You could fly upside down down Main Street if you wanted," Martin said. "It got so bad, we (pilots) petitioned the federal government to regulate aviation."

The result of the early-flyers' effort was the Bureau of Air Commerce, established in 1926. The Bureau later became the Federal Aviation Association.

In 1927, Martin had gone into the housing business to support himself, but he was still flying. "Then the depression hit in California, and suddenly everybody was broke," Martin said. He packed up and came to South Carolina on the promise of a job flying planes.

SOUTH CAROLINA

In South Carolina, Martin landed in fields, worked flying circuses where he gave people rides for a penny a pound and piloted air mail flights as early as 1928.

Martin's tales are scary to modern-day pilots. He said anywhere they could find a field to land was called the airfield, and he remembers landing by the lights of a

ferris wheel at a fair in Brunson, N.C. "We were lucky if we had 600 to 700 feet (to land on)," Martin said.

But old news clippings tell that Martin didn't always make it to the ground without mishap. Headlines read: "Martin's plane crashes on Paris Mountain; Local pilot escapes injury in crack-up" and "Anderson Fliers have narrow escape — they became lost in fog; neither hurt." The articles were about an accident that happened on Oct. 21, 1929, but there were others.

Martin tells about crashing and having to take his plane apart and ship it home in a railroad box car so he could fix it.

Martin also flew mercy missions in the early years. In July 1929, he flew a patient from a hospital in Anderson to a Savannah hospital "to keep the patient from having to endure the long train ride." And Santa even came to Anderson by way of Martin's plane on Christmas Eve in 1928.

But mostly, Martin remembers the fun in being a part of excitement, a part of new frontiers. A November 1929 advertisement from Waterboro tells something of the awe most folks felt when an airplane came to town.



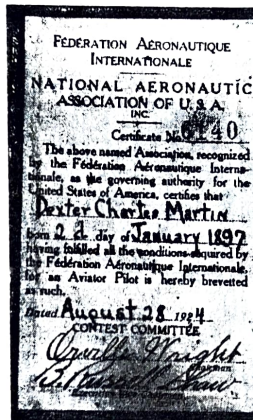
"Aeroplane Returns. Rides in the aeroplane proved so popular during the fair and on the following Sunday that Mr. D.C. Martin has consented to return and take others up who desire to go.

"A wire from him today states that he will arrive in town Thursday and will be here until Monday. All who desire to go up can meet him on the Cottageville road just out of town which is being used as a landing field. Trips are \$3.50."

Martin said in spite of the price and dangers he had many customers in most of the towns he went into.

Martin will sheepishly admit all of the advertisements weren't quite true. A January 1928 version said, "Fly with us. . . Our pilot Mr. D.C. Martin has been carrying passengers 12 years as a licensed pilot, also a licensed mechanic. . ."

Martin said he didn't write that and he started flying in 1919, and that's not twelve years before



Dexter Martin began flying in 1919 and took his pilot's test in 1924. The license, signed by Orville Wright, is still valid as an international passport. (Photos by Hermanson)



1928. But he was the only licensed mechanic in South Carolina for some time in the '30s, he said.

MABLE CODY

The most vivid memories Martin has of the early days are of Mable Cody. Martin was her pilot when she was in her heyday as a dare-devil stunter. He remembers when Cody had a contract with Woco-Pep motor fuel, and he would outline an advertisement on the bottom of the plane's wing.

Once they were in the air,

Cody would take paint, a brush and a rope ladder onto the wing. She dropped down under the wing and painted the sign while people watched in awe.

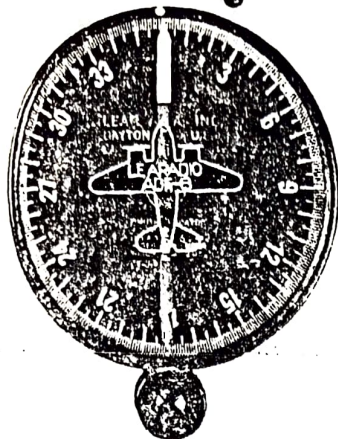
Martin's stories are unique, interesting because they are from a world most people will never know, of the days when flight was still considered "for the birds."

But his expertise and experience in aviation cannot be told in words. They are captured in years

as a dare-devil pilot flying for entertainment, but they are also in years of work building aviation in South Carolina.

Martin was inducted into the Aviation Hall of Fame at the same time Wilbur and Orville Wright and Charles Lindbergh were. That was in 1976, and it says Martin is special in the world of aviation. But he has flown in open planes, been up there with the clouds surrounding him, touching him, and that makes him a special person, too.

'A Considerable Advance'



Lear Avia, Inc., in its latest automatic direction finder, model ADF-8, has accomplished "a considerable advance in the accuracy and positiveness of aeronautical navigation under all conditions of weather," according to the announcement. Manufactured under CAATC Nos. 345-350, the instrument simplifies the principle of operation to the point which requires only that the pilot switch to the desired function and tune to the required frequency. The ADF-8 then secures and integrates the information and gives the resultant answer. The instrument is available in two models, differing only in their frequency coverage.

For Private Flyers



A new type aircraft radio receiver that utilizes new circuits which permit the elimination of a number of tubes without sacrificing range or sensitivity of the receiver has been placed on the market by Electronic Specialty Co., Glendale, Cal. Weighing only two pounds, 12 ounces, it is said to be the only low-priced aircraft receiver built under American Telephone & Telegraph patents. Primarily designed for the private plane owner, the "Ranger" receiver as it has been named, may be easily and quickly installed, or removed from one plane and installed in another. With the receiver is a battery-pack that gives 200 hrs. of operation which can be mounted under the pilot's seat or any other convenient place. Price of the receiver, complete with battery-pack, tubes and ready for operation is \$25.

New Developments Reported

Available from Bachrach Industrial Instrument Co., 7000 Bennett St., Pittsburgh, Pa., is sales literature covering recent developments in engineering for pressure, temperature and gas analysis instruments.

Empire State Plans 8 Training Centers for Aircraft Workers

Establishment of eight training centers throughout the state of New York to supply semi-skilled workers for the aviation industry has been announced by Gov. Herbert H. Lehman, following recommendations made by Dr. Lewis A. Wilson, associate commissioner of education. The centers, expected to be in operation by Dec. 1, will be located at Utica, Watertown, Yonkers, Plattsburg, Elmira, Syracuse, Nassau County, and a site to be selected in southwestern part of the state.

The program to be supported by combined federal, state, and city funds, will, according to Dr. Wilson's report, be an "invaluable" aid to industry, and play an important part in the state's defense plans. During the coming year an estimated 10,000 will receive preliminary training in these centers, while it is indicated that state aircraft industries will need 52,000 workers in that period.

Under the plan, federal funds will finance supplies and training personnel, while local governments provide the classroom facilities and maintenance. New York state has already authorized a \$110,000 appropriation to furnish equipment for the schools.

Dr. Wilson declared that defense program experience demonstrated men could be trained for semi-skilled jobs in 8-10 weeks of intensive instruction.

(For comment on training program of New York state, see editorial page this issue, "How to Lose Funds, Etc!").

Philadelphia Airport Manager Quits Job

Lending credence to reports of behind-the-scenes friction with city officials, Lt. Col. J. Victor Dallin announced his resignation as manager of the new Philadelphia Municipal Airport in mid-October to become director of the Pennsylvania Bureau of Aeronautics. The action is believed generally to have resulted from tension arising from restrictions placed upon his managerial position by Director of Public Works John H. Neeson.

In resigning, Col. Dallin revealed a discussion with Mayor Lambertson concerning the airport in which he recommended that "a Bureau of Aviation be placed directly under the Mayor, to increase its efficiency," but that the Mayor "feels that so long as construction is incomplete, the management should remain in the hands of the Director of Public Works."

As state director, Col. Dallin succeeds William Schwarz who has accepted a private business offer. The State Bureau of Aeronautics supervises operation of eight state-owned airports, inspects and licenses the 111 municipal and privately owned fields, and maintains the 25 beacons on the state's major airways. Col. Dallin's new position pays the same as his old one—\$4,200 a year.

(See editorial, "City of Brotherly Love?" editorial page, this issue.)

Dexter Martin Heads State Aviation Group

Dexter C. Martin, director of aeronautics for South Carolina, became president of the National Association of State Aviation Officials at that organization's 10th annual convention, held in Louisville, Oct. 17-19. He replaces Douglas O. Langstaff of Louisiana.

Other officials include W. D. Hammond, chairman of the Utah State Aeronautics Commission, first vice-president; Asa Rountree, Jr., of Alabama, second vice-president; Lieut. Al Near, Kentucky, third vice-president; S. B. "Buck" Steers, Michigan, secretary-treasurer, and George B. Logan, legal counsel.

New Building for C-W Tech

A \$50,000 program providing a 24,000 sq. ft. building for civilian air mechanic training has been announced by Maj. C. C. Moseley, president of Curtiss-Wright Technical Institute, Glendale, Cal. Curtiss-Wright's \$100,000 expanded Air Corps mechanic training center has been placed in operation. Record enrollment for the institute includes 1,200 civilians and 1,053 Army enlisted men.

New Deal Air Policy Flayed By Aero Club

Charging the New Deal with a basically unsound aeronautical policy, the Aero Club of Pennsylvania has issued a pamphlet entitled "Is the New Deal Truly Air-Minded?"

In accusing the Administration of mismanagement of aircraft matters the pamphlet points to the absence of a permanent chairman of the Defense Council, the presence of "fussing, red tape, and restrictions" in government contracts, the lack of a fixed policy toward the development of the aircraft industry, and the waste of money in the improvement of airports and landing fields.

To remedy the situation, the aero club makes three recommendations for basic changes in policy:

1. Simplification of standard combat aircraft to make real production possible and make military needs manufacturable.
2. Elimination of government inefficiency and duplication with regard to specifications and inspection.
3. Coordination of all aircraft activities under an independent administration for air power.

Patrick Higgins Dies

Patrick Higgins, vice president and operations manager of Delta Air Lines, died on Oct. 6 after an illness of several months, at his home in College Park, Ga. He is survived by a widow and two children.

Obituary

RAY BEEBE, 37, manager of Hastings (Neb.) Municipal Airport and president of the Nebraska Aeronautical Association, died Oct. 7 at Hastings. He became sales manager for Bearwin Aircraft and Engines in Apr. 1938, but later that year went to Hastings.

CHARLES ANDREW McCUNE, 61, research engineer and secretary of Magnaflex Corp., died in Atlantic City, N. J., Oct. 14.

NASAO President



Dexter C. Martin

Of South Carolina, who will serve as president of the National Association of State Aviation Officials during the coming year.

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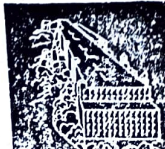
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Fortnightly Review

NASAO Criticizes Curtailment of Civil Aviation on Airports

Making Hay

THE future of U. S. aviation in South America is not an isolated problem. Everything that pertains to aviation is inextricably bound up with international relations and international economics. It is impossible to consider aviation's future picture in South America without also considering the broad picture of political relationships and general trade. Much has been said within the past year of the great future market for U. S. aviation in the neighboring countries to the south. It is easy to look at a map and conjure up fond hopes of potential plane sales and increased scheduled air services, but the bald fact remains that the future of U. S. aviation to the south is in direct ratio to general economics and international relations.

Unless the United States as a whole and as a government tackles the South American problem in a realistic manner, and in the very near future, the destiny of U. S. aviation will not be so idealistic as it might be.

The American press has had much to say of so-called Fifth Column activities in South America on the part of Germans and Italians. But while there is no doubt of German espionage systems at work in South America, there seems to be a complete lack of understanding in the United States of the real problems in the South American countries, and of the colossal failure of the United States to carry out in practice what it preaches in the Good Neighbor policy. We can do all the talking we want to about Good Neighbors, but unless we actually carry the words into action we are only kidding ourselves. We certainly aren't kidding the South Americans.

(Turn to page 16)

NEW ROUTES OPEN; TOTAL 1,536 MILES

Penn-Central, Mid-Continent, Braniff Start Service on 4 Lines Nov. 1

A substantial increase in U. S. domestic airline route mileage was effected Nov. 1, as this issue went to press, with inauguration of mail-passenger-express service by three airlines on four new routes.

The routes, which include Pennsylvania-Central Airlines' 503-mile Norfolk-Knoxville, Braniff's 231-mile Amarillo-Oklahoma City, and Mid-Continent's 697-mile Twin Cities-Kansas City, Des Moines-St. Louis and 105-mile Bismarck-Minot, increase airline mileage by 1,536 miles.

Penn-Central's new route increases the company's mileage to over 2,735. Application for the line was filed with the Civil Aeronautics Board on May 18, 1939. PCA asked for Norfolk-Cincinnati, but the CAB has deferred its decision on the Knoxville-Cincinnati segment.

Mid-Continent's two lines increase its mileage from 1,114 to 1,916, a gain of over 70%. The company filed application for the Twin Cities-Kansas City, Des Moines-St. Louis route on Aug. 23,

(Turn to page 5, col. 4)

Opens New Route



C. Bedell Monro
President of Pennsylvania-Central Airlines which is opening its new 503-mile Norfolk-Knoxville route on Nov. 1. (See special material on pages 2, 3, 4, 5, 6, 7).

Questions Value of CPTP; Advocates Separate Air Force

CRITICIZING what is termed the "current military trend to curtail permanently or temporarily eliminate civil aviation on certain civil airports of this nation," the National Association of State Aviation Officials, at its 10th annual convention, held at Louisville, Ky., Oct. 17-19, urged the U. S. military services to proceed at once to the establishment of sufficient military airports to return to civil aviation "the full and unrestricted use" of civil airports at the earliest possible moment.

The state aviation officials recommended that the CAA raise the maximum age limits of the Civilian Pilot Training Program sufficiently to admit an increasing number of qualified citizens of non-college as well as college groups.

They also favored establishment of "a separate and distinct air force with Cabinet representation" and went on record as opposing any attempt to tie aviation to any other forms of transportation.

The airport resolution, which was sent by wire to President Roosevelt, was adopted after the convention heard Maj. A. B. McMullen, chief of the CAA's airport section, predict further curtailment of civil aviation, particularly flight training, at many airports.

"Whereas the development of airports throughout this nation, until very recently, has been accomplished only through the tireless struggle of civilian aviation personnel against the inertia of the public consciousness and the national leadership; and

"Whereas this airport development has been planned and prosecuted primarily to meet the needs of civil aviation; and

"Whereas these facilities are patently available for normal military use at all times, and for exclusive military use in time of national emergency; and

"Whereas no such national emergency has been declared which would justify nullifying the civil value of civil airports; and

"Whereas civil aviation is still the backbone of aerial national defense, and as such should be encouraged and

(Turn to page 15, col. 1)

Panagra Institutes Deferred Rate for Forty Tons of Express

(By air mail from Buenos Aires)—What is believed to be the first air express deal on the Pan American Airways system offering a deferred rate has been negotiated by Panagra at the Buenos Aires office involving the shipment of 40 tons of candy from a large candy manufacturing establishment in Cordoba, Argentina, to Buenos Aires. From now on until the shipment is completed, every Panagra plane leaving Cordoba for Buenos Aires will be filled to the load limit, the candy occupying all available space over the normal passenger, mail and regular express load.

Deferred rates have been in effect for many years on TACA in Central America and on certain other lines specializing in freight. If a plane is already filled to the load limit, the deferred shipment waits until there is space. It not only provides one

means of filling up planes, but it provides the shipper with a cheaper rate on a "space available" basis.

Panagra established a special rate of five cents per pound for the candy shipment. A study of plane loads eastbound from Cordoba revealed that there were anywhere from 37 to 400 kilograms of weight available under the load limit per trip. While the five cent per pound rate is very low, the additional income of \$2,000 is warmly welcomed, since the space on the plane is available and candy could not be shipped under any circumstances at regular air express rates.

The deal was negotiated by Sylvester J. "Spec" Roll, general manager of Cia. de Aviacion Pan American Argentina, S. A., Pan American's company for Argentina which handles both Pan American and Pan American

(Turn to page 4, col. 1)

NASAO

(Continued from page 1)

developed to the fullest extent as a necessary part of preparation for national defense.

"Be it therefore resolved that the National Association of State Aviation Officials deplors the current military trend to curtail permanently or temporarily eliminate civil aviation on certain civil airports of this nation, and

"Be it further resolved that this Association believes the military services should proceed at once to the establishment of sufficient military airports with a view to returning to civil aviation the full and unrestricted use of such civil airports at the earliest possible moment, and

"Be it further resolved that the president of this Association designate a committee to secure from the several federal agencies complete cooperation to this end," the resolution read.

CPTP Attacked

The CPTP is of "negligible military value," the NASAO said, adding that the "deficiency of the program" is further emphasized by the fact that the military operations of the U. S. do not include or contemplate the use of aircraft of less than 200 hp."

All air carrier operations, either scheduled or non-scheduled, "require pilotage experience comparable to the military, which therefore makes it appear that the CPTP provides no reservoir for civil air commerce," the Association noted, stating that "the interests of private flying are not best served under the present maximum age limit of 26 years." The CPTP should be geared to the above needs, it concluded.

Capt. Marc A. Mitscher, Assistant

Chief of the Navy's bureau of aeronautics, had told the convention that the Navy has received only three students from the CPTP, and that the Army has received "not many more."

Few in Military Service

The few CPTP students received have been "above average" flyers and have required less training, Capt. Mitscher said, adding, however, that CPTP students generally "apparently don't care to volunteer for military service."

He also stated that it has been the experience of the British that it is unwise to train men in planes of less than 200 hp.

Grove Webster, acting director of the CPTP, was scheduled to speak before the convention on Oct. 18, but wired that he would be unable to be present. Charles Cox, CPTP representative in Chicago, spoke in his place. Several NASAO members had planned to question Webster on the merits of the program.

The resolution concerning the independence of civil aviation was as follows:

"Whereas the NASAO has long and consistently advocated an independent federal agency for the promotion and regulation of aeronautics,

"Be it resolved that the NASAO go on record again as being unalterably opposed to any deviation from this principle, and in this connection we urge Congress to take such affirmative action from time to time as may be necessary to insure the complete independence of this branch of government,

"And we further urge Congress always to give full consideration to the unusual character and extraordinary and ever-moving advancement of the art of flying by never tying its control in whole or in part to other forms of transportation."

New Aero Chamber Members

Recent additions to membership of the Aeronautical Chamber of Commerce include Babcock Aircraft Corp., De Land, Fla.; Aeroproducts Division of General Motors Corp., Dayton, O.; Pacific Aviation Inc., Hawthorne, Cal.; Reynolds Metals Co., Richmond, Va.; Briggs Manufacturing Co., Detroit, Mich.; Diebold Safe & Lock Co., Canton, O.; Goodyear Tire & Rubber Co., Akron, O.; Sperry Products Inc., Hoboken, N. J.; Westinghouse Electric & Manufacturing Co., E. Pittsburgh, Pa.; American Eastern Corp., New York City; General Aircraft Corp., South Lowell, Mass.; Alabama Institute of Aeronautics, Tuscaloosa, Ala.; Cal-Aero Corp., Glendale, Cal.; Curtiss-Wright Technical Institute, Glendale, Cal., and New England Aircraft School, Boston, Mass.

Canadian Employment Up

Employs in Canadian aircraft plants increased 20% in a recent four-week period, according to C. D. Howe, minister of munitions and supply, who indicated that more than 8,400 employes are now at work in seven Canadian plants, excluding Canadian Associated Aircraft, Ltd., which is assembling planes for the British government. In all, some 17,000 workers are engaged on various parts of the Canadian aircraft production program, it was said.

