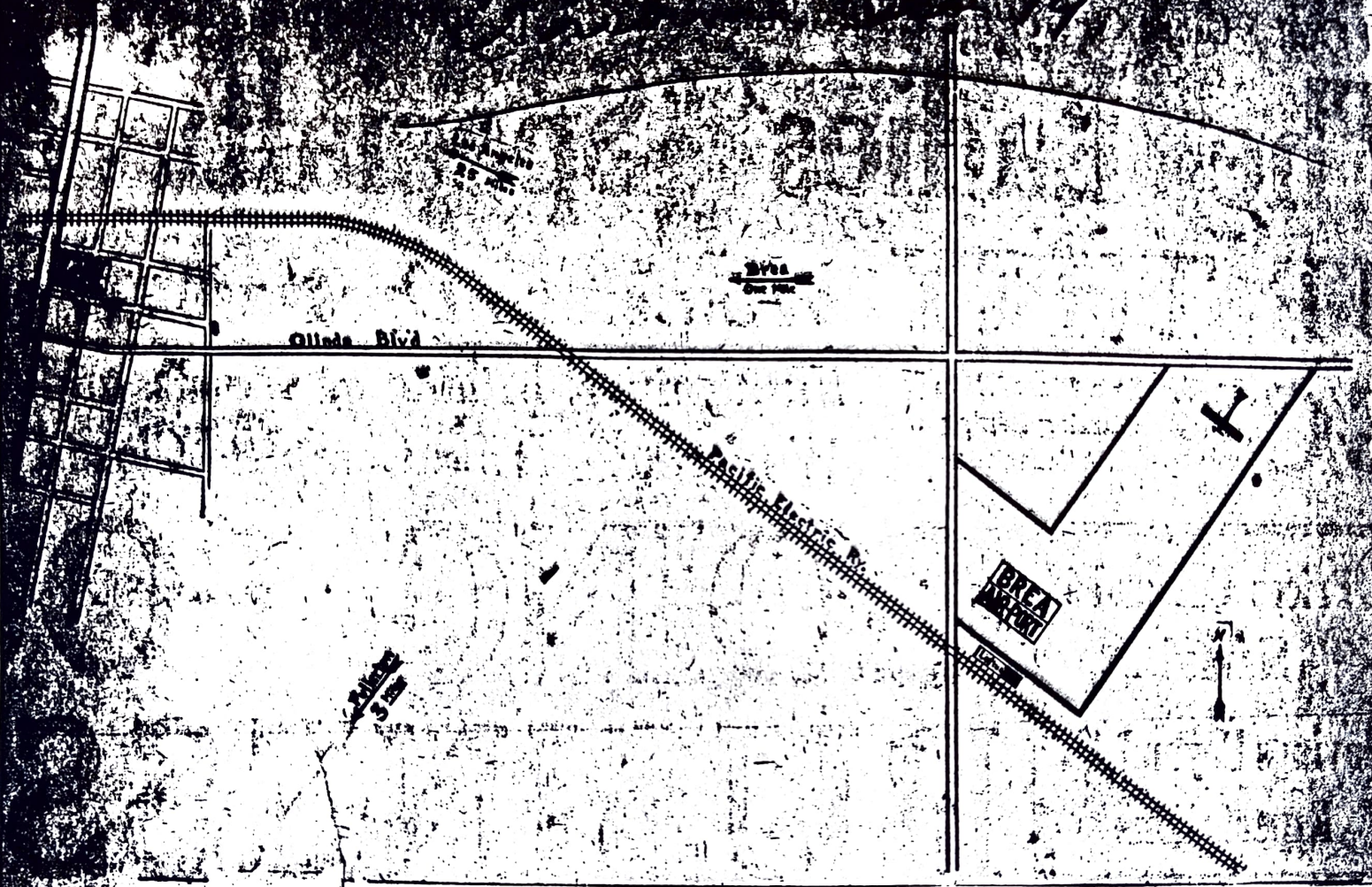


BREA AIRPORT AND ADVANTAGE TO WHOLE COUNTY



As shown map giving lo-
 cation of new Brea Airport, where
 the airplanes are already
 gathered for a huge aerial dem-
 onstration on October 31, which
 will include Army and Navy
 as well as aircraft entered
 by private owners. Many of the
 planes will take part in
 the flight and other feat-
 ures. The air meet at the
 airport will begin from next
 week, according to officials,
 and the event will
 be the highest hope in the
 county which it has already

Fullerton Tribune
 Oct. 19, 1925

COMMISSION MAY NIX BREAA AIRPORT

Board Drafting Resolution

Against 'Infeasible' Site

By VERN PERRY
Star-Progress Staff Writer

BREA—Two members of the Orange County Airport Commission are busy drafting up a resolution that will completely reject the recommended site in Brea for a non-jet, general aviation airport.