Natural Rubber Still Vital

At least three years would be required to build sufficient synthetic rubber plant capacity to replace natural rubber in all tires manufactured in this country, John L. Collyer, president of the B. F. Goodrich Co., told businessmen in warning them against assuming that synthetic rubber offers an immediate safeguard against a possible shortage of the natural product.

1,600 Skilled Workmen Registered for Jobs

Sixteen hundred workers with selected skills used exclusively by the aircraft industry were registered at public employment offices when the Bureau of Employment Security of the Social Security Board surveyed the list of applicants at the close of August. All apprentices and helpers were excluded from the count.

Of the 1,600 applicants primarily qualified in aircraft occupations, 697 were mechanics, 304 were sheet metal workers, and 143 were final assemblers. An additional 290 registered workers could qualify as aircraft mechanics, although their primary skill was in some other occupation.

Largest supply of applicants for aircraft work was in California where 410 were registered. New York was second with 170, Pennsylvania and Texas following with 150 and 100, respectively.

Aircraft Employment Rises

Employment in the aircraft industry during Aug. 1940 reached a new peak with an estimated 80,400 wage earners, according to Department of Labor figures. The total shows an increase of 4,700 over July and 56,400 over the 1937 average.

Using 1923-25 as 100, Aug. 1940 aircraft employment was 2872.2, compared with 2703.3 for July 1940, and 1413.5 for Aug. 1939.

Using the same index, aircraft pay rolls during Aug. 1940 were 2972.5; July 1940, 2635.4; and Aug. 1939, 11380.9. In both employment and pay rolls, aircraft showed the largest gains among industries listed.

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Dexter Chas. Martin

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Date of Birth: Jan. 2, 1897

Contest Committee
Chairman

Orville Wright



Year of Issue: 1922

No. of Brevet: 6140

Origin of Brevet: N.A.A.

Nature of Brevet: A-1

Signature of Licensee: *Dexter Chas. Martin*

Valid until December 31, 1922

Pioneer Aviator Martin Recalls Brea Airfields

By Tony Saavedra
DSP Staff Writer
(Editor's note: Brea's Community History Project promises to uncover a wealth of information. Occasionally a celebrity of the past may surface. Such is the case with pioneer aviator Dexter Martin.)

BREA — Orange County-born pilot Dexter Martin, 85, proudly displays Orville Wright's autograph — at the bottom of his 1924 flying license.

During his tenure as a pilot and aviation administrator, Martin shared flying lessons with Amelia Earhart, painted wing tips with the world's first stunt-woman and founded the South Carolina Aeronautics Commission.

son. A subject of many newspaper articles, Martin always stresses that "it all started in Brea."

Born and raised in "Santia Annie," Martin began working on planes in 1919 at his automotive garage on Brea's Main Street, now called Brea Boulevard.

In those days, barnstormers would look for empty fields, set up camp and sell airplane rides, said the pioneer during a recent telephone interview from his home in Columbia, South Carolina.

"I was just a kid and very in-

(Continued on A-2)

Heights Rape Reports Probed

LA HABRA HEIGHTS — A Jan. 5 apparent rape attempt on a 28-year-old Hacienda Heights woman is under "active investigation" by Los Angeles County Sheriffs, but investigators do not believe that incident is connected with an indecent exposure five days later.

Det. Sgt. Herb Longshore said there are differences between the descriptions of the two male suspects, as well as their vehicles. "We do not feel, at this time, that there is a connection," Longshore said.

The Sheriff's Department has a composite portrait of the attempted rape suspect, but will not release it to the press or public because of previous legal problems with the release of a portrait, he said.

Longshore also said investigators "have a lead" on the suspect.

The attempted rape occurred about 8 a.m. as the victim's car broke down on West Road near Hacienda Boulevard.

Unable to get the car going, the woman began walking to her work when a man in an early 1960s model tan and gray Volkswagen station wagon stopped and asked her for a cigarette.

When she said no, the man got out of the car, chased her, grab-

(Continued on A-2)

Surplus Seen

LOS ANGELES (AP) — Profits on employee pension fund investments could help the county keep its \$4.7 billion budget balanced and possibly show a \$13.5 million surplus this fiscal year, chief County Administrative Officer Harry Hufford said.

Using the \$22.2 million in one-time profits — which Hufford described as more than needed to operate the retirement fund — was among several options he outlined in a mid-year budget review: Wednesday. Other includes postponing equipment purchases and selling surplus property.

It's Friday January 15, 1982

Daily Star-Progress

La Habra/Brea, California

Inflation Rate Slows

WASHINGTON (AP) — Inflation at the wholesale level increased 7 percent last year, marking the slowest rise in that measure since 1977, the government reported today.

Analysts attributed the slowdown to abundant supplies of food, the worldwide glut of oil and the recession.

The 1981 rate — as measured by the Labor Department's Producer Price Index for finished goods — was well below the 11.8 percent in 1980 and 12.8 percent in 1979. The index rose 6.9 per-

cent in 1977 and 3.7 percent in 1976, department figures show.

In explaining the easing of the wholesale inflation rate last year, the department said the slowdown was across the board.

"Energy prices advanced rapidly early in 1981 but then registered much smaller increases or moderate declines during the rest of the year," the department said. Energy prices soared 14.3 percent last year, under the 27.8 percent surge in 1980.

"Consumer food prices rose only 1.5 percent in 1981, following

a 7.5 percent advance during the previous year," the department said.

The index for consumer goods other than food and energy also slowed last year, rising 6.9 percent rather than the 10.4 percent in 1980, the department said.

In December, the wholesale inflation rate went up a seasonally adjusted 0.3 percent, down from 0.5 percent in November and 0.6 percent in October. But it was ahead of the 0.1 percent of September and 0.2 percent of August, the government said.

If December's rate held for 12 straight months, the increase would be a seasonally adjusted 3.1 percent, department officials said.

Food prices in December picked up slightly, advancing 0.1 percent after falling in the three previous months, the report said.

Prices for fresh and dried vegetables shot up nearly 22 percent, reversing sharp declines registered in the three previous months, it said. Beef and veal prices were unchanged, but prices declined for pork, eggs, processed poultry and milled rice. Increases were recorded for refined sugar and soft drinks.

Energy prices climbed 0.7 percent last month, a little under the 0.9 percent gain of November, the report said.

Gasoline prices were down but home heating oil prices rose as did natural gas costs.

Prices for all other consumer goods were unchanged in December after an 0.8 percent pickup in the previous month.

Supt. Says Teachers 'Positive'

By Gary Harmon
DSP Staff Writer

LA HABRA — Following a Tuesday meeting on a proposed contract, La Habra City School District teachers appear to be "somewhat positive," Superintendent Rich Herrmann said Thursday.

Herrmann said he was told of the results of a two-day informal poll of the teachers that afternoon before recommending that teachers get the day off today.

"The board of trustees approved allowing the teachers the day off following a closed session Thursday night after their regular public session. Classified employees also get today, Martin Luther King's birthday off."

Herrmann said he would be willing to give the teachers a holiday along with their students if they seemed to favor the contract in the poll conducted at the schools. Teacher leaders, however, had objected to the district's "holding it (the holiday) over our heads."

Herrmann said he was willing to give the teachers "the benefit of the doubt."

La Habra Education Association President Febe Herrera said the same night that negotiating teams for the two sides will get together Monday to draft the final language for a disputed clause tying a January 1983 salary increase to state funding.

Another general teachers meeting will be held Wednesday to go over the written contract

(Continued on A-2)

there with us telling about King's dream." Jason Wyer comforted his friend before the second morning performance.

"Yeah, everybody wanted to see you, Matt," announced Chris Vandergriff. "That's why we gave you a special invitation to come today."

Olita School Principal Bob Hardecastle noted the visit marked Matt's first day at school in two weeks. Doctors, he has been advised, suggest the sixth grader stay out of class two months.

"At first that sounded great, real fun," admitted Matt, who was watching his friend Craig Jensen autograph his cast. "But now it's getting pretty boring staying in the house all day."

According to Matt's great aunt, Mary Shimko, who drives

from Montebello each day to care for the young patient, the hours aren't wasted. "He has plenty of homework, and I won't let him watch a lot of television."

Matt doesn't seem to mind. One hour per day, Helen Jacobs, a tutor provided by Olita, arrives to explain class assignments and pick up completed work.

And on sunny afternoons, Aunt Mary and Matt join the family cat and dog in the backyard for a mini-picnic. "She uses my crutches to knock down a few oranges from the neighbor's tree for dessert," Matt confided.

Sometimes the pair plays a game of Skip-O because Aunt Mary's arthritis prevents her from playing Matt's favorite game, Atari.

After school, Matt's neighbors

(Continued on A-2)

Olita 'King' Assembly Draws Special Guest

By Barbara Giasone
DSP Managing Editor

LA HABRA — Matthew Endlich, with his leg stretched between two comfortable, upholstered chairs, had the best seats in the house.

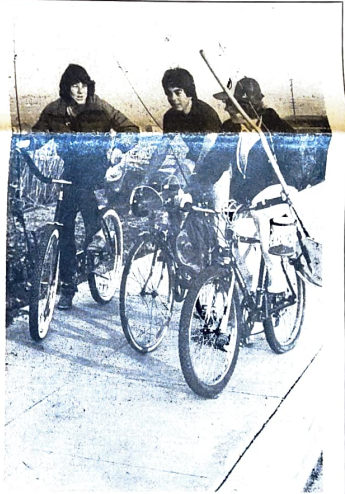
Although Matt would rather have been on the Olita School stage Thursday singing the spiritual praises of Martin Luther King Jr. and recapping the civil rights leader's life, he was happy just to be among friends.

Confined to a full length leg cast following a motorcycle accident, the 11-year-old's vantage point was from the back of the multi-use room. He quietly watched his classmates and teacher Yvonne Fenaroli honor Dr. King in word and song.

"You would have been right up



A KINGLY TRIBUTE MINUS MATT — Fellow classmates of cycle accident victim Matt Endlich salute Rev. Martin Luther King in observance of the civil rights leader's birthday today. The Olita School students invited Endlich to watch the special performance.



Gone Fishin'

(Star-Progress Photo By Barbara Giasone)

At daybreak, Sonora High students Wayne Ekelund, Alan Ybarra and Doug Young, from left, were collecting crickets in a Palm Street field to bait hooks for a fishing trip. The boys used today's school holiday to relax at Laguna Lake.



Good Evening!

A Freedom
Newspaper

65TH YEAR
NO. 197
SEVEN SECTIONS
(92 PAGES)

The Weather

Fair through Saturday. Slightly warmer days with highs 65 to 73. Lows tonight in upper 30s and 40s.

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Quotable Quotes

"There is no pillow so soft as a clear conscience."
French proverb.

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Dateline Today:

Countywide

Infectious Bags Located

SANTA ANA — Following repeated assurances this week by county officials that infectious wastes were not being dumped in county landfills, workers Thursday discovered about a dozen bags of such material in the Santiago Canyon landfill.

Within hours the bags were traced to the UC Irvine Medical Center, said county Board of Supervisors Chairman Bruce Nestande.

Tests by county health officials confirmed that the bags contained infectious plastic tubing and paper products used in treating medical center patients. But no blood or human tissue was found, county officials said.

Medical center officials said that the bags were inadvertently thrown away in the normal trash dumpsters.

The medical center usually burns its infectious wastes at the center's incinerator or sterilizes them under pressure through a process called autoclaving, said Toby Milligan, public information officer for the center.

Nationwide

Severe Cold Forecast

(AP) — The second blast of arctic air in a week charged out of Canada today, promising no relief from severe winter weather that has killed at least 215 people and piled up snow in the South and the Northeast after twin storms.

Winds up to 100 mph in the Rocky Mountain foothills overturned two tractor-trailers Thursday, tore off an apartment building roof and brought unusually warm weather to Colorado, but forecasters said the balmy temperatures would drop sharply with the approach of the frigid air.

"The very strong arctic outbreak means we're going to be in the icebox for a couple of days," said Dean Nesley, a National Weather Service forecaster in Minnesota.

Nebraska was warned of temperatures dropping to 25 below zero tonight, and Illinois' forecasts called for a weekend of severe cold and blizzard or near-blizzard conditions. Washington, D.C., was expected to have highs in the teens by Sunday.

Dozens of South Dakota schools began calling off classes in anticipation of the new Midwest storm. Meanwhile, the temperature in Atlanta hit 13 degrees, breaking a record for the date set in 1893, and Traverse City, Mich., early today recorded a temperature of 19 below, also a record for the date.

Inflight Recorders Found Intact

WASHINGTON (AP) — The critical voice and instrument recorders on board the Air Florida jet that crashed into the Potomac River are intact, a police spokesman said today. Investigators hope to learn from those recorders whether excessive ice accumulation kept the plane from gaining altitude.

"Instruments have detected that the equipment is intact," District of Columbia Police Inspector James Shugart told reporters at the site early today. He said three two-man diving teams were to return to the wreckage under the 14th Street Bridge to remove the recorders.

Speculation over whether the jet had been properly deiced before it crashed Wednesday grew when the pilot of another jet awaiting takeoff told investigators he had noticed ice on the Air Florida plane as it prepared to take off. Seventy-eight people died in the crash.

And Francis McAdam, chief investigator for the National Transportation Safety Board, said on the NBC-TV "Today" show this morning that ice could have added weight to the plane and affected its performance. Other investigators, however, cautioned against speculating about the possible cause of the crash until information on the plane's voice and instrument recorders becomes known.

Ice Contributed To Crash?

WASHINGTON (AP) — Investigators are looking closely into whether ice had accumulated on a Boeing 737 jet that crashed on takeoff from National Airport because "it can do nasty things to a plane's weight and lift."

Although initial speculation has focused on the possibility of a dangerous ice buildup, National Transportation Safety Board officials say virtually nothing has been ruled out as the cause of the accident Wednesday which killed 78 people.

Among other possibilities: heavy snow falling, a slushy runway, fuel impurity, engine malfunction and complex airport flight rules.

"That is definitely an issue, and we will look very deeply into that possibility," said board member Francis H. McAdams. "We want to know how long after the last deicing that the plane was out in the open."



TIME OUT FOR COMFORT — Olita School friends help pal Matt Eddick place injured leg in comfortable position before sixth grade production begins. From left are Jason Wyler, Aunt Mary Shimko, Craig Jensen, Eddie Lopez and Chris Vandergriff.

(Star-Progress Photo By Barbara Giosane)

Olita 'King' Day Draws...

(Continued from A-1)

Ralph and Leonard Mendez race across the street to bring their friend up to date on school happenings. Occasionally Matt's 6-year-old sister Mary is on hand to adjust her brother's pillow and help him sit up.

But the hours are long, giving Matt lots of time to ponder the value of motorcycle riding. "I've been riding with my Dad since I was 5," the blond youth said. "We were out at Indian Dunes in Valencia two weeks ago when I went off the third jump on the round track. Somehow the bike hit rocks in the dirt. I went out of control and the handlebars

and gas tank pounced on my leg."

Matt's father and another biker rushed the victim to a Valencia hospital, then transferred him by ambulance to La Habra Community Hospital where three metal pins and stitches were inserted near his ankle.

"With pins in your leg, you can't go through the airport security metal checks," interrupted classmate Jason Wyler, who was listening to his pal's story from the sideline.

Classmates chimed in agreement, then listened as Aunt Mary explained a full prognosis would be completed next Tuesday by a team of La Habra doctors.

Matt, meanwhile, admitted to being accident prone. At 3, he "suffered a broken collar bone when he fell from a fence; six months ago he hit a wall instead

of a ball and broke his hand; and through the years he's endured numerous sprains.

After sharing his story and assuring friends he wasn't in pain, Matt nursed his leg on chair pillows and announced the sixth grade program was about to begin. Friends, rallied around Matt's progress, more interested in Matt's progress, rallied around the disabled boy.

"The first day after the accident, I said I'd never get on a motorcycle again," he told curious classmates. "By the third day I said, 'Maybe.' Now I'm ready to get back on the track."

Matt's mom has a different idea. "She says it will be at least a year before I get back on a bike," Matt added quietly.

But like Martin Luther King Jr., Matt has a dream: "Someday I might even be a motocross racer."

Roberts Enters LH Race

LA HABRA — Incumbent La Habra City Council member Kent Roberts was the first to throw his hat into the April municipal election ring Thursday.

Roberts filed for election to the post he has held since being appointed May 23 to fill the position left open by the death of former Mayor Marion Corbett.

Roberts filed his candidacy statement shortly after filings officially opened Thursday.

Mayor Burt Ward, whose post is also up for election April 13, has said he is still undecided about whether to run.

Filings remain open at the City Clerk's office through Feb. 4. However, if Ward chooses not to run, the filing date will be extended to Feb. 8.

Roberts could not be contacted for comment on his candidacy Thursday.

Heights Rape...

(Continued from A-1)

bed the purse and found cigarettes. The woman grabbed the purse back and began to run, but was chased down by the man.

Longshore said the woman kicked her assailant in the face and got up to run again, but tripped and was caught a second time.

The woman told investigators the man said "I think I'll rape you instead" when he fell on top of her in the second struggle.

She broke free again, but was caught a third time, and, for the third time, was able to escape. The assailant then returned to his car and she went to work and called the sheriff.

The assailant is described as white, 30-35 years old, 5-foot-10, 150 pounds with brown hair, green eyes, a Fu Manchu mustache and wearing work clothing.

In the indecent exposure incident Jan. 10, a female member of a Los Angeles County Reserve Posse saw a man exposing himself in a lemon orchard near West Road and Hacienda Boulevard at about 7:45 a.m.

The uniformed posse member said the man approached her, but never came close as she escaped the area.

He is described as an Hispanic, in his 20s, 5-foot-8, 160 pounds with dark hair and a moustache. The suspect reportedly drove a light blue Datsun with out-of-state plates.

Supt. Says...

(Continued from A-1)

and a ratification vote is scheduled for the following Tuesday, Herrera said.

Should that ratification vote fail, Herrera has said the next logical step would be to take a strike vote. If a strike vote passes, a walkout would not necessarily begin the next day, however, she said.

Herrera said she didn't know how the ratification vote will go, but said, "I want a solution."

Liquor Store Is Held Up

BREA — An armed robbery Thursday at the Kap 'n Keg liquor store, 800 E. Imperial Hwy., became more than a chilling experience for the lone cashier.

While two robbers took roughly \$889 from the store's safe around 10:33 p.m., the male clerk was forced into the walk-in refrigerator, police said.

Lt. Don Rogers said one of the robbers was armed with a 6-inch, blue-steel revolver.

Pioneer Aviator...

(Continued from A-1)

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"I brought it down in Willow Springs, Missouri," reminisced Martin.

Since road maps were a thing of the future, pilots at that time followed the train tracks for direction.

"If you got lost, you would land and ask someone where you were," he said with a chuckle. "As California's economy went belly-up during 1927, Martin left

Police Blotter

LA HABRA

Wednesday

10:15 a.m. — Tools worth \$500 were reported stolen from an open garage in the 100 block of South Colleen Street.

3:15 p.m. — A \$1,000 ring was reported stolen from a residence in the 300 block of East Olive Avenue.

6 p.m. — A television, piggy bank and ring, all worth \$480, were reported stolen from a residence in the 300 block of North Lemon Street.

BREA

Wednesday

4:47 p.m. — Two bicycle frames and tools valued at \$160 were reported stolen from a locked trailer adjacent to a business at 1220 Pioneer Ave.

BREA

High.....65

Low.....41

LA HABRA

High.....62

Low.....43

Daily Star-Progress

(USPS 148-300)

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Readers wishing to share news from their communities may do so by contacting a news staff member of the Daily Star-Progress at (714) 697-1734 or (714) 529-2144. Here's who to contact: Letters To Editor — Don J. Clewley; La Habra News — Gary Harmon; Brea News — Tony Saavedra; Entertainment — Barbara Giosane; Sports — Paul Cies; Lifestyles, Church — Tricia Nihil.