The commission met Saturday and indicated that it will completely reject the Brea site, but will accept, "with string reservations," the Bell Canyon site in the Santa Ana foothills.

The five commissioners stressed they were not ready to make new airport site recommendations this Tuesday to the Board of Supervisors as had been previously planned.

Because of this the commission instructed two members to draft a proposal by Nov. 24 that will reject the Brea site and accept the Bell Canyon one.

Commissioners were acting on a report from the Ralph M. Parsons Co. that has come under heavy criticism for its recommendation of the Brea site. The Brea city council, planning commission, the Brea-Olinda Unified School District and the Brea Chamber of Commerce

have all come out strongly against the proposed airport.

The airport would have been located north of Imperial Highway and west of Valencia Street. Major criticism of the project was that it would have a takeoff pattern over three Brea elementary schools and would cause major problems in street re-location including the Orange Freeway which is now under construction.

It has been reported that the man who drew up the controversial proposal for the Parsons firm has been terminated. Commissioners Donald W. Killiam and Robert A. Clark, who is also a member of the

Brea City Council, will draw up the proposal for the airport commission. They were chosen to do so after a four-hour long session Saturday morning.

Howard H. Lathrop, chairman of the commission, indicated that Brea was ruled out because of costs and noise impact on the surrounding community.

In addition to the Brea site and the Bell Canyon site the commission will also have to decide whether or not to accept the Parsons report recommending that El Toro Marine Air Station and the Los Alamitos Naval Station be turned into joint civilian-military airports.

Early fliers enjoyed OC's friendly skies

There was a time when airports were scattered about Orange County like swimming pools.

A 1934 map shows 34 airfields in operation, according to Vi Smith, whose book "From Jennies to Jets" chronicles the rich history of aviation in the county. But if a pilot ran into trouble, any bean field would do.

Starting with Glenn Martin's 1909 flight, accomplished with a biplane he made inside an abandoned Santa Ana church, Orange County was aviation country.

Eddie Martin, no relation to Glenn, whose field for training new pilots later evolved into John Wayne Airport, called Orange County "the ideal place in the United States to fly and teach students, mostly because of the open country. ... It was strictly a Western-type frontier out here. There were no legal limitations on aviation. You could do whatever you wanted to do."

Another veteran pilot of the time remarked, "It was almost

impossible to fly over any area without being in gliding range of a place to land — with the exception of Saddleback or the Santa Ana Mountains."

Pilots landed on beaches, dirt roads and open fields. The only real obstacles, besides the mountains, were a few sparsely settled towns and the eucalyptus windbreaks that protected the area's agricultural fields.

"In those days, about all one needed for a suitable field was a few acres of ground, a bulldozer or a scraper to level the ground, a windsock and an airplane or two," Smith wrote. Takeoffs and landings required only a few hundred feet, so an airfield didn't have to be very big.

Pilots made their livings in many different ways. The more common were crop-dusting and flying lessons. Aerial photos were good for selling real estate. And briefly, Eddie Martin's company was hired by the Register to deliver sports editions to the county's beach cities.

The many airfields scattered

around the county in the 1930s and 1940s included North Orange County Airport in Brea, which was the scene for several air meets; Midway City Airport, which was used by the short-lived Zenith Aircraft Corp.; Anaheim Airport, which was actually in Buena Park; and a private landing strip north of Laguna Beach owned by Florence "Panchito" Barnes, who broke Amelia Earhart's women's world speed record.

Clarence Prest and Howard Hughes set world aviation records over the county and aviation pioneers such as Charles Lindbergh, Paul Mantz and Earhart made occasional stops.

World War II saw the full-scale influx of military aviation. A site in Los Alamitos was developed quickly into a Naval Air Station after the attack on Pearl Harbor in 1941. Eddie Martin Airport became Orange County Airport in September 1942, only to be commandeered by the Army for use with the Santa Ana Army Air Base. Two fields were

carved out of the Irvine Ranch and are known today as the El Toro and Tustin Marine Corps air stations.

But the war spelled the end for most private fields, as civil operations were greatly curtailed for the duration. New attempts were made after the war, but most were eventually thwarted by a new problem: development.

Meadowlark Airport in Huntington Beach opened in 1948 and is one of the longest to survive from the post-war period. It's scheduled to close Friday.