Pioneer Aviator Martin Recalls Brea Airfields

By Tony Saavedra
DSP Staff Writer

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During his tenure as a pilot and aviation administrator, Martin shared flying lessons with Amelia Earhart, painted wing tips with the world's first stuntwoman and founded the South Carolina Aeronautics Commission.

A subject of many newspaper articles, Martin always stresses that "it all started in Brea."

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In those days, barnstormers would look for empty fields, set up camp and sell airplane rides, said the pioneer during a recent telephone interview from his home in Columbia, South Carolina.

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The energetic pilot also became president of the state's aviation department for three years and a Capitol Hill lobbyist for the industry.

Martin stopped piloting in 1953, but he continues to work as an historical adviser to the Smithsonian Institute.

Roberts

Today's Scene

TIMES-ADVOCATE

Aviation pioneer recalls his early days in the air



Tuesday, Oct. 13, 1981

C

Dexter Martin, a member of the Aviation Pioneers Hall of Fame, is pictured at left in one of the publicity posters from his barnstorming days. Martin sifts through some of his souvenirs from 61 years of involvement with aviation, far left. Below, his 1924 pilot's license, signed by Orville Wright, bears number 162.



By Nancy Schlesinger
The Times-Advocate

ESCONDIDO — He shared a flight instructor with Amelia Earhart. His 1924 pilot's license bears the signature of Orville Wright. He has landed planes in the dark on rural hayfields, guided only by the lights of a nearby carnival's ferris wheel.

So to say 84-year-old Dexter Martin has spent his life with his head in the clouds is hardly an affront to his character.

Martin, the uncle of Mrs. Robert Baker of Escondido, has devoted 61 years of his life to the field of aviation since he first became taken with the barnstormers and their aircraft that landed near his Brea automotive garage in 1919. A member of the Aviation Pioneers Hall of Fame, he is in such distinguished company as the Wright brothers and Charles Lindbergh.

Martin flew to the area last weekend from his Columbia, S.C., home to participate in a ceremony honoring the early leaders of flying sponsored by San Diego's new Aerospace Museum.

"At first it was just a hobby but one thing lead to another," Martin said, sifting through personal memorabilia that were scattered on the dining table of his niece's home.

And an impressive assembly of credentials, photographs and certificates it was. First and foremost there was the well-worn pilot's license signed by Orville Wright, who along with his brother Wilbur invented, built and piloted the first powered flying machine in 1903.

"He (Orville) was president of the National Aeronautic Association at the time I got my license, so that's his original signature," Martin explained. His certificate number of the license was 6140, meaning only 6,139 pilots had been registered in the world before him. Only 161 pilots had been licensed in the United States prior to him.

Although his license was signed by perhaps the most famous pioneers in aviation history, Martin never had a chance to meet Orville Wright.

"I got his address in Dayton (Ohio) and went by his house during the war, but he wasn't home," he said. "That's about the closest I ever got."

But his association with other famous names in barnstorming, military and commercial aviation is something Martin takes in stride.

Copy

Bill Tremaine, my competitor and friend. Before coming to Brea, Bill lived in Phoenix, Arizona, where he operated a garage. He competed in the Los Angeles - Phoenix Automobile Road Race, driving a Pope-Hartford Car, which was an annual event. The route the participants took came through the main streets of Fullerton, Anaheim, and Santa Ana, leaving Los Angeles at midnight and taking the above route, on to San Diego, then across the desert to Phoenix.

In 1917, during the Pancho Villa raids in Mexico, a U. S. Army Airplane was forced down over the border and was abandoned for sometime. Bill Tremaine went down into Mexico, took the plan piece by piece to Phoenix and assembled it, intending to fly it at the Arizona State Fair. About that time World War I broke out and the Government repossessed the plane. This was told to me by Bill Tremaine himself.

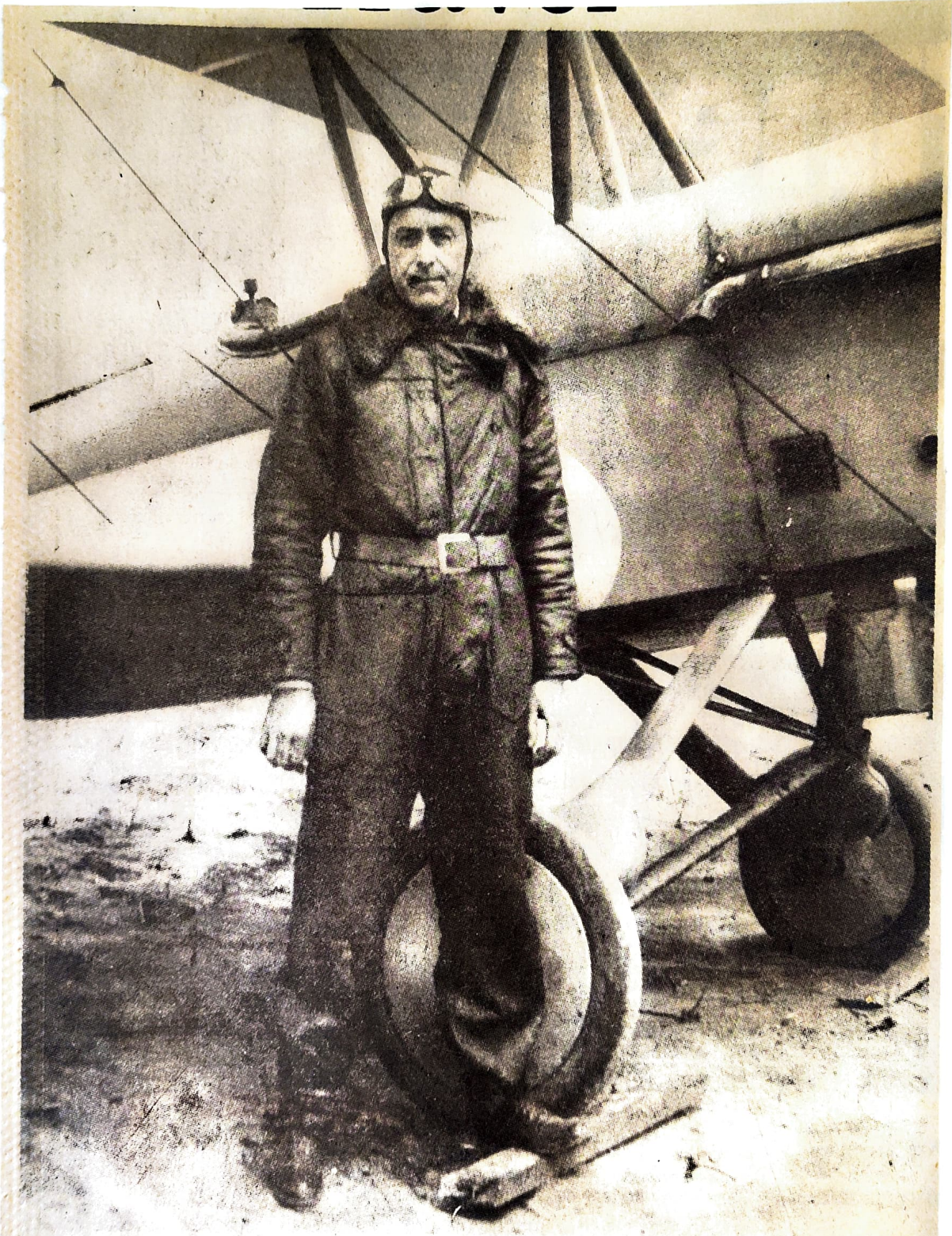
Dexter Charles Martin
Brea, California, 1919 - 1927

Page 2

About 1926 Bill Tremaine met a young Austrian Engineer, Fred Thaheld. Together they designed and built a small airplane, called the Humming Bird, which was constructed in Tremaine's garage on North Main Street. This plane flew well, but at the air show at Brea, on April 24, 1926, while competing in a race, a wing failed, killing the pilot, Ray Freeman.

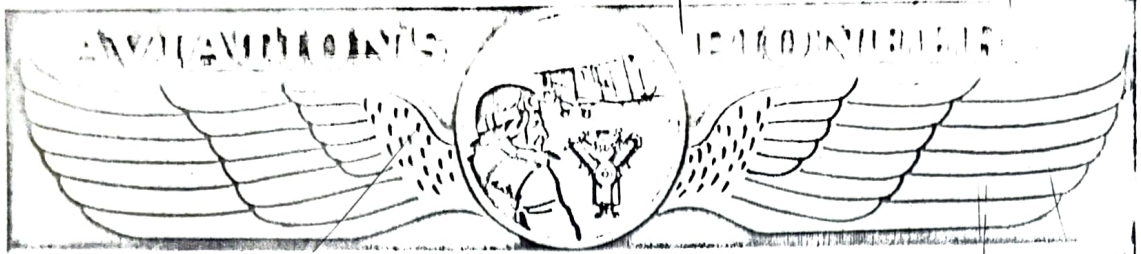
Later they designed and built a low-wing monoplane for the purpose of competing in the Dole Race from San Francisco to Hawaii. It was flown by two Navy men, a pilot and a navigator. In taking off from North Island in San Diego on the way to San Francisco they flew into Point Lomas, killing both men.

Bill Tremaine and Fred Thaheld later designed and built a two-place biplane. This was about the time I left California. Thaheld later moved to Dallas, Texas, and went to work for Giberson, where they developed the Giberson Diesel Aircraft Engine, which is at the present time on display at the University of Texas, Dallas Aircraft Museum.



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#3



OX5 CLUB OF AMERICA ... AVIATION HALL OF FAME

Dedicated to the Men and Women who risked Life and Fortune to establish the Great Aviation Industry. They were Beacons of Light in the Embryonic Age of Flight.

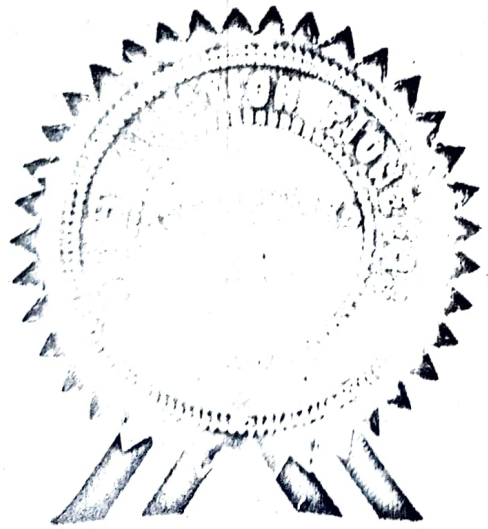
THIS IS TO CERTIFY THAT

Dexter C. Martin

HAS BEEN SELECTED AS A MEMBER OF THE

OX5 AVIATION PIONEERS HALL OF FAME

AND IS AWARDED THIS HONOR IN RECOGNITION OF CONTRIBUTIONS TO THE ESTABLISHMENT OF THE AIR INDUSTRY.



By authority of Board of Governors and the under-
signed officers of the OX5 AVIATION PIONEERS,
THIS 11th DAY OF October 1975

By *Clint Pharris*
PRESIDENT

Paul E. Voelter
SECRETARY

23

California Native Heads State Aeronautics Body

By The Associated Press

When a 14-year-old boy left his home in Abbeville county to make his way in the world, he set in motion the wheels of opportunity and coincidence that brought Dexter C. Martin from California to the post of director of the South Carolina Aeronautics commission.

The quiet but active 45-year-old state aeronautics director who chose the Palmetto state for his home has run the gamut of experiences of the old guard of World war and post-war pilots. His first contact with aviation came in 1919 when he met Norman H. Langley, veteran war pilot and a native of Abbeville.

Langley, then barnstorming, had crashed his ship near Santa Ana, Calif., where Martin was in the garage business. Martin helped with repairs, and the upshot of the meeting was that he learned to fly.

From 1923 to 1935, when the State Aeronautics commission was organized and he was made director, Martin duplicated the route of hundreds of pilots of that day.

He gave flying instruction in 1923, then began barnstorming California. In 1924 he obtained an F. A. I.—Federation Aeronautique Internationale—license, and continued flying in his native state until 1927, when Langley urged him to come to South Carolina.

For Hartsville Firm

The ex-war pilot had a contract to fly for the Ed Sumner cotton company of Hartsville, which owned one plane and had ordered another from a firm at Denver, Colo. Langley persuaded Martin to pilot the new ship east and fly for the cotton firm.

Martin made his visit here permanent.

He flew for a Cheraw firm for a time, then from Anderson, and after that was with the William Flying service at Greenville until the aeronautics commission was formed.

His scrap book reveals the variety of experiences and narrow scrapes with death through which he went in those years of barnstorming. His most serious accident was a crash into Paris Mountain near Greenville. The plane was demolished but he and a passenger escaped serious injury. He flew with the Mabel Cody flying circus; dropped advertising material over towns; piloted a patient from Anderson to Savannah, Ga., hospital; brought Santa Claus to town for a chamber of commerce; and incited glider flying at Greenville.

In the time he has been aeronautics commissioner, the state's civilian flying and municipal airport advancement has been continuous. He started his administration with a long-range planning pro-



DEXTER C. MARTIN

gram, which recent national defense and war flying activities have given impetus. A state airway system worth a few hundred thousand dollars in 1935 has grown to a value in excess of \$8,000,000.

Not Disclosed

How much in excess of that figure can not be disclosed, Martin said. The commission issued no 1941 report because the information would be of value to the enemy.

The planning begun in 1935 bore fruit when the national defense expansion began, for the commission had outlined a complete statewide program, with planned airports and facilities, which were put into being by defense funds.

Martin has been a governor from his state for the National Aeronautics association, and was president of the National Association of State Aviation Officials in 1941. He has been honored by many aviation firms and organizations for his extensive flying time—more than 5,000 hours—and mileage flown. He is wing commander for the state's Civil Air Patrol.

He and Mrs. Martin and their three-year-old son live at 1522 Maple street in Columbia.

Reminiscing on Langley, Martin recalled that the native South Carolinian had never returned to his home town until he died in 1923 at Gaffney, S. C., when the body was sent to Abbeville for burial.

"He never visited his home while we were flying together in the state," Martin said.



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In those days, barnstormers would look for empty fields, set up camp and sell airplane rides, said the pioneer during a recent telephone interview from his home in Columbia, South Carolina.

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For instance, in 1929 Martin's landing gear broke off while flying over Missouri, turning the plane upside down. Moments before, the engine quit and the pilot was attempting to make a cruise landing.

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Martin stopped piloting in 1953, but he continues to work as an historical adviser to the Smithsonian Institute.

Fédération Aéronautique
Internationale

United States
of
America

LICENSE ISSUED TO

Mr. Chas. Martin

Place of Birth Santa Ana, Calif.

Date of Birth Jan. 2, 1897

Contest Committee
Chairman

Orville Wright



Year of 1924

No. of Brevet 6140

Origin of Brevet M.A.

Nature of Brevet Aviator

Signature of Licensee

Orville Wright

Valid until December 31st 1924

Looking back at an early pilot

By TAMMY DUHN
Staff Writer

The air was clearer in 1920 and traffic wasn't as congested or noisy as it is now.

The mountains surrounding little Brea were an inviting sight as they are in 1982.

But in the early '20s, a few daring folks got a bird's eye view of the scenery when they took to their flying machines.

Barnstorming was not unusual in Brea and those interested in the sport were blessed with having Dexter Martin in town.

Martin, an 84-year-old retired pilot, lives in Columbia, S.C.

But, he once lived in Brea and built, behind his automotive garage, a light plane called the Hummingbird.

Martin did not start out as a pilot.

But in 1920 he convinced local barnstormers to move their so-called airfield behind his automotive garage so he could tinker with the plane engines.

The airfield is reported to have been more like a hayfield, than a smooth-surfaced strip most modern pilots know.

But looking at the engines was not enough for Martin, who most described as active, proud and eager to talk about his early flight experiences.

In 1924, while in Brea, he became the 162nd licensed pilot in the United States.

His license is signed by Orville Wright, who built and piloted the first powered airplane in 1903.

When Martin got his license,

Wright was president of the National Aeronautic Association.

Martin's certificate number is 6,140, which meant 6,139 people in the world before him had been licensed.

Martin left Brea in 1927 because of a sagging economy and because he wanted to start a flying career. And that he did.

At one time, Martin was a partner of Mabel Cody.

The two had a high-flying act in which Cody would crawl from the cockpit, lower herself with rope and ladder beneath the plane's wing, and paint a message to the wide-eyed crowd below while Martin flew the plane.

Martin went on to more serious aeronautics goals as he became a Wing Commander of the Civil War Patrol in South Carolina and established the South Carolina Aeronautics Commission in 1935.

He helped communities get money for airport construction, and is credited with developing more than \$100 million in airport facilities in the state as the former director of the South Carolina Aeronautics Commission.

Martin is a member of the aviator's hall of fame and is in company there with Charles Lindbergh and the Wright Brothers.

In October, Martin passed through Brea on his way to San Diego where he was participating in a ceremony honoring the early leaders of flying.

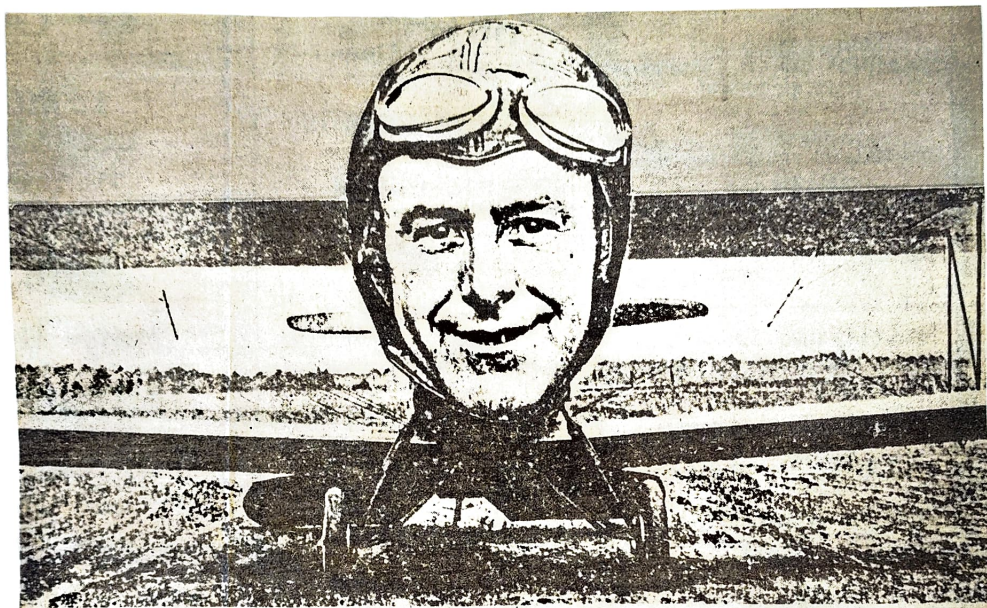
The ceremony was sponsored by the San Diego Aerospace Museum.

Although the former Brea pilot has not flown since 1953, his name was on a plaque which will be placed in the San Diego museum.

That plaque reads:
"Dedicated to the men and women who risked life and limb to establish the great aviation industry. They were the beacons of light in the embryonic age of flight."



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Flying High

A publicity flyer from the late '20s or early '30s depicts Dexter Martin as being in the middle of things. Martin built his first airplane in Brea, where he lived for several years before leaving the city to start a

career in aeronautics. Martin's achievements will be included in the Brea Community History Project.

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#30

Columbia Record

Monday

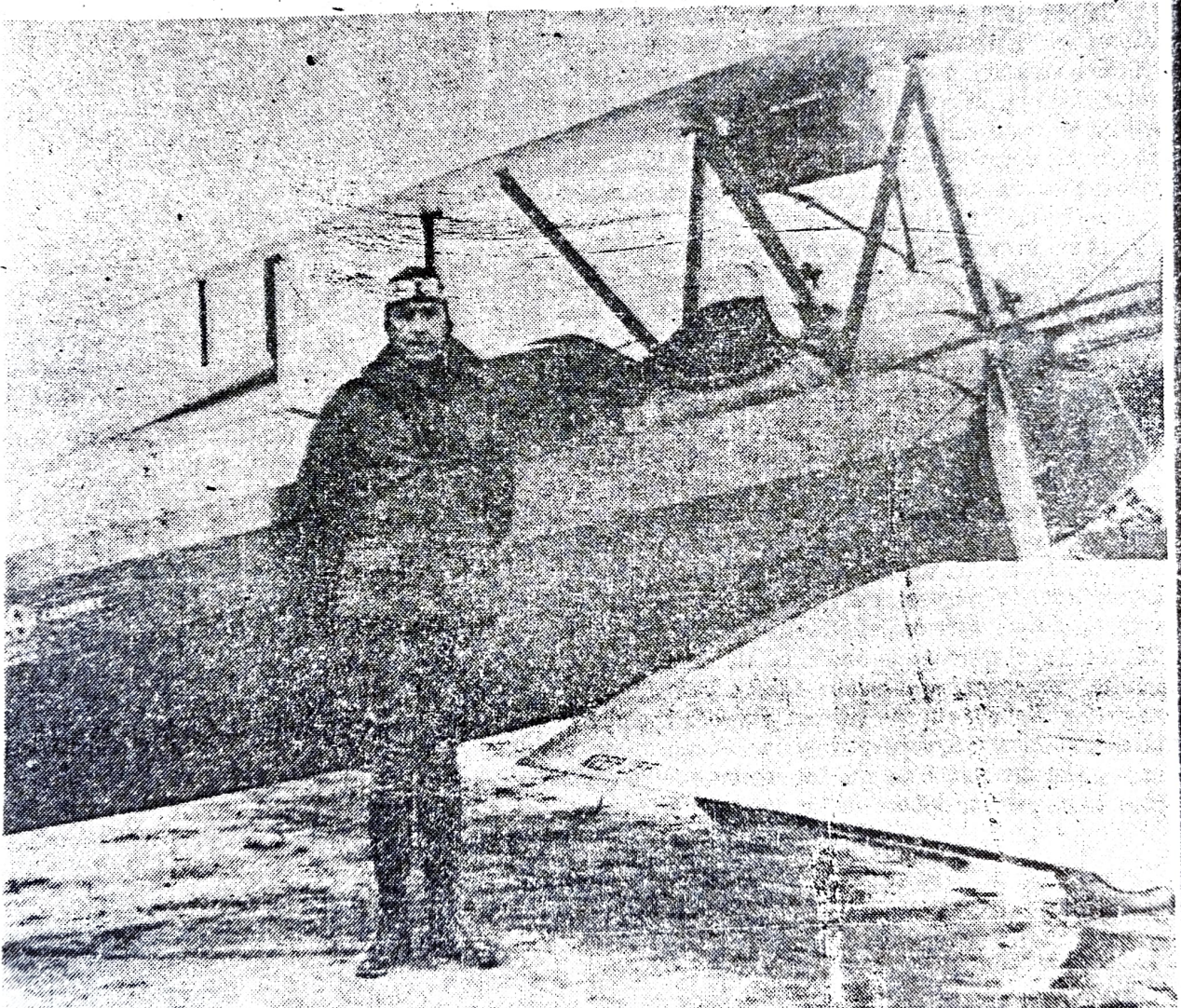
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Columbia, South Carolina

December 18, 1978

Kitty Hawk's Heir



Dexter Martin And One Of The Early Machines He Flew

Orville Wright Signed Dexter Martin's Flying Licenses During Flight's Formative Years

Related Story, 2-A

By **BUNNY S. RICHARDSON**
Record Staff Writer

When Dexter C. Martin began flying about 60 years ago, he used railroad tracks and rivers to navigate, and if you didn't know where you were, you stopped and asked.

"Things were a lot different then," Martin said of the early days of aviation. He began flying in 1919 and his first pilot licenses were signed by Orville Wright.

Yesterday was the 75th anniversary of Orville and Wilbur Wright's first flight at Kitty Hawk, N.C. It lasted only 12 seconds and covered a distance of only 120 feet, but it marked the birth of aviation in this country.

"Airplanes had no instruments like today's airplanes," Martin recalled. "We only had a tachometer, an altimeter graduated in hundreds of feet, not thousands like today's and a gas gauge.

"No brakes. You had to depend on tail skid and back pressure on the elevators. No weather statistics. You took your chances. And the only maps were Rand-McNally maps showing railroad tracks and rivers, and a lot of the towns the railroads recognized you couldn't even call towns," he said with a chuckle. "The railroads were dubbed 'Iron Compasses' and if you weren't sure where you were, you landed and asked somebody."



Spotlight

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
NATIONAL AERONAUTIC ASSOCIATION OF U. S. A. INC.
Certificate No. 540

The above named Association, recognized by the Fédération Aéronautique Internationale, as the governing authority for the United States of America, certifies that
Dexter Charles Martin
born 24 day of January 1897
having fulfilled all the conditions required by the Fédération Aéronautique Internationale, for an Aviator Pilot is hereby brevetted as such.

Dated August 28, 1924
CONTEST COMMITTEE
Orville Wright
B. Russell Shaw
Executive Vice-Chairman

Wright Signed Flying License

In 1914, Martin was a 17-year-old working as a mechanic in California. His interest in aviation had already been spurred by the aviation achievements of his boyhood idol, Glenn Martin.

Glenn Martin, one of the country's leading military airplane manufacturers, built gliders in Dexter Martin's hometown during

the early 1900's just before the Wright brothers' historic flight. In 1909, Glenn Martin designed and flew his first powered airplane.

"I was completely fascinated with his glider novelty flights, such as his air delivery of newspapers from Fresno to Madera in 1912," Martin remembers. "In 1908 he leased a vacant church building and started construction on his first plane. The townspeople came by the hundreds to McFadden's pasture to watch Glenn attempt to get the plane into the air. After many unsuccessful attempts, he took to the air in August, 1909.

"Having watched his progress in my home town, day by day and week by week, so appealing was all this to me that as soon as I was old enough, I couldn't resist the urge to fly and become involved in aviation."

Martin began flying in 1919 and operated an airport and flight operation at Brea and Santa Ana, Calif. from 1920 until he moved to South Carolina in 1927 where he began "barnstorming" and working for several different flight operations.

On his way from California to South Carolina, Martin stopped in Denver to pick up an airplane for a local flight operation, and it took him 15 days to fly from Denver to Charlotte, a flight that today takes only about four hours. He said cold, rainy weather; forced landings due

(See WEIR, 11-A)

Heir

(Continued From I-A)

to weather and malfunctions; airplane damage and waiting on repair parts; and losing his direction caused the delays, which proves that flying wasn't all glamour and excitement in the early days.

Martin never met the famous Wright brothers although he attempted to several times, but he is somewhat of an aviation pioneer himself, especially in South Carolina aeronautics.

He arrived in South Carolina during the heyday of the "barnstormers" when aviation was just catching on in the Columbia area.

Barnstormers — pilots who flew from small town to small town or county fair to county fair selling airplane rides, giving exhibitions and performing stunts — usually landed on a dirt strip near the present Rosewood Shopping Center or at the fairgrounds.

Martin flew with the famed Mabel Cody's Flying Circus which toured North and South Carolina in 1928 and 1929, and he and his barnstorming pals played county fairs in such places as, Concord, N.C., Bennettsville, Orangeburg and Colleton counties.

As Martin flew the airplane, Mabel Cody, the niece of plainsman Buffalo Bill Cody, would walk out between the airplane's double wings and paint WOCO PEP, the name of a popular airplane fuel and her sponsor, on the wing. She performed in Columbia during the late 1920s at the Rosewood Drive strip.

Martin has watched and prodded the development of aeronautics in the state and has been collecting news-

paper and magazines articles, pictures and documents on the state's aviation history for the past 10 years.

In 1929, Owens Field was completed with three sod runways and replaced the dirt strip on Rosewood Drive.

Eastern Air Transport — the forerunner of today's Eastern Airlines — inaugurated the first air mail and passenger service from Charlotte to Camden, Columbia and Augusta in 1932.

A cut in the U.S. Post Office's appropriations, however, forced Eastern to discontinue its flights in 1933, according to old newspaper articles.

In 1934, Delta Air Lines inaugurated air mail and passenger service from Charleston to Columbia and from Augusta to Atlanta.

The South Carolina legislature created the S.C. Aeronautics Commission in 1935 and Martin was named its first executive director. Under his leadership, South Carolina became the first state to implement a flight instruction curriculum.

A civilian pilot training program began in 1939 at Owens with Hawthorne Flying Service providing the flight training and the University of South Carolina the ground training. Martin estimates the program turned out about 1,000 private pilots.

In May 1941, construction began on the Lexington County Airport — now the Columbia Metropolitan Airport, but the county leased the airport to the U.S. Army. An airplane from the 105th Observation Squadron was the first to land at the new airport in June, 1941.

In December, 1941 all military operations moved

from Owens to the Columbia Army Base although Hawthorne continued civilian pilot training at Owens.

In 1944, Eastern Airlines began service to Columbia through Owens on its New York to Miami and Miami to Detroit routes. All the airlines moved their operations to Lexington County in January, 1947 and in April the War Assets Department released the airport to Lexington County.

The Capital Airport Commission, a liaison between Richland and Lexington counties and the city of Columbia, was formed in 1947.

but that partnership was dissolved in 1949.

Lexington County then leased the airport to the city of Columbia.

The city operated the airport until 1961 when the present airport commission was established by state law. The airport commission operated Owens Field until 1963 when the commission cancelled its lease and the airport reverted back to Richland County, who now operates Owens.

As aviation has boomed throughout the country and the state, Columbia Metropolitan Airport's passenger loads and physical facilities have rapidly expanded.

The new \$3 million expanded terminal just opened a few months ago, and the modern facilities are a far cry from the three sodden runways at Owens in 1929 or the pea patches and corn fields Martin and other early pilots had to land on.

The facilities had to be expanded to handle the ever-increasing passenger loads. Fifty-six thousand passengers passed the airport's gates in 1951, 228,000 in 1964 and this year about 850,000 passengers will arrive and depart from the airport.

Heir

(Continued From I-A)

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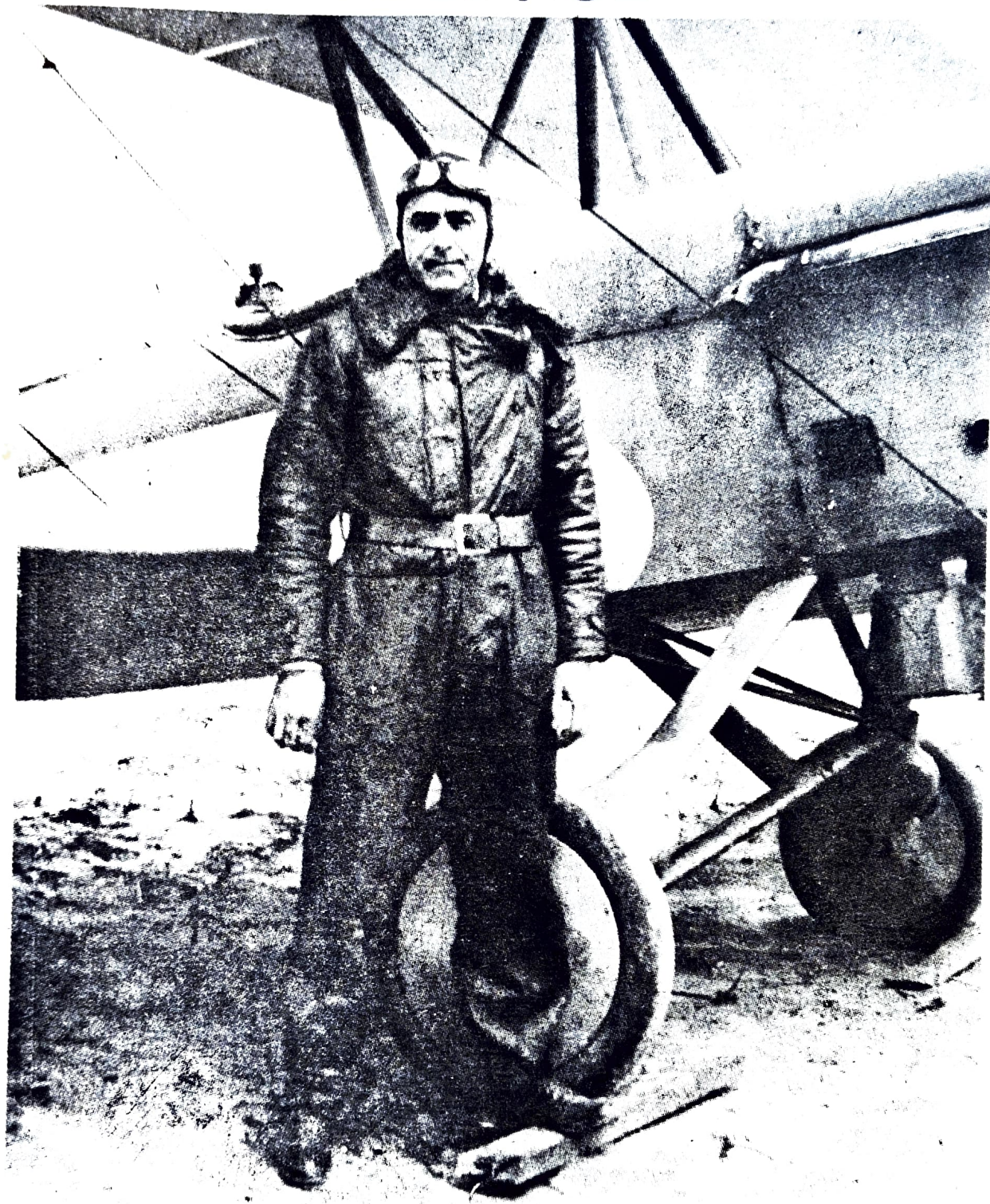
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A FACE FROM THE PAST — Pioneer aviator Dexter Martin, now 85, stands beside his Alexander Eaglerock plane in 1927. Martin established an airfield in Brea during the 1920's. He was classmate with Amelia Earhart for flying lessons and went on to head the South Carolina Aeronautics Commission.

Aviation helped put county on the map

From early airstrips to aerospace industry the field is soaring

By Kathryn Montgomery
The Register

Beneath the worn asphalt and stucco green, yellow and brown Buena Park tract homes near Knott and Crescent avenues lies buried local aviation history.

This used to be the old Luebkekan Airport before World War II, where 20th Century-Fox film crews left Hollywood to film flying stunts in "The Great American Broadcast," a musical comedy about a love triangle set in the heyday of radio. It starred Alice Faye, John Payne and Cesar Romero.

For the several weeks of filming in 1941, Walter Luebkekan's airstrip became known as "RIX Martin Aiport," where one could "Fly the safe way with RIX Martin" for a half-hour for \$5.

Walter Luebkekan and his brothers, Carl and Henry, operated the 2,000-foot-long turf airstrip — once an alfalfa field — on the family's 240-acre farm from 1937 to 1941. The airstrip ran in an east-west direction from about Knott Avenue to Valley View Street just north of Crescent Avenue, said Walter Luebkekan, now 86 and a Cypress resident.

Today only Luebkekan's family home, built in 1912, remains on the

airstrip site, behind a parochial school's basketball court. A rusty mail box bears the family name. Brother Carl lives there. The Luebkekan brothers began selling parcels of their family farm to housing tract developers and the Community Reform Church during the 1950s

Luebkekan Airport — also called the Anaheim Airport, although it was never located in the city bearing the name — at one time had 40 planes parked along its runway, making it one of the busiest airports in the county, said Vi Smith of North Tustin, author of an aviation history book. "From Jennies to Jets."

Through thousands of newspaper clippings, hundreds of interviews, Smith has documented the history of the airports and aviation in Orange County, from its introduction to flight by a balloonist who fell to his death in 1900 to the first airplane flight in August 1909 in Santa Ana. She tells about the county's barnstorming pilots and how the burgeoning aircraft industry spurred its rapid growth

Originally published in 1974, Smith revised the book twice, once to add information readers of the first volume had contributed, and second, to update the county's aerospace industry in the last decade, which had blossomed in the 1950s but hit bottom in the 1970s. When Smith had completed the book in 1974, the aerospace industry had been hit with high unemployment and a recession due to government cutbacks in aerospace, lost

contracts and competition from other areas, she said.

But with the advent of the space shuttle, continued reliance on long-, medium- and short-range missiles and satellite launches, and other related areas, Orange County's aerospace production soared again in the 1980s, as did the nation, Smith said.

Now some 35 percent of the people working in Orange County are employed by the local aerospace industry, Smith said.

Almost since Orville Wright flew the first engine-driven featherless metal machine in 1903, Orange County residents have loved aviation. Their infatuation with flying machines helped to turn farmlands into booming industrial areas.

Aviation "in many ways put Orange County on the map," Smith said.

The county's bountiful vacant land was fertile soil for local aviation pioneers to soar high above the orange groves and bean fields, and helped bring fame to the county of oranges

"You ask any pilot — the most important thing they look for is a place to land," Smith said

During the 1930s, the county had 34 airports and airstrips carved out of farmland, Smith said

These land strips spread from as far north as Cypress, east to Brea, west to Newport Heights and, in the south, to San Juan Capistrano, she said. Now there are six, including three military bases.

Famous and not-so-famous pilots

(such as Howard Hughes) flew over the county's airways, some setting records, others setting out to break records and failing.

Aviation came to Orange County because of Glenn Luther Martin, Smith said. Martin was the first to fly sea to sea, and he did so in a plane he had built at his Santa Ana home. In 1912, Martin flew from Balboa to Catalina Island. On his way back he carried the mail, again a first. And he also designed the first plane ever to fly in California, Smith said.

Martin's aviation feats might have gone unnoticed if it hadn't been for his mother, Arminta (Minta) Martin, who continually badgered the local press to publicize her son's achievements, said Smith.

The Martin brothers — Eddie, Johnny and Floyd, and no relation to Glenn Martin — developed and preserved aviation over the next six decades

Eddie Martin started his own airport in 1923, and its central location — at what is now Jamboree Road and the San Diego (I-405) Freeway — became known worldwide, becoming a refueling stopover for pilots coming east and heading toward places like Los Angeles and San Diego, Smith said. Amelia Earhart and Charles Lindbergh were among many who flew into Eddie Martin Airport on their way to someplace else.

It was his airfield that eventually gave birth to the John Wayne Airport, Smith said.

Dexter Charles Martin
Brea, California, 1919- 1927

I, Dexter Charles Martin, was born January 2, 1897, at Santa Ana, California, the son of Jesse and Isabel Southwell Martin. At the time of my birth at my grandparents' home in Santa Ana, my family made their home in La Habra, where my father was a rancher. My father, Jesse, was born in 1863, and grew up on his father's ranch in Cajon Pass, California. My mother, Isable Southwell, came to California from Illinois around 1880, having been born in Winchester, Illinois in 1863 the daughter of Richard and Ann Edwards Southwell.

My family moved from La Habra to a ranch between Talbert and Huntington Beach, part of the ranch located on the Mesa and part of it in the lowlands. On July 4, 1900, my family attended the 4th of July Celebration in Santa Ana. This celebration was climaxed by a balloon ascension. The family witnessed this tragic event when a strap broke and Emil Markeberg fell to his death. I was only about three and one-half years old, but I have a vivid recollection of this tragic accident.