Meadowlark's closing will leave two choices for civilian pilots, who spend years on waiting lists to get a spot for their planes: John Wayne Airport and Fullerton Municipal Airport, which was established by the city in 1927. Fullerton was the largest in the county for a while after World War II, and received the first Federal Aviation Administration control tower in 1958.

— John Westcott/The Register



Jebb Harris/The Register

David Miller, who is trying to save a piece of local wilderness, hikes by a waterfall in Carbon Canyon.

Group seeks to save land for hiking, nature preserve

By Jami Leabow
The Register

SLEEPY HOLLOW — David Miller was a certified city slicker until he took a drive through Carbon Canyon and wound up in this small, pristine community perched north of the Orange County border.

Within a week of his first visit about two years ago, Miller and his wife made an offer on a house and put their Fullerton home up for sale.

To move, they sacrificed conveniences. A grocery store? Five miles down the road. A gas station? At least that far. Cable television? Forget it.

But to Miller and his wife, Hillary, Sleepy Hollow is heaven, a Shangri-La. Back in Fullerton, he didn't have the mule deer, badgers and squirrels roaming a few feet from home.

Now, he wants to make sure Sleepy Hollow stays that way. With development closing in on the Chino Hills area — which mostly is in Orange County — Miller has joined forces with friends to preserve the wilderness.

"We're doing it for the quality of life in Chino Hills," said Miller, an associate professor of mechanical engi-



solving the prob-
with Tustin and Santa Ana.

Two years ago, Santa Ana officials approved the construction of the 15-story Xerox Centre near Tustin, arousing a protest from Tustin officials who asked, "How will we handle all this new traffic on our streets?"

Tensions escalated to the point this past week where Tustin threatened to sue — much to Santa Ana's surprise.

"It was clearly my impression

Glimmer of c to shine in D

By Harrison Fletcher
The Register

DANA POINT — For decades, Marjorie Kinkaid hid pieces of Dana Point's colorful past in her basement.

Behind the mahogany panels and cardboard boxes, she stored 17 copper street lamps rescued from a scrap heap after World War II.

Kinkaid hoped to bring back the lanterns that once glowed like Christmas lights beside the sea. She died in 1983, her wish unful-

BREA AIRPORT GIVEN TRYOUT

Flock of Planes From Long Beach Land on Ground

Brea's new airport was officially tried out Sunday, when a flock of airplanes from the "Dutchess" base from Long Beach landed on the new runway and were met by large delegations of interested citizens from Brea, Olanda, Yorba Linda, Placentia, Fullerton and many of the surrounding towns.

For the entertainment of the assembled crowd, the fliers, headed by Al Blight, popular member of the Long Beach Aero Club, put on an impromptu program, including parachute jumps and several varieties of stunt flying, and many passengers were given trial flights, the pilots declaring that the new flying field is ideally located and laid out.

The establishment of the Brea airport is the result of several weeks' work on the part of the Brea Air Club, which is sponsoring an air meet on Saturday, October 31, to officially dedicate the new field. According to Frank Mason, secretary, the club was formed by a few Brea boosters who were mostly non-fliers, with the sole aim of encouraging the art and sport of aviation and the establishment of landing fields.

Hard and consistent work on the part of the promoters has resulted in a club of 65 wide-awake members, according to Mason, with a landing field secured, and a hundred pilots from all over California signed up for the meet on October 31, when the field will be turned over to the use of local and visiting pilots. The field, which has a main landing stretch 2000 feet long and 450 feet wide, and a hangar fitted to accommodate six ships of the Curtiss "J. N." type, is declared to be laid out in an ideal manner for landing and taking off.

Plans for the air meet have reached the stage where Orange county residents can be promised a day crowded with thrills, according to Brea Air Club members, who state that the entries already made in the various events are sufficient to fill the six hours originally laid out for the day's program.

SCHOOLS AND GUM

California has one of the most expensive school systems in the union.

And yet even that tremendous cost is much less than what the people of the state pay for tobacco. The cost last year for tobacco was \$86,932,711, and for schools \$75,675,031. That was \$21.62 per capita for tobacco, and only \$18.50 for schools. For all luxuries combined, the people spent over a hundred dollars apiece.

Eighteen dollars for schools is a lot. But it is not enough for tobacco, scarcely enough for chewing gum, and nowhere near enough for moving pictures, to say nothing of automobiles or radio.

Add the chewing gum bills of the nation to the present cost of schools, and it would mean a good schoolhouse and a well-paid teacher for every child in the land.