My father passed away in 1902 while the family was living on this ranch. My mother sold the ranch and the family moved to Santa Ana, and built a house at 1117 Third Street near her parents' who lived at 1210 Third Street.

When I was about twelve years of age, I watched Glenn Martin build his first airplane in a church building. He made several attempts to fly this plane, and finally his first flight was made in 1909. I remember this well.

Dexter Charles Martin
Brea, California, 1919 - 1927

I attended the public schools in Santa Ana, and in 1914 began work as an apprentice mechanic with the Indian Motorcycle Agency in Santa Ana. Later I went with the Dodge-Hudson Agency in Santa Ana where I remained 1917 at which time I went to El Centro, taking a job with the El Centro Garage and Machine Company. I later moved to Brawley, and early in 1918 I moved to Fullerton where I was service manager for the A. H. Sitton Motor Company. I remained in Fullerton until mid-1919 when I took a job with Brea Garage and Machine Company, owned by A. W. Culp, which business my partner, E.C. Frambes, and I bought from Mr. Culp and later acquired the building.

MR. G. P.
DEXTER C. MARTIN AVIATION COLLECTION
South Caroliniana Library,
University of South Carolina
Columbia, S. C. 29208



Carolinas Wing

1501 Idalia Road
Columbia, S. C. 29206
October 31, 1981

Mr. Dean F. Millen
420 South Poplar Avenue
Brea, California 92621

Dear Mr. Millen:

Thank you very much for your recent letter concerning the history of Brea. I am very much interested in this matter, and surely enjoyed walking around the town and seeing the many many changes which have taken place since I lived there.


Today I am sending a few things -- a recent newspaper interview with the Times-Advocate, Escondido; and some xerox copies of articles, interviews, photographs, certificates, etc. about my aviation career. You may not know it, but I got my start in Brea. Almost all the articles written about me always refer to the fact that I got my start in Brea -- this was the beginning of my career in aviation. These xerox copies show some of the things I have, and if you would like to use them I will be glad to send you the photographs.

My daughter, Mrs. Gordon Otto, lives at Apple Valley, and has some neighbors and friends who have asked her about my connections in Brea. I was there from 1919 to 1924. They are Bill Phlegly, a brother to Irma Tremaine, who lives at Laguna Hills; and John Shea, who lives there in Apple Valley.

I have spent several years working on the history of aviation. I have notes about Brea and the people who had connections with my garage and the airport just south of town, and will work up the details as soon as possible.

With best wishes --

Sincerely,


Dexter C. Martin

OFFICERS 1978
J. MAX FREEMAN
PRESIDENT
WILSON L. MILLS
1ST VICE PRESIDENT
HORACE F. AMRINE
2ND VICE PRESIDENT
BILLY JERUM POLEY
3RD VICE PRESIDENT
GEORGE H. MCKIERNAN
SECRETARY
WILSON L. MILLS
TREASURER

HONORARY GOVERNORS
JOHN E. CROWELL
DEXTER C. MARTIN
GOVERNORS 1978
HORACE F. AMRINE
J. MAX FREEMAN
HOOKS K. JOHNSTON, SR.
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BOYCE M. STRADLEY
BILLY JERUM POLEY
LEONARD J. POVEY

HONORARY MEMBER
DOLPH OVERTON

DCM/gm

1501 Idalia Road
Columbia, S. C. 29206
February 18, 1962

Mr. Dean F. Millen
420 S. Poplar Avenue
Brea, California 92621

Dear Mr. Millen:

I appreciate so much your sending the newspaper articles. I am looking forward to a visit with you later this year. We are scheduled to be in San Francisco the latter part of September, and will also visit my children while in California.

It seems that there is some question about the history of the two airports in Brea. The airport on Main Street was my project, and I used it up until and into 1925 as it was close-in. The airport three miles east of Brea was started by Bill Tremaine sometime during the latter part of 1925 when he had the Hummingbird which was built in his garage. On this airport there was a large barn. He had a huge door cut big enough to accommodate an airplane. I had no connection with this airport three miles east of Brea.

The Air Show which was held in 1926 and sponsored by the Elks, of which I was a member, was held at Bill Tremaine's field. Eddie Martin from Santa Ana was in the race when the Hummingbird crashed. Some of the people other than Eddie, who participated in the cross-country race were Art Gobel (who later won the Dole Race from San Francisco to Honolulu) who won the cross-country race from the airport at Brea to the end of Newport Pier and back to Brea's Airport; Jack Fry and Paul Richter participated in the Air Meet (they later established Trans-World Air Lines); Joe Crossom participated also, and later went to Alaska to become a legend in the aviation history of Alaska.

When I first came to Brea business was good, but later there was an oil field strike created by the Oil Workers Union. When the strike started the oil companies had over-produced and said "fine, we'll just close down for ninety days". At the end of ninety days the companies weeded out the workers and many of them were not re-hired. Some of them lost their homes and cars, and this hurt the economy of Brea. Later on with the oil strikes at Long Beach, Santa Fe Springs, and Redonda Beach, and with the Oil Companies owning most of the land around Brea, things hit the bottom, as many of the Machine Companies, Boiler Works, Trucking Companies, and those connected with the Oil Industry moved away. It was at this point that I leased my garage and worked for the Union Oil Company for a short while at the maintenance shop east of Brea. When I left there I went to Santa Ana.

Mr. Dean F. Millen

Page 2

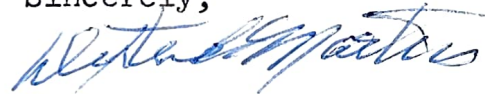
Another couple whom I remember only by the last name "Peterkins" had the ice business there in Brea.

If the University of Southern California has a Law School I am sure that they would have a copy of Northwestern University The Journal of Air Law and Commerce as this publication carried the minutes of the National Association of State Aviation Officials and was rated "Authority on Air Law".

I am sending a copy of the officers of NASAO beginning in 1921 through 1951, a copy of my report to the NASAO Convention at Providence, Rhode Island, October 4, 1941, and a couple of newspaper clippings.

With best wishes - - - -


Sincerely,



Dexter C. Martin

DCM/gm
Encl. 3

THE BREA AIR CLUB



Dexter Martin HAS BEEN ELECTED TO
Regular MEMBERSHIP IN THE BREA AIR CLUB.

EXPIRES *Jan 1, 1926* *Frank Mason* SECRETARY.
Bill Burnham COMMODORE.


MEMBERSHIP CARD
SANTA ANA AIR CLUB

D.C. Martin

Dues paid from *3-15-26* to *3-15-27*

SANTA ANA AIR CLUB
Boyd L. Stephens SECRETARY

SIGNATURE OF MEMBER



THIS CARD ENTITLES *Chas Dexter Martin*
 To all the Rights and Privileges of the
AERO CLUB OF LONG BEACH

Aug 20 - 1925 *Regular*
 VALIDATED TO MEMBERSHIP

J. W. York SECRETARY

MEMBER'S SIGNATURE

HISTORY AND QUALIFICATIONS OF
DEXTER C. MARTIN
Columbia, S. C.

Born at Santa Ana, California, January 2, 1897

Married to Guynelle Eison, of Union, South Carolina

Residence, 1501 Idalia Road, Columbia, South Carolina

Member of Kilbourne Park Baptist Church, Columbia, S. C., (also trustee of church)

Member of National Aeronautics Association. Served as Governor for several years from 1935 - 40.

Member of Columbia Lodge BPOE # 1190

Member of Quiet Birdmen

Member of National Association of State Aviation Officials from 1935 until 1950.

Held various offices 1935 to 1940. President from 1940 until 1944.

Various minor offices since 1944.

1916-1923, Auto mechanic and service manager at Santa Ana, Elcentro, Brawley, Fullerton and Brea, California.

1919 Started flying as a hobby.

1924 Received Federation Aeronautique International Pilot License.

1923-27 Engaged in contracting business at Santa Ana, California

1927 Received Commercial pilot license # 1751 and Airplane and Engine Mechanics License #2068.

1927-1935 Moved to South Carolina and operated as Commercial Pilot, Airport Operator, Aircraft Sales, Service, Student Instruction, Charter Flying and Barnstorming.

1935-50 Director of S. C. Aeronautics Commission in charge of the promotion and development of Civil Aeronautics in the State of South Carolina.

The following is a summary of the major accomplishments and activities of Dexter C. Martin as Director of the South Carolina Aeronautics Commission during the period May 15, 1935 until March 1, 1950.

The South Carolina Aeronautics Commission was created during a time when the State's per capita wealth and earning power were among the lowest in the Nation.

With the advent of the CWA and the ERA airport projects were undertaken primarily as relief projects and it was not until 1935 when the South Carolina Aeronautics Commission was created and Dexter C. Martin appointed as Director that state guidance and participation in the field of Aeronautics began to bear fruit.

Through close cooperation with the Works Progress Administration, a State-wide plan was formulated and these airports were readily available during the national emergency in 1941.

During the time that the South Carolina Program was being carried toward completion, Congress acted to strengthen the foundering national aviation picture by creating the Civil Aeronautics Authority as an independent federal agency to replace the outmoded Bureau of Air Commerce.

This National recognition of the problems confronting aviation was brought about largely through the activities of the Interstate Airways Committee whose membership included the outstanding leaders in the field of Aviation, Aviation journalism and Aeronautical Law. Dexter C. Martin took an active part in the activities of the Interstate Airways Committee and became its Chairman.

In addition to his duties as Director of the South Carolina Aeronautics Commission, Dexter C. Martin, ORGANIZED THE SOUTH CAROLINA WING OF THE CIVIL AIR PATROL, including the organization and operation of Coastal Patrol Base #8, near Charleston, South Carolina. The official records of the operation and accomplishments of this BASE are in the files of the WAR DEPARTMENT.

As its contribution to the war effort, the Aeronautics Commission and its personnel, under the direction of Dexter C. Martin, were guided to assist in the site selection and subsequent development of airports for Military Purposes: in cooperation with the development flight training schools for the Air Corps and Navy Departments. These efforts resulted in the construction and development of more than \$100,000,000 in facilities for aviation located in South Carolina.

As a post-war activity the Aeronautics Commission, under the direction of Dexter C. Martin, undertook to analyze the air transport potential in South Carolina which was published in 1945 and has been a source of much factual data in determining the needs for air passenger, freight and cargo service in South Carolina.

Under the direction of Dexter C. Martin, the South Carolina Aeronautics Commission made preliminary surveys for new air routes and prepared applications, with supporting data for cities and communities that were interested in securing new or additional air services.

In addition to being Director of the South Carolina Commission from 1935 to 1950, he served in the following capacities:

1935 - Governor, National Aeronautic Association.

1938-40 - Vice President, National Association of State Aviation Officials

1940 - Member, Advisory Committee, National Safety Council

1940-43 - President, National Association of State Aviation Officials; also for duration of war.

December 1, 1941 - Wing Commander, South Carolina Civil Air Patrol. Set up squadron in Charleston in May 1942 to combat subs and was actively engaged in patrolling missions until August 1943. For this he received the following citations:

-4-

THE
War Department

expresses its appreciation for patriotic
services in a position of trust and
responsibility
TO

Lieutenant Colonel Dexter C. Martin, CAP

For meritorious achievement as Commander of the South Carolina Wing, Civil Air Patrol, From 1 December 1941 to 8 January 1946. By devoting his efforts loyally and patriotically, under difficult conditions in time of national need, to the leadership, recruitment, and training of civilian volunteers for wartime flying missions and for the building of present and future air power, he rendered a service to the United States deserving of highest recognition.

Washington, D. C.

/s/ H. H. Arnold
Commanding General, Army Air Forces

8 January 1946

/s/ Robert P. Patterson
Secretary of War

1943 - Elected member of Executive Committee of National Association of State Aviation Officials; Delegate, Resolutions Committee, National Aviation Clinic, Oklahoma City.

1944 - Delegate, Credentials Committee, National Aviation Clinic, Oklahoma City.

1945 - Delegate, National Aviation Clinic.

1947 - Delegate, National Aviation Clinic.

Member, American Road Builders Association

Co-Chairman, Joint Committee, Associated General Contractors of America and National Association of State Aviation Officials.

Chairman, Committee of Disposal of Surplus Airport Property, National Association of State Aviation Officials.

Chairman, Inter-State Airways Committee established for and instrumental in the passage of legislation to make CAA an Independent Agency and the establishment of the Civil Aeronautics Board.

- 1943 - Elected member of Executive Committee of National Association of State Aviation Officials; Delegate, Resolutions Committee, National Aviation Clinic, Oklahoma City.
- 1944- Delegate, Credentials Committee, National Aviation Clinic, Oklahoma City.
- 1945- Delegate, National Aviation Clinic.
- 1947- Delegate, National Aviation Clinic.
Member, American Road Builders Association
Co-Chairman, Joint Committee, Associated General Contractors of America and National Association of State Aviation Officials.
Chairman, Committee of Disposal of Surplus Airport Property, National Association of State Aviation Officials.
Inter-State Airways Commission.
- 1976 - Inducted into the OX5 Aviation Pioneers Hall of Fame. Hall of Fame Plaque located at Aero Space Museum, San Diego, California.



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Published by and for Members of the OX5 Aviation Pioneers

VOLUME 20 – NUMBER 5

OCTOBER 1978

Dexter C. Martin



MEET DEXTER C. MARTIN

Dexter C. Martin, one of aviation's prominent leaders, was born in Orange County, California. But those who know him well, sort of think of him as a South Carolinian. He resides in Columbia, South Carolina.

"Dex" has been in aviation since 1920, when he inaugurated an airport and a flight operation in Brea and Santa Ana, California. That activity continued until 1927 when he moved over to the other side of the nation to commence barnstorming, and soon thereafter to establish an airport operation, plus an FBO in South Carolina.

In 1935, Martin established and became Director of the South Carolina Aeronautics Commission. At that time he assured that the state would be prominent in the development of aviation. Through his visions of the future, new airports appeared wherever local funds were available for matching federal funds in the Federal Airport Program. Many of the new airports were rushed to completion for use during the national emergency in 1941. And under Martin's leadership, South Carolina was the first state in the nation to enact a "Curriculum of Flight Instruction."

Problems confronting aviation were dealt with through the establishment of an Interstate Airways Committee, Chaired by Martin, whose membership included outstanding leaders in the field of aviation, aviation journalism, and aviation law.

In 1941, Martin became the first appointed C.A.P. Wing Commander for the State of South Carolina. Immediately he organized Squadrons throughout the state to aid in the war effort. He obtained aircraft,

radio and transportation for search and rescue to relieve the military. He established and implemented Coastal Base No. 8, near Charleston, South Carolina.

As an additional contribution to the war effort, the South Carolina Aeronautics Commission and its personnel, operating under the direction of Martin, assisted in the site selection and subsequent development of airports for military purposes. This resulted in the construction of more than \$100,000,000 in facilities throughout the state for flight-training utilized by the military. As a part of the program, seventeen military bases became operational. These included the well-known Shaw, McIntyre and Myrtle Beach Air Force Bases and a Naval Air Station.

From 1935 to 1950, Dexter Martin was a member of the National Association of State Aviation Officials, and chaired the Committee on Flight Training. In 1940-41 he was National President of NASAO. Later he was Chairman of the Committee on Uniform State Aviation Laws, which successfully untangled a lot of interstate conflict and red tape then hindering the national development of aviation. In 1945 Martin was Chairman of the Surplus Airport and Property Act Committee. And he was a member of the Air Space Committee.

Besides OX5, Martin belongs to Q.B.'s and the Wings Club. His name went into the OX5 Hall of Fame in 1975.

We are proud to honor Dexter Martin for his many great accomplishments and contributions to the development of aviation at all levels.

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Dexter Charles Martin
Brea, California, 1919 - 1927

Listed below are the names of some of the people with whom I was associated when I lived in Brea, and whom I remember so well. My garage in Brea had a drive-in entrance on Main Street with two pumps at the curb, one a Union Oil Company pump and the other a Standard Oil Company pump. Here I met many people.

Harry Ray - Ray ran an up-to-date Men's Shop next door South to my garage.

Olie Olson - Olson's Cafe was next door South to the Men's Shop. Olie was a colorful batchelor. Once he came out with a new green Essex Automobile. To go with this new car, he wore a green suit, green shirt, and a green tie. His Cafe was a great meeting place for friends at meal time.

Next to Olson's Cafe was a Bakery - the family who ran it lived upstairs.

Across the street in the Sewell Building, upstairs, was the City Hall of Brea. This building also housed the offices of Dr. Jarvis, a dentist, and the K. P. Lodge, of which I was a member. Downstairs on the ground floor was a Barber Shop, a Pool Hall, a Furniture Store, and McClatchie Hardware Store.

Dr. Lucas was on the corner of South Main and was our family physician. His house still stands.

E. A. Gurley, the laundryman, whose laundry truck we serviced regularly at my garage.

Bill Tremaine, my competitor and friend. Before coming to Brea, Bill lived in Phoenix, Arizona, where he operated a garage. He competed in the Los Angeles - Phoenix Automobile Road Race, driving a Pope-Hartford Car, which was an annual event. The route the participants took came through the main streets of Fullerton, Anaheim, and Santa Ana, leaving Los Angeles at midnight and taking the above route, on to San Diego, then across the desert to Phoenix.

In 1917, during the Pancho Villa raids in Mexico, a U. S. Army Airplane was forced down over the border and was abandoned for sometime. Bill Tremaine went down into Mexico, took the plan piece by piece to Phoenix and assembled it, intending to fly it at the Arizona State Fair. About that time World War I broke out and the Government repossessed the plane. This was told to me by Bill Tremaine himself.

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About 1926 Bill Tremaine met a young Austrian Engineer, Fred Thaheld. Together they designed and built a small airplane, called the Humming Bird, which was constructed in Tremaine's garage on North Main Street. This plane flew well, but at the air show at Brea, on April 24, 1926, while competing in a race, a wing failed, killing the pilot, Ray Freeman.

Later they designed and built a low-wing monoplane for the purpose of competing in the Dole Race from San Francisco to Hawaii. It was flown by two Navy men, a pilot and a navigator. In taking off from North Island in San Diego on the way to San Francisco they flew into Point Lomas, killing both men.

Bill Tremaine and Fred Thaheld later designed and built a two-place biplane. This was about the time I left California. Thaheld later moved to Dallas, Texas, and went to work for Giberson, where they developed the Giberson Diesel Aircraft Engine, which is at the present time on display at the University of Texas, Dallas Aircraft Museum.

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Also, in the early 1920s, the Brea Band was organized. I donated to this band a baritone horn.

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Columbia, South Carolina
January 19, 1982

1919 Brea Garage and Machine Company -
Brea, California

Landing Field on Main Street South at City Limits,
Leased 1920-1925 from farmer.

Some of Users

Pioneer Engineering Co., Beverly Hills, California -
Pilot Robert Haynes.

Ralph Likes, Photographer and Engineer.

Had contract with the Union Oil Co. of California to prepare an Aerial Map of an area of eight square miles, two miles wide and four miles long near Placentia, California. Aircraft used was an OX5, JN4 Camera 18" lens Aerial. Based at Clover Field.

All pictures had to be shot at High Noon, so oil derricks would not show any shadows.

The time required from takeoff at Clover Field and climb to 6000" altitude, arriving over site at Placentia, shooting a line of pictures, then to Landing Field at Brea was approximately two hours and fifteen minutes - necessary to refuel and other services needed, then back to Clover Field.

The processing of film and printing of the pictures took place at Lasky Famous Players Studio in Hollywood. I was very much interested in this operation and on several nights I drove to Hollywood and learned the procedure of tearing pictures and matching photographs for map making.

The map, when finished, revealed some errors in the actual survey in the area.

This training served me well in later years, when as Director of Aeronautics for the State of South Carolina, we built into the Aeronautics Building at Owens Field a complete photo lab. In 1937 the State Plane had Camera and View Hole in the floor so we could make aerial maps before Natl. Geo. Surveys were available.

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Neta Snook, Los Angeles, California -
Pilot (used Brea airport)

Attached: Re: Neta Snook, who started Amelia Earhart on her flying career.

"Neta Snook, the first woman graduate of the Curtiss School of Aviation, gave her lessons on an installment plan, and a few months later Amelia took advanced training from John Montijo, an ex-army instructor." (from the book: "The Search for Amelia Earhart" by Fred Goerner.)

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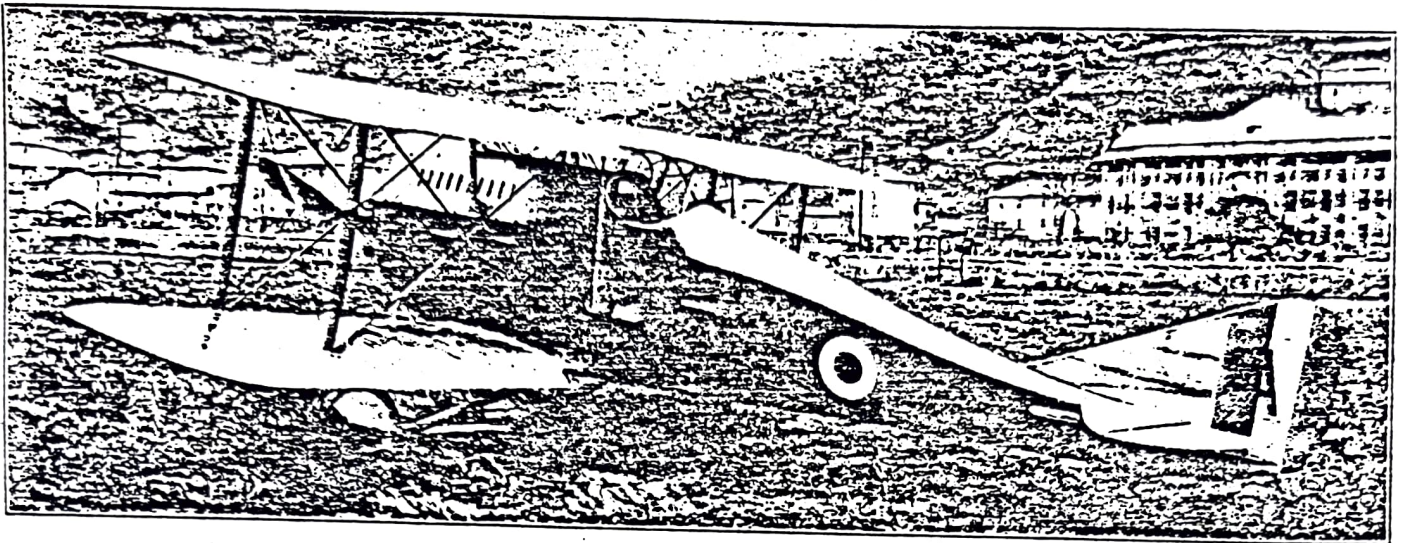
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Type of Airplane flown by Captain Eddie Rice on his visit to Brea.

The Ansaldo Single and Two Seater Airplanes

The SVA long range reconnaissance and day bomber has been designed by Cols. Savoia and Verduzio of the Italian Army for the SPA motor with the aim of including all the most scientific development of aviation and attaining a maximum of efficiency.

and bombing flights over Austrian and German soil. In America a SVA piloted by Sig. Gino made brilliant official tests and flew from Langley Field, Va., to Washington in 1 hour and from Washington to Belmont Park, Long Island, in 1 hour 30 minutes.



THREE-QUARTER REAR VIEW OF THE ANSALDO I FIGHTER

The special features of the SVA are:

- a) the minimum head resistance of the whole machine.
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A squadron of seven SVAs, commanded by Major Gabriel d'Annunzio, flew from the Italian front to Vienna bombarding the city with propaganda papers and returned covering more than 700 miles with a total duration of the flight of 6 hr. 40 min.

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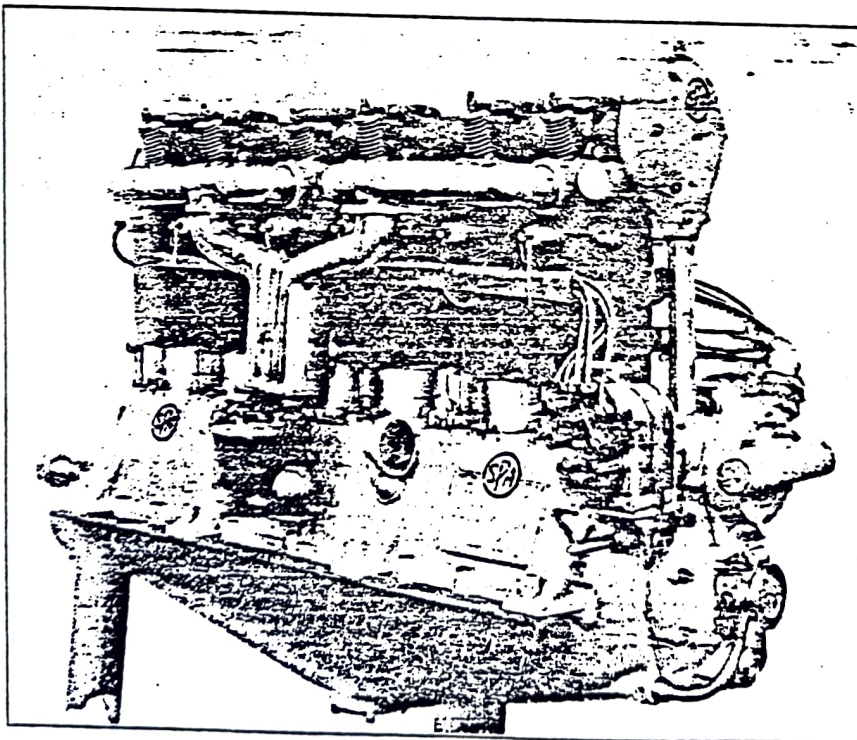
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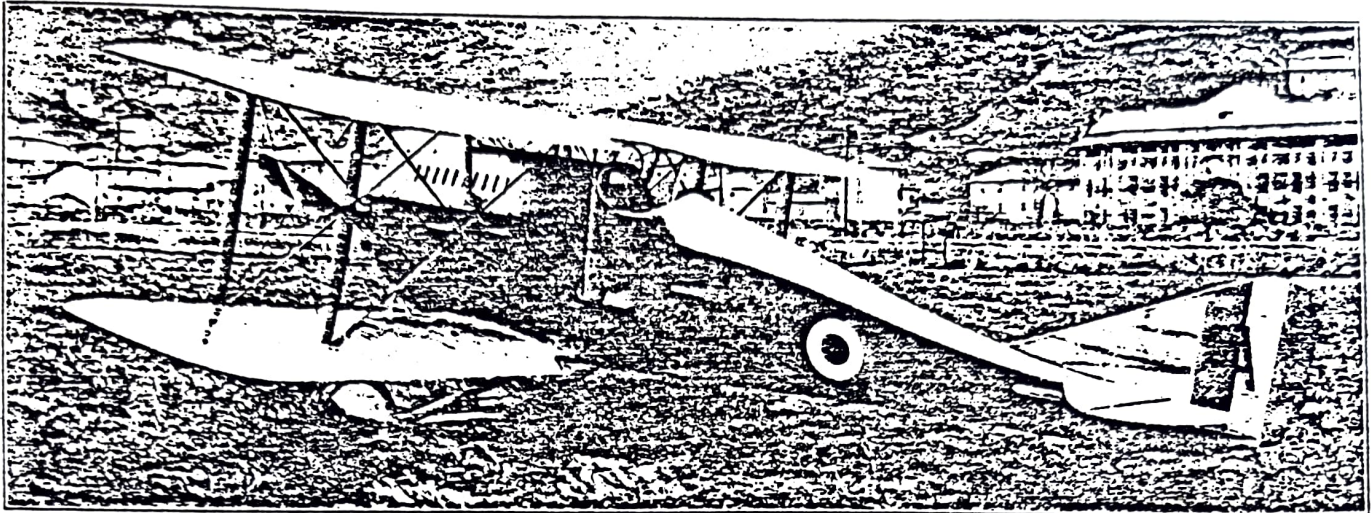
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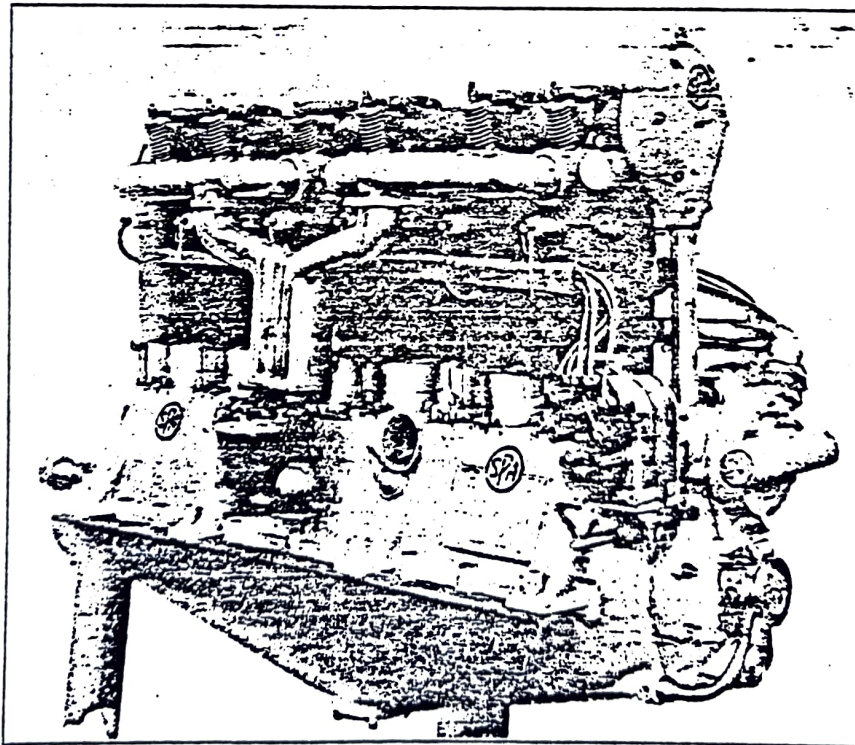
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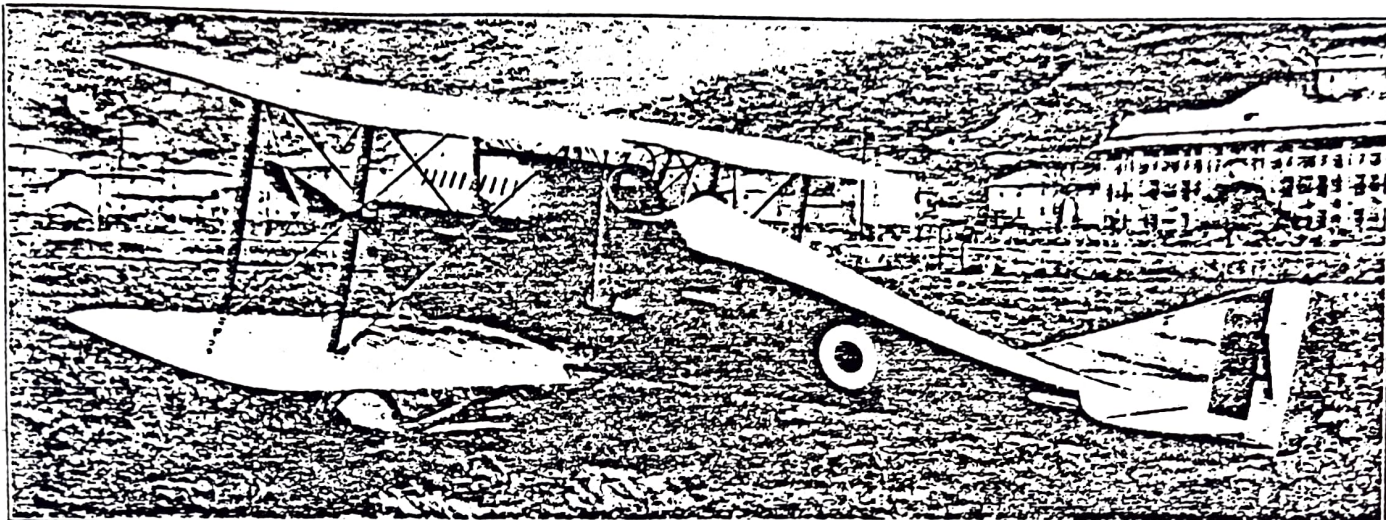
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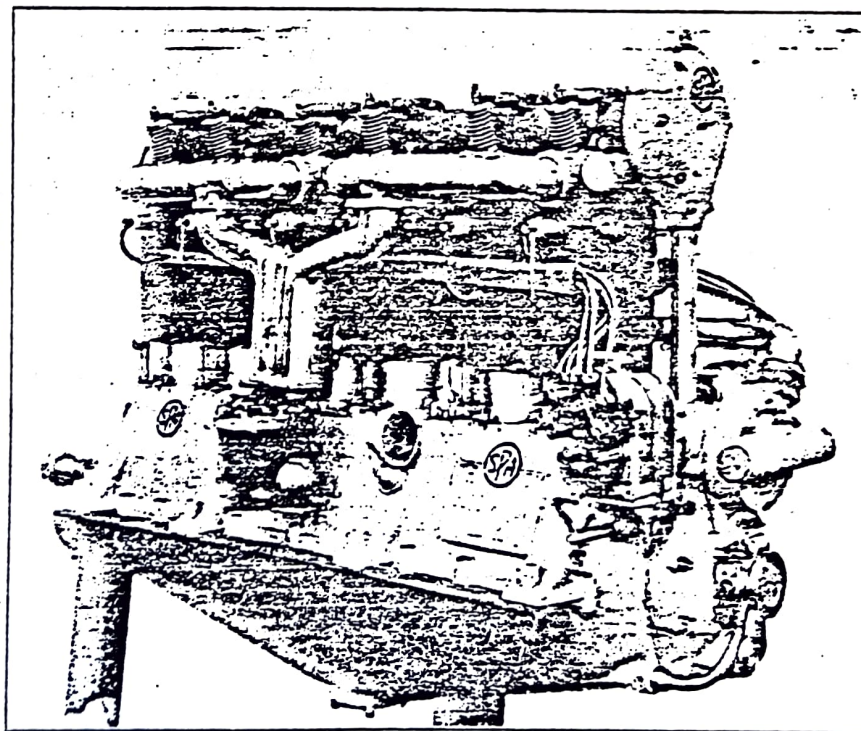
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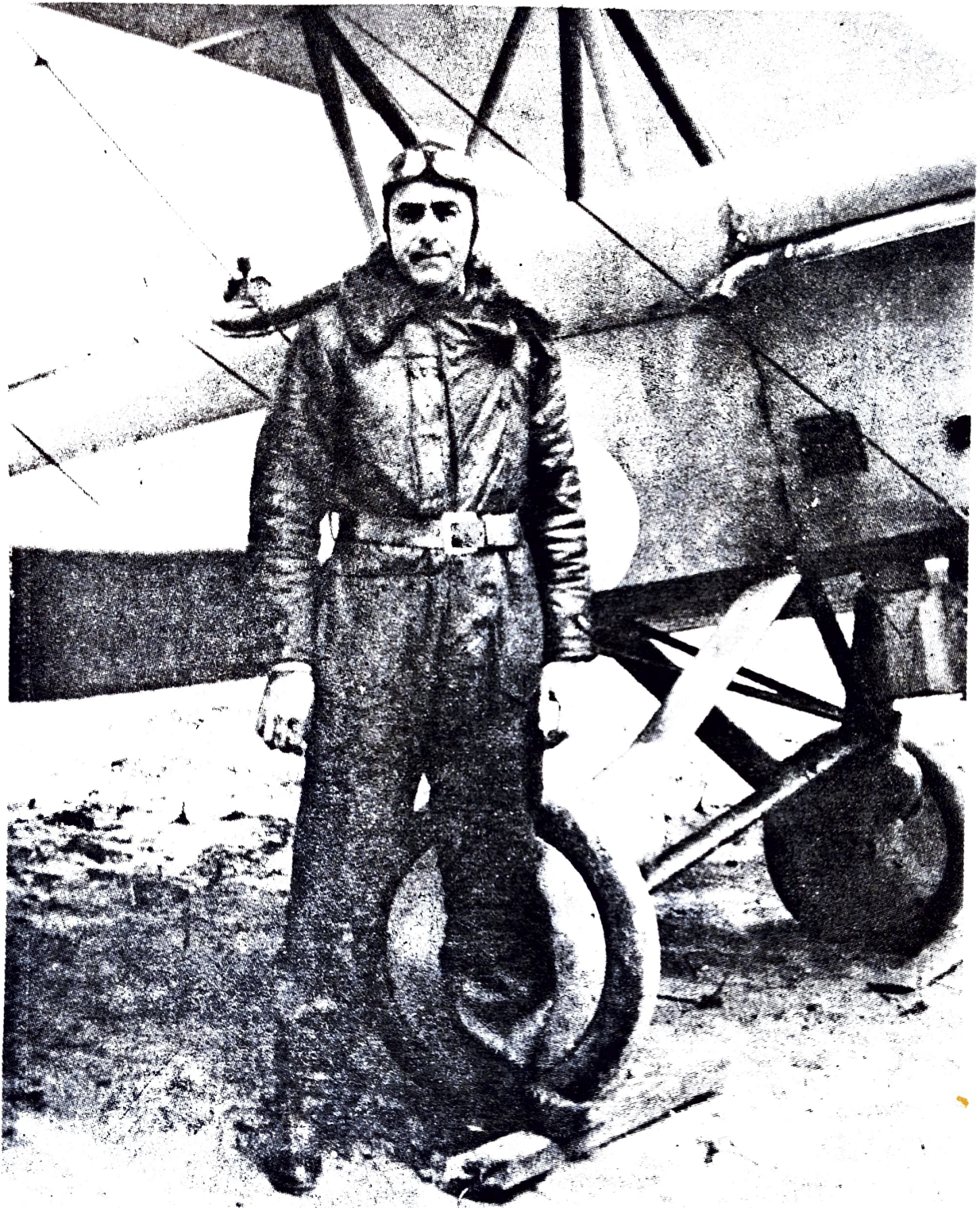
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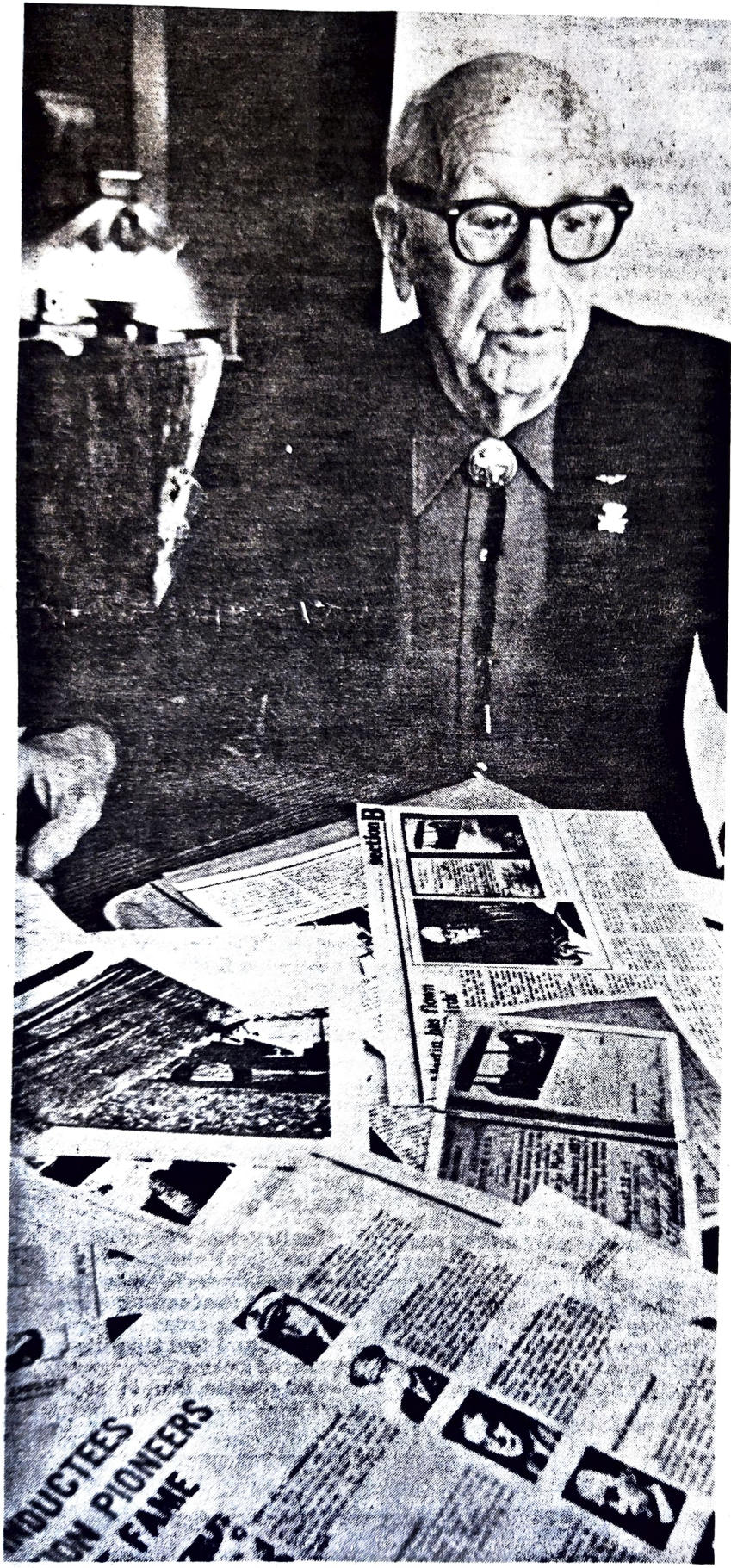
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A FACE FROM THE PAST — Pioneer aviator Dexter Martin, now 85, stands beside his Alexander Eaglerock plane in 1927. Martin established an airfield in Brea during the 1920's. He was classmate with Amelia Earhart for flying lessons and went on to head the South Carolina Aeronautics Commission.



By Nancy Schlesinger
The Times-Advocate

ESCONDIDO — He shared a flight instructor with Amelia Earhart. His 1924 pilot's license bears the signature of Orville Wright. He has landed planes in the dark on rural hayfields, guided only by the lights of a nearby carnival's ferris wheel.

So to say 84-year-old Dexter Martin has spent his life with his head in the clouds is hardly an affront to his character.

Martin, the uncle of Mrs. Robert Baker of Escondido, has devoted 61 years of his life to the field of aviation since he first became taken with the barnstormers and their aircraft that landed near his Brea automotive garage in 1919. A member of the Aviation Pioneers Hall of Fame, he is in such distinguished company as the Wright brothers and Charles Lindbergh.

Martin flew to the area last weekend from his Columbia, S.C., home to participate in a ceremony honoring the early leaders of flying sponsored by San Diego's new Aerospace Museum.

"At first it was just a hobby but one thing lead to another," Martin said, sifting through personal memorabilia that were scattered on the dining table of his niece's home.

And an impressive assembly of credentials, photographs and certificates it was. First and foremost there was the well-worn pilot's license signed by Orville Wright, who along with his brother Wilbur invented, built and piloted the first powered flying machine in 1903.

"He (Orville) was president of the National Aeronautic Association at the time I got my license, so that's his original signature," Martin explained. His certificate number of the license was 6140, meaning only 6,139 pilots had been registered in the world before him. Only 161 pilots had been licensed in the United States prior to him.

Although his license was signed by perhaps the most famous pioneers in aviation history, Martin never had a chance to meet Orville Wright.

"I got his address in Dayton (Ohio) and went by his house during the war, but he wasn't home," he said. "That's about the closest I ever got."

But his association with other famous names in barnstorming, military and commercial aviation is something Martin takes in stride.

Fédération Aéronautique
Internationale

United States
of
America

LICENSE ISSUED TO

Dexter Chas. Martin
Mr.

Place of Birth Santa Ana,
California

Date of Birth Jan. 2, 1897

Contest Committee
Chairman

Orville Wright



Year of 1924

No. of Brevet 6140

Origin of Brevet NAA

Nature of Brevet Aviator

Signature of Licensee

Dexter Chas. Martin

License No. 162

Valid until December 31st of the
year of issuance

"I remember when Amelia Earhart was learning to fly from Nita Smith when she (Earhart) was living in Long Beach," said Martin, who was born and raised in Orange County. "Nita eventually got married though. She sold her airplane and traded it in on a house and lot in Redondo."

Though Smith gave up flight instruction, her two students went on to make names for themselves: Earhart through her disappearance during an attempted round-the-world trip in a twin-engined Lockheed in 1937 and Martin through his less spectacular but equally valuable contributions to aviation on the Eastern seaboard.

It was 1920 when Martin convinced barnstormers in the Brea area to move their airfield behind his automotive garage so he could closer examine them and tinker with the engines of the innovative craft.

"We called it an airfield but it was more like a hayfield," he recalled with chuckle. But a depressed economy and the lure of a barnstorming career in South Carolina convinced him to leave California in 1927.

His new "flying circus" career

lead him to a partnership with one of the world's first female stuntwomen — Mabel Cody. While Martin piloted their craft above the awed crowd, Cody would crawl out of the cockpit with paint, brush and rope ladder in hand and proceed to lower herself under the wing to paint a message for all to see.

But Martin soon became involved in the more serious aspects of aviation, establishing the South Carolina Aeronautics Commission in 1935, helping communities with available funds for airport construction get matching funds from the Federal Airport Commission. Under his leadership, South Carolina was the first state in the nation to enact of curriculum of flight instruction.

The coming of World War II saw Martin established as the first appointed Wing Commander of the Civil Air Patrol in South Carolina, where he organized squadrons and procured aircraft, radio and transportation for search and rescue relief for the military.

He is also credited with the development of more than \$100 million in airport facilities in the state as the former director of the South Carolina Aeronautics Commission.

Photos by Dan Rios

To keep track of his accomplishments, the University of South Carolina has begun to administer his papers in its Caroliniana Historical Library.

"I also go up to the Smithsonian a few times a year to make sure they've got everything straight," he said. "These young people collect all these facts but they're not sure how to put them together."

Martin last took the wheel of an airplane in hand in 1953.

"I've left the flying to my children," he said of his four offspring.

But Martin remains active, attending ceremonies and conferences on aviation nationwide, like the one held in San Diego Monday to commemorate the transfer of a plaque dedicated to early aviators to the local aerospace museum.

Martin, his voice unable to mask his pride, read the inscription off the plaque that bears his name among others.

"Dedicated to the men and women who risked life and limb to establish the great aviation industry. They were the beacons of light in the embryonic age of flight."

Star-Progress

Weekly Shopper

TOTAL COVERAGE OF LA HABRA/BREA/NORTH FULLERTON

Fédération Aéronautique
Internationale



United States
of
America



LICENSE ISSUED TO

Dexter Chas. Martin
Mr.....

Place of Birth... Santa Ana, Calif.

Date of Birth... Jan. 2, 1897

Contest Committee
Chairman

Orville Wright



Year of 1924

No. of Brevet... 6140

Origin of Brevet... FAA

Nature of Brevet... Aviator

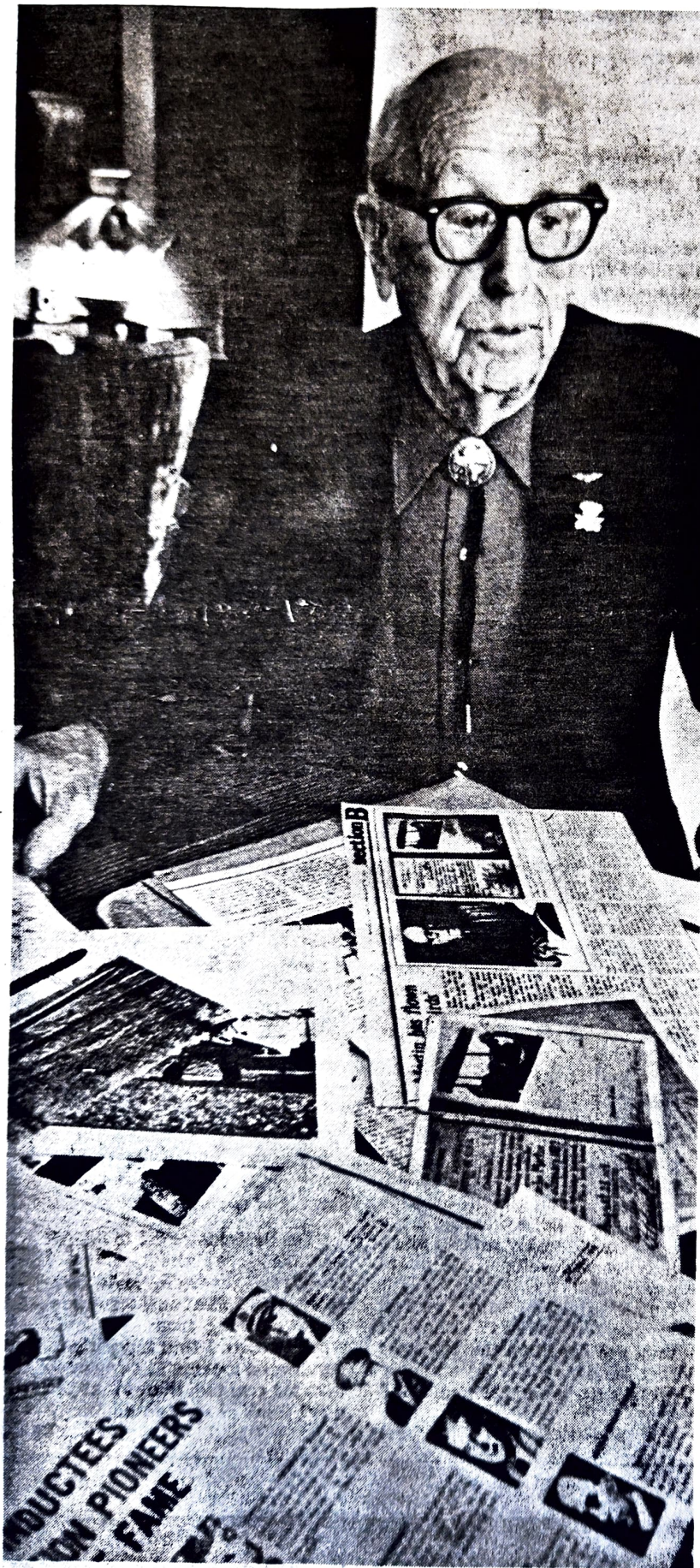
Signature of Licensee

Dexter Chas. Martin

License No.

Valid until December 31st

Year of 1924



By Nancy Schlessinger
The Times-Advocate

ESCONDIDO — He shared a flight instructor with Amelia Earhart. His 1924 pilot's license bears the signature of Orville Wright. He has landed planes in the dark on rural hayfields, guided only by the lights of a nearby carnival's ferris wheel.

So to say 84-year-old Dexter Martin has spent his life with his head in the clouds is hardly an affront to his character.

Martin, the uncle of Mrs. Robert Baker of Escondido, has devoted 61 years of his life to the field of aviation since he first became taken with the barnstormers and their aircraft that landed near his Brea automotive garage in 1919. A member of the Aviation Pioneers Hall of Fame, he is in such distinguished company as the Wright brothers and Charles Lindbergh.

Martin flew to the area last weekend from his Columbia, S.C., home to participate in a ceremony honoring the early leaders of flying sponsored by San Diego's new Aerospace Museum.

"At first it was just a hobby but one thing lead to another," Martin said, sifting through personal memorabilia that were scattered on the dining table of his niece's home.

And an impressive assembly of credentials, photographs and certificates it was. First and foremost there was the well-worn pilot's license signed by Orville Wright, who along with his brother Wilbur invented, built and piloted the first powered flying machine in 1903.

"He (Orville) was president of the National Aeronautic Association at the time I got my license, so that's his original signature," Martin explained. His certificate number of the license was 6140, meaning only 6,139 pilots had been registered in the world before him. Only 161 pilots had been licensed in the United States prior to him.

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TIMES-ADVOCATE

Today's Scene

Tuesday, Oct. 13, 1981

C

Aviation pioneer recalls his early days in the air



Dexter Martin, a member of the Aviation Pioneers Hall of Fame, is pictured at left in one of the publicity posters from his barnstorming days. Martin sits through some of his souvenirs from 61 years of involvement with aviation, far left. Below, his 1924 pilot's license, signed by Orville Wright, bears number 162.

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Internationale

United States
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Pioneer Aviator Martin Recalls Brea Airfields

By Tony Saavedra
DSP Staff Writer

(Editor's note: Brea's Community History Project promises to uncover a wealth of information. Occasionally a celebrity of the past may surface. Such is the case with pioneer aviator Dexter Martin.)

BREA — Orange County - born pilot Dexter Martin, 85, proudly displays Orville Wright's autograph — at the bottom of his 1924 flying license.

During his tenure as a pilot and aviation administrator, Martin shared flying lessons with Amelia Earhart, painted wing tips with the world's first stuntwoman and founded the South Carolina Aeronautics Commission.

A subject of many newspaper articles, Martin always stresses that "it all started in Brea."

Born and raised in "Santie Annie," Martin began working on planes in 1919 at his automotive garage on Brea's Main Street, now called Brea Boulevard.

In those days, barnstormers would look for empty fields, set up camp and sell airplane rides, said the pioneer during a recent telephone interview from his home in Columbia, South Carolina.

"I was just a kid and very interested in what was going on," said Martin.

An airfield was soon established behind his garage and Martin embarked on a career

that would span more than six decades.

"Actually, it was a regular hayfield near Main Street. We just called it an airfield," he confessed. "Everytime we took off we blew straw and dust all over the street."

Financially assisted by Brea resident Bill Tremaine, Martin built the "Humming Bird" airplane in 1926.

That same year, the ill - fated Humming Bird plummeted into the Brea airfield, killing a pilot.

With flight being in the infancy stages, Martin remembered that the instruments were simple — and so were the flying lessons.

"All we had was an oil pressure gauge and you could learn to fly in ten hours," he explained. "But now there's all those rules and regulations."

Legend paints the early barnstormers as dashing and daring. However, Martin said they were usually too careful to be dangerous.

"I always took care of myself," he said, adding that circumstances played a major role in his adventuresome deeds.

For instance, in 1929 Martin's landing gear broke off while flying over Missouri, turning the plane upside down. Moments before, the engine quit and the pilot was attempting to make a cruise landing.

"I brought it down in Willow Springs, Missouri," reminisced Martin.

Since road maps were a thing of the future, pilots at that time followed the train tracks for direction.

"If you got lost, you would land

and ask someone where you were," he said with a chuckle.

As California's economy went belly - up during 1927, Martin left his Brea garage in favor of the wild, blue yonder and a career in circus flying.

Traveling to South Carolina, he teamed up with stuntwoman Mabel Cody, famous for her strolls along airplane wings in midair.

"Amelia (Earhart) was less of a business woman than Mabel," he remembered. "Mabel would go out with a coffee can of paint and write advertisements beneath the wing."

Besides being a talented pilot, Martin soon gained popularity as the only plane mechanic in South Carolina.

He began flying local politicians around the eastern seaboard, eventually becoming Gov. Olin D. Johnson's private pilot.

The governor was apparently impressed with Martin's ability and later helped form the South Carolina Aeronautics Commission in 1935. Of course, Martin was charged with getting the fledgling group off the ground.

For 15 years, the commission operated under Martin's leadership as the American aviation industry grew in gigantic strides.

The energetic pilot also became president of the state's aviation department for three years and a Capitol Hill lobbyist for the industry.

Martin stopped piloting in 1953, but he continues to work as an historical adviser to the Smithsonian Institute.

Roberts



Carolinas Wing

1501 Idalia Road
Columbia, S. C. 29206
November 17, 1981

Mr. Dean F. Millen
420 S. Popular Avenue
Brea, California 92621

OFFICERS 1978

J. MAX FREEMAN
PRESIDENT

WILSON L. MILLS
1ST VICE PRESIDENT

HORACE F. AMRINE
2ND VICE PRESIDENT

BILLY JERUM POLEY
3RD VICE PRESIDENT

GEORGE H. MCKIERNAN
SECRETARY

WILSON L. MILLS
TREASURER

Dear Mr. Millen:

Thank you for your letter of November 9. The black and white picture will be forthcoming. We have only been home a short while since our trip out west, and will be leaving again Monday to spend Thanksgiving week in the Nation's Capital. As soon as we return I will get this picture in the mail to you.

HONORARY GOVERNORS

JOHN E. CROWELL
DEXTER C. MARTIN

GOVERNORS 1978

HORACE F. AMRINE

J. MAX FREEMAN

HOOKS K. JOHNSTON, SR.

GEORGE H. MCKIERNAN

WILSON L. MILLS

ROBERT J. MORRISON

BOYCE M. STRADLEY

BILLY JERUM POLEY

LEONARD J. POVEY

HONORARY MEMBER

DOLPH OVERTON

I will be glad to participate in an oral interview and if you will send me the questions, I will put my answers on a tape for you.

If I can be of help in any other way, please let me know.

With best wishes - -

Sincerely,

Dexter C. Martin



Carolinas Wing

1501 Idalia Road
Columbia, S.C. 29206
January 21, 1982

Mr. Dean F. Millen
420 S. Poplar Avenue
Brea, California 92621

Dear Mr. Millen:

I am enclosing some information on Brea which I have compiled after going back into history for sixty years. I have remembered several people by their first names, and maybe I can add to this later. Many of the officials of various oil leases were my customers, but I cannot come up with their names at this time.

Aviation is such a broad subject, and in my various official duties during my career I have had connections and contacts with all phases of flying.

I plan to be in California next September to attend the Aviation Pioneers Reunion in San Francisco, and will try to see you at this time. I will also be visiting my daughter, Mrs. Gordon Otto, who lives at 16403 Wintum Road, Apple Valley, California, 92307.

I hope this material will be of some value to you and your committee.

With best regards - -

Sincerely,

Dexter C. Martin
Dexter C. Martin

DCM/gm

OFFICERS 1978

J. MAX FREEMAN
PRESIDENT

WILSON L. MILLS
1ST VICE PRESIDENT

HORACE F. AMRINE
2ND VICE PRESIDENT

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LEONARD J. POVEY

HONORARY MEMBER

DOLPH OVERTON

*Print to
1920*

February 1, 1982

Mr. Dexter C. Martin
1501 Idalia Road
Columbia, S.C. 29206

Dear Mr. Martin:

We were delighted last Sunday to have Mr. and Mrs. Otto come from Apple Valley to visit with us. We had invited Irma Tremaine to come over and we found we had a lot in common. I was raised in Santa Ana and knew the history of Eddie Martin. My uncle worked on the plane that Glenn Martin built in the old church.

The recent material you have sent clears up some question as to who, where and how many planes were built here. Irma says she flew in the Humming Bird. There still seems to be some doubt about where the first plane took off. Was the first field south of town or east near the Loftus Station? I came to Brea in 1935 and there was still talk of the field being east of town. My neighbor, Hugh Jones, also flew in the Humming Bird.

The articles in our local papers have rather limited coverage. Our History Project is just getting organized, and we will expand on your part of our history. We truly appreciate all the pictures, information and interest you have given us.

When you come to California we will want to do a video tape for our project. Thank you for your interest.

Sincerely,

Dean F. Millen
420 S. Poplar Avenue
Brea, Ca. 92621

February 7, 1983

Mrs. D. C. Martin
1501 Idalia Drive
Columbia, S.C. 20206

Dear Mrs. Martin:

It was very thoughtful of you to forward the newspaper clippings relative to Mr. Martins' death. We were surely saddened to learn of his passing. While I only had a telephone call and various articles from him relative to early aviation days in Brea, I certainly appreciate my too brief acquaintance with him. It is ironical that this all came about at a time when we were researching early Brea history and his input would have been invaluable.

There has to be some consolation to those left behind for a life such as his dedicated to his life work in so many phases of aviation.

Please accept our sincere sympathy.

Yours very truly,

Dean F. Millen

February 7, 1983

Mrs. G. S. Otto
16403 Wintun Road
Apple Valley, Ca. 92307

Dear Mrs. Otto:

Betty and I were saddened, when we got home from the Holidays in Colorado with our daughter, to learn of your Father's death. Time passes but memories go on forever. We in Brea, and I particularly, were fortunate to have become briefly acquainted with your Father by telephone and news correspondence.

Our history research has for the time being been temporarily halted. We directed our attention for six weeks in December and January to an historical exhibit in the City Hall which was highly successful.

We are again continuing our efforts and will have our research completed in six months or so. Hopefully, at that time we will have assembled enough material to bring the Brea History up to date.

Our best regards to you both and we hope you will visit Brea in the near future.

Yours very truly,

Dean F. Millen

Looking back at an early pilot

Fédération Aéronautique
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United States
of
America

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Dexter Chas. Martin
Mr.

Place of Birth Santa Ana,
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Date of Birth Jan. 2, 1897

Contest Committee
Chairman
Orville Wright



Year of 1924

No. of Brevet 6140

Origin of Brevet NAA

Nature of Brevet Aviator

Signature of Licensee
Dexter Chas. Martin

License No. 1000

Valid until December 31st of
year of 1924

By TAMMY DUNN
Staff Writer

The air was clearer in 1920 and traffic wasn't as congested or noisy as it is now.

The mountains surrounding little Brea were an inviting sight as they are in 1982.

But in the early '20s, a few daring folks got a bird's eye view of the scenery when they took to their flying machines.

Barnstorming was not unusual in Brea and those interested in the sport were blessed with having Dexter Martin in town.

Martin, an 84-year-old retired pilot, lives in Columbia, S.C.

But, he once lived in Brea and built, behind his automotive garage, a light plane called the Hummingbird.

Martin did not start out as a pilot.

But in 1920 he convinced local barnstormers to move their so-called airfield behind his automotive garage so he could tinker with the plane engines.

The airfield is reported to have been more like a hayfield, than a smooth-surfaced strip most modern pilots know.

But looking at the engines was not enough for Martin, who most described as active, proud and eager to talk about his early flight experiences.

In 1924, while in Brea, he became the 162nd licensed pilot in the United States.

His license is signed by Orville Wright, who built and piloted the first powered airplane in 1903.

When Martin got his license,

Wright was president of the National Aeronautic Association.

Martin's certificate number is 6,140, which meant 6,139 people in the world before him had been licensed.

Martin left Brea in 1927 because of a sagging economy and because he wanted to start a flying career.

And that he did.
At one time, Martin was a partner of Mabel Cody.

The two had a high-flying act in which Cody would crawl from the cockpit, lower herself with rope and ladder beneath the plane's wing, and paint a message to the wide-eyed crowd below while Martin flew the plane.

Martin went on to more serious aeronautics goals as he became a Wing Commander of the Civil War Patrol in South Carolina and established the South Carolina Aeronautics Commission in 1935.

He helped communities get money for airport construction, and is credited with developing more than \$100 million in airport facilities in the state as the former director of the South Carolina Aeronautics Commission.

Martin is a member of the aviator's hall of fame and is in company there with Charles Lindbergh and the Wright Brothers.

In October, Martin passed through Brea on his way to San Diego where he was participating in a ceremony honoring the early leaders of flying.

The ceremony was sponsored by the San Diego Aerospace Museum.

Although the former Brea pilot has not flown since 1953, his name was on a plaque which will be placed in the San Diego museum.

That plaque reads:
"Dedicated to the men and women who risked life and limb to establish the great aviation industry. They were the beacons of light in the embryonic age of flight."

pacific clippings

post office box 11789

santa ana, calif. 92714

STAR-PROGRESS

Daily JAN 15 1982

Pioneer Aviator Martin Recalls Brea Airfields

490
By Tony Saavedra
DSP Staff Writer

(Editor's note: Brea's Community History Project promises to uncover a wealth of information. Occasionally a celebrity of the past may surface. Such is the case with pioneer aviator Dexter Martin.)

BREA — Orange County - born pilot Dexter Martin, 85, proudly displays Orville Wright's autograph — at the bottom of his 1924 flying license.

During his tenure as a pilot and aviation administrator, Martin shared flying lessons with Amelia Earhart, painted wing tips with the world's first stunt-woman and founded the South Carolina Aeronautics Commis-

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A subject of many newspaper articles, Martin always stresses that "it all started in Brea."

Born and raised in "Santie Annie," Martin began working on planes in 1919 at his automotive garage on Brea's Main Street, now called Brea Boulevard.

In those days, barnstormers would look for empty fields, set up camp and sell airplane rides, said the pioneer during a recent telephone interview from his home in Columbia, South Carolina.

"I was just a kid and very in-

(Continued on A-2)

Pioneer Aviator...

(Continued from A-1)

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An airfield was soon established behind his garage and Martin embarked on a career that would span more than six decades.

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For instance, in 1929 Martin's landing gear broke off while flying over Missouri, turning the plane upside down. Moments before, the engine quit and the pilot was attempting to make a cruise landing.

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The energetic pilot also became president of the state's aviation department for three years and a Capitol Hill lobbyist for the industry.

Martin stopped piloting in 1953, but he continues to work as an historical adviser to the Smithsonian Institute.

With such an impressive roster of acquaintances and accomplishments, it's a small wonder that Martin was inducted into the Aviation Pioneers Hall of Fame, with the Wright brothers and Charles Lindbergh.

Martin was 5 years old when his father died, and while recapping his achievements, he said times often got rough.

"I've had a pretty tough life," he said. "And it's still tough. But I'm happy."

Fédération Aéronautique
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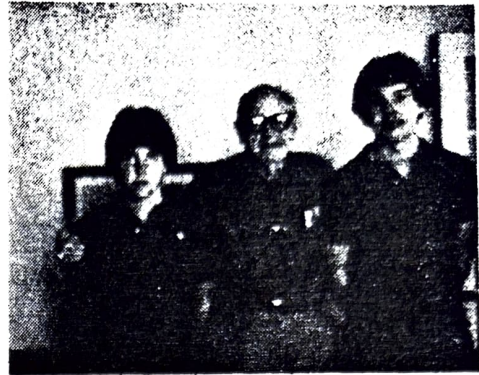
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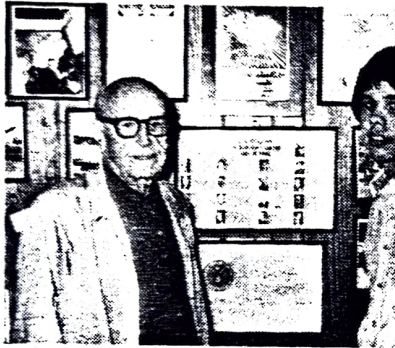
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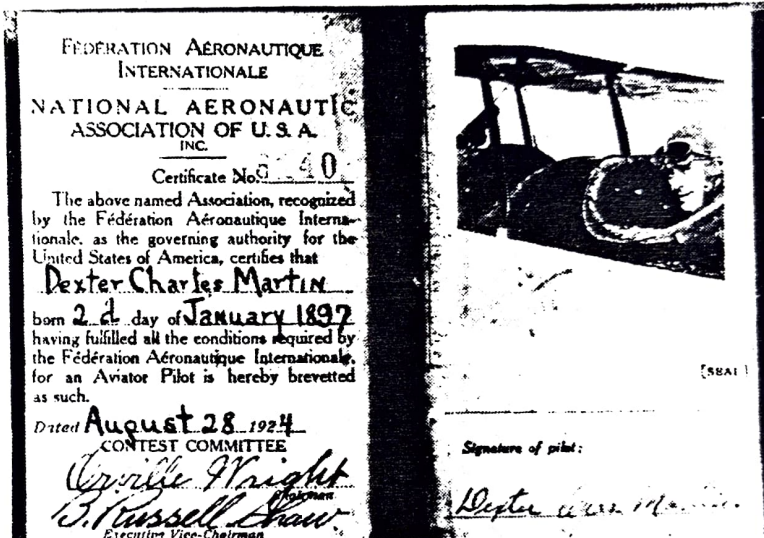
AVIATION PIONEERS HALL OF FAME

Dexter Martin

Mr. Martin with Gris McDonald, left, and Mark Funderburk.



Mr. Martin surrounded by his mementos.



Dexter Martin's Aviator Pilot license signed by Orville Wright in 1924

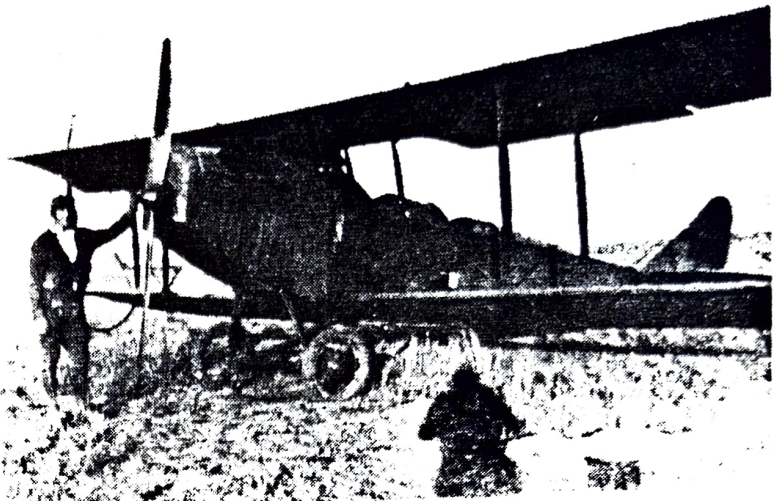
Dexter C. Martin was born and grew up in California. His home town is Santa Ana. Immediately after World War I he moved to Brea, California, where he operated a garage. He leased a field nearby where barnstormers landed their airplanes which Mr. Martin maintained. It was during this time that he learned to fly, and soon thereafter he began instructing students at his field.

In the early 1920's airplanes were not so complicated, nor were they so dependable as today's. The airplanes in the 1920's only had three instruments. The pilots had to use railroad

maps, as no other maps were available, not even road maps.

One of the barnstormers landing at Mr. Martin's airfield was from Abbeville, South Carolina, and it was through this friendship that Mr. Martin came to South Carolina in 1927, where he was employed as pilot for Carolina Aircraft Corporation (Aircraft Sales and Service) at Hartsville. He was a barnstormer, flew at County Fairs, and instructed students during his early days in South Carolina.

He sold the first cabin-type airplane in the state to Mr. C. G. Fuller



Dexter Martin, at left, with his Thomas Scout-Plane and, at right, with his JN4D-Jenny

at Barnwell, and spent three months there teaching Mr. Fuller to fly. Later he became the pilot for Dixie Stores. It was during this time, 1935, that he was appointed Director of the South Carolina Aeronautics Commission and set up this new Aviation Department which is charged with the promotion and development of aviation in South Carolina.

He served also as President of the National Association of State Aviation Officials 1940-1945. In October 1941 this Association saw the need for planning the role general aviation would play in a national emergency. In November of that same year Civil Air Patrol was set up under the office of Civil Defense, and Mr. Martin was appointed the first Wing Commander for South Carolina, which carried the rank of Major.

He was called to Washington, D.C. the day after Pearl Harbor to attend a meeting to discuss plans for establishing a Coastal Patrol to be operated under Civil Air Patrol to protect shipping along the east and gulf coasts. This Civil Air Patrol Base was established by Mr. Martin at James Island with a crew of about 78 people and was responsible for patrolling the area from South Port, North Carolina, to Savannah, Georgia.

German submarines had begun to sink ships right after war was declared, and ships could not leave the harbors without protection. When they did leave, Civil Air Patrol Planes were sent out to escort them through this area. This Coastal Patrol was active daily for fifteen months before the Air Force was able to assume responsibility for this operation.

National Air Mail Week was proclaimed in 1938 by the President of the United States. Mr. Martin picked up the first air mail in several cities and towns in South Carolina during this event.

Mr. Martin was issued his first International Pilots License in 1924 (in six languages) which was signed by Orville Wright. His first United States Pilots License was issued in 1928, at which time he was also issued an Airplane and Engine Mechanics License. His No. 1 South Carolina Pilots License was issued in 1936.

Mr. Martin was nominated for Aviation Pioneers Hall of Fame in San Antonio, Texas, in 1975, and was inducted in 1976 at LaTrobe, Pennsylvania.

--Gris McDonald
Mark Funderburk

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EFFECTIVE JULY 1, 1937

STATE OF SOUTH CAROLINA

South Carolina Aeronautics Commission

Columbia, South Carolina

"CURRICULUM OF FLIGHT INSTRUCTION"

FIRST OR PRIMARY PHASE: (minimum dual before allowing student to solo, 8 hours. 1. Effect of controls. 2. Straight and level flying. 3. Normal climb. 4. Normal glide. 5. Climbing turns. 6. Gliding turns. 7. Stalls (with and without power). 8. Take-offs. 9. 90, 180 and 360 degree precision turns (level, climbing and gliding). 10. 90 degree side approach for landings. 11. 180 degree side approach for landings. 12. Landings. 13. Preliminary forced landings (simulated, but thoroughly understood by student, as to importance, etc.) 14. Taxying. 15. Spins (not necessarily precision, but thoroughly understood by student as to importance, possible dangers, but how easily avoided).

(NB—All students shall be trained and instructed in the above primary elements and manoeuvres before being allowed to solo and it will be the duty and the responsibility of each instructor to KNOW that student DOES understand each one and can execute each one safely. The minimum dual flying instruction time for the above shall be eight hours and no student will be permitted to solo with less than eight hours of dual flying instruction time. No restrictions are given as to the amount of dual flying instruction that may be given any one student in excess of the eight hour minimum requirement, in order that instructors may properly safeguard their responsibility and liability before soloing a student.)

SECOND PHASE: 1. Shallow, medium and steep banks. 2. Spins. 3. Forced landings. 4. Free eights (cross line eights). 5. Spirals. 6. "S" turns to spot.

THIRD PHASE: 1. Pylon eights. 2. Wing overs (lazy eight and chandelle). 3. 360 degree (tri-angular) overhead approach for landings. 4. 180 degree (tri-angular) overhead. 5. Check for proficiency, all manoeuvres.

FOURTH PHASE: 1. Precision spins. 2. Side-slips, forward slips (normal and nose high).

FIFTH PHASE: 1. Spot landings (slipping to mark and over obstacles). 2. Strange field landings. 3. Final check, all manoeuvres.

SIXTH PHASE: 1. Transition to other type ships with different characteristics. 2. Cross-Country: (a) one one-hundred mile trip. (b) two 150-mile trips.

SEVENTH PHASE: ACROBATICS.—Acrobatic instruction and/or practice flying, dual or solo will not be permitted, except in airplanes that are approved and/or recommended for such purposes, activities, manoeuvres and/or performance and when the occupant and/or occupants of said airplane or airplanes engaged in such character of flying activities shall be equipped with approved parachute and/or parachutes and all rules, regulations and provisions of the Bureau of Air Commerce of the U. S., and of the State of South Carolina and all local airport rules are obeyed and complied with to the letter.

NB—Regarding the 2nd, 3rd, 4th, 5th and 6th Phases or Stages: Instructors will be responsible for the proper and efficient training of their respective students with relation to each manoeuvre and/or provisions of these phases or stages and no student shall be allowed to solo and/or engage in the practice of any of these until after having received the amount of dual instruction in such manoeuvre or manoeuvres necessary to positively convince said instructor of said student's ability to solo, perform and practice said manoeuvre and/or manoeuvres safely.

A complete record shall be kept on all students receiving instruction; their name, date enrolled and time posted to date. These shall be available for inspection at all times.

May 5th, 1937.

Approved by South Carolina Aeronautics Commission.

DR. GEO. BUNCH,
DR. GEO. BENET,

J. P. WILLIAMSON, Chairman,
DEXTER C. MARTIN, Director.

1. "Person" means any individual, association, co-partnership, firm, company, corporation, or other association of individuals.
2. "Air Instruction" means the imparting of aeronautical information in any air school, flying club, or by any aviation instructor.
3. Any person engaged in giving instruction, or offering to give instruction in aeronautics—either in flying or ground subjects, or both—for or without hire or reward, and advertising, representing or holding himself or itself out as giving or offering to give such instruction, shall be termed and considered an "Air School".
4. Any person (other than an individual) who, neither for profit nor reward, owns, leases, or uses one or more aircraft for the purpose of instruction, pleasure, or both, shall be termed and considered a "Flying Club".
5. "Aviation Instructor" means any individual engaged in giving instruction, or offering to give instruction, in aeronautics—either in flying or ground subjects, or both—for or without hire or reward, without advertising such occupation, without calling his facilities an "Air School" or any thing equivalent thereto, or without employing or using other instructors.

South Carolina Laws.

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PAUL POBEREZYNY RECEIVES HIGH AWARD

We are pleased to announce that Paul H. Poberezny (No. 329), President of EAA, has been highly honored in having been awarded the Chancellor's Medal by Dr. Edward M. Penson, University Chancellor, University of Wisconsin — Oshkosh.

The Award, the highest offered by the University, has been presented only four times previously. Its representative significance is for Outstanding Service to Mankind, and relates especially to his notable contributions to science, education, and technology, principally in the field of aviation.

We congratulate Paul Poberezny whose name also was placed in the OX5 Hall of Fame during the 1978 Annual OX5 Reunion at Colorado Springs last Fall.

DOOLITTLE RAIDERS TRAINED IN SOUTH CAROLINA

April 16 marked the unveiling of a large and handsome marker and a ceremony at Columbia Metropolitan Airport, Columbia, S.C., at which Lt. Gen. James H. Doolittle, USAF (Ret), assisted by M/Gen. J. B. Blount, Commandant, Ft. Jackson Army Base, Col. Horace E. Crouch, USAF (Ret), and Dexter C. Martin, former head, South Carolina Aeronautics Commission, had important parts.

It was at the above location in 1942, that the 17th Bomb Group, and the 89th Reconnaissance Squadron, moved to the then new Lexington County Airport (now Columbia Metro Airport) to become the nucleus of what later became the Doolittle Raiders, led by Jimmy Doolittle, that flew from the Aircraft Carrier Hornet on their famous and tremendously effective strike on the Japanese mainland.

The foregoing original training site for what later became the Doolittle Raiders was procured, developed and maintained by the South Carolina Aeronautics Commission, then under the direction of Dexter C. Martin who became very well known in such areas of airport development and improvement.....Editor's Note: The names of both Jimmy Doolittle and Dexter Martin are in the OX5 Aviation Pioneers Hall of Fame.