NOTICE OF ASSESSMENT

Bee-Mar Land Company—Location of principal place of business, Anaheim, Orange County, State of California.

Notice is hereby given, that at a meeting of the directors held on the 8th day of September, 1925, an assessment of Five Dollars per share was levied upon the capital stock of the corporation, payable on the 9th day of October, 1925, to the Secretary of said Bee-Mar Land Company, at his office, 120 West Center Street, Anaheim, Orange County, State of California. Any stock upon which this assessment shall remain unpaid on the 9th day of October, 1925, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on the 26th day of October, 1925, to pay the delinquent assessment, together with cost of advertising and expenses of sale.

C. G. RANDALL,
Secretary.

Office at 120 West Center St.,
Anaheim, California.

April 29, 1926
Anaheim Gazette

Long Beach Pilot Falls to His Death

Ray Freeman Drops 500 Feet in Collapsed Airplane

The Brea "Humming Bird," the smallest airplane in the world, crashed to earth at the Anaheim Elks air meet, at Brea, Saturday, carrying with it the pilot, Ray Freeman of Long Beach.

Freeman fell a distance of about 500 feet, when the wings of the "Humming Bird," which was manufactured in Brea, crumpled in the air. He struck the earth on a rise of ground a short distance from the landing field, and was dead when picked up. The machine, a tiny monoplane, was demolished.

Col. William Mitchell, formerly of the United States flying corps, who was to have attended the meet, was unable to be present, having been detained by a previous engagement.

The plane was the one in which Colonel Mitchell was scheduled to fly at the meet. Mitchell announced several days ago that he would fly the smallest, as well as the largest, airship on the field.

Harry D. Riley, Orange county automobile distributor, was the first to reach the wrecked airplane. The plane fell one-half mile south of the field. Freeman's accident occurred a few minutes before noon.

With perfect weather for flying conditions, the air meet was in full swing before a large throng of spectators, when the "Humming Bird," pride of Brea aviation officials, was seen to halt in its swing above the landing field and suddenly dart toward the ground, its wings collapsed.

A crowd hurried up the slope to rescue Freeman, but he apparently had been killed instantly.

Coroner Brown held an inquest over the body at the Seale parlors, Fullerton, Sunday, at 1 p. m.

Freeman was married. He was not a professional pilot. He had been employed in the Parker Brothers' machine shop in Long Beach.

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.

COPY

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 succo green, yellow and brown Buena Park tract homes near Knott and Crescent avenues lies buried local aviation history.

This used to be the old Luebkean 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 Luebkean'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 Luebkean 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 Luebkean, now 86 and a Cypress resident.

Today only Luebkean'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 Luebkean brothers began selling parcels of their family farm to housing tract developers and the Community Reform Church during the 1950s

Luebkean 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 pre served 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.

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March 7, 1987

Mr. Eddie Martin
932 Louise Street
Santa Ana, Ca. 92703

Dear Mr. Martin:

A year or more ago I was at your home seeking information on early aviation in Orange County. At that time you gave me a copy of your book "From Jennies to Jets" which I treasure.

I, along with others, am doing research on Brea history. We are recording the aviation history Brea played during the twenties. I have enclosed some of that history that we have uncovered to date.

We have pictures of the two low wing planes built by Tremaine and Thaheld and the story of their fateful crashes. Your book, "From Jennies to Jets", has a picture on page 49 of the crash of the Hummingbird. Is it possible to get the picture so that a copy can be reproduced to include in our history? I would be willing to help sort through your collection if that were necessary.

I will give you a call in a week or so.

Yours very truly,

Dean F. Millen,
420 S. Poplar Avenue,
Brea, Ca. 92621.
Ph. 529-3289

Encls: Brea's Contribution to Aviation
Anaheim Gazette article, - Apr. 29, 1926
Brea Air Meet, - Oct. 31, 1925
Los Angeles Times article; - Jan. 4, 1987

FLYER KILLED AS BREA AIR MEET OPENS

Ray Freeman, 21 Years Old, of Long Beach, Crashes Downward After Tiny Ship Collapses

Another intrepid adventurer failed in the conquest of the air at Brea yesterday when Ray Freeman, 21-year-old Long Beach flyer, plunged 600 feet to his death in his tiny hummingbird monoplane.

The tragic accident came just before the opening event of the Brea air meet, under the direction of the Anaheim lodge of Elks and the Brea Air Club.

Gen. William Mitchell, who had promised to attend the meet, was not present to witness the accident.

Eighty aviators, representing nearly every airport in Southern California, took part in the list of aviation events.

PLANE'S FIFTH FLIGHT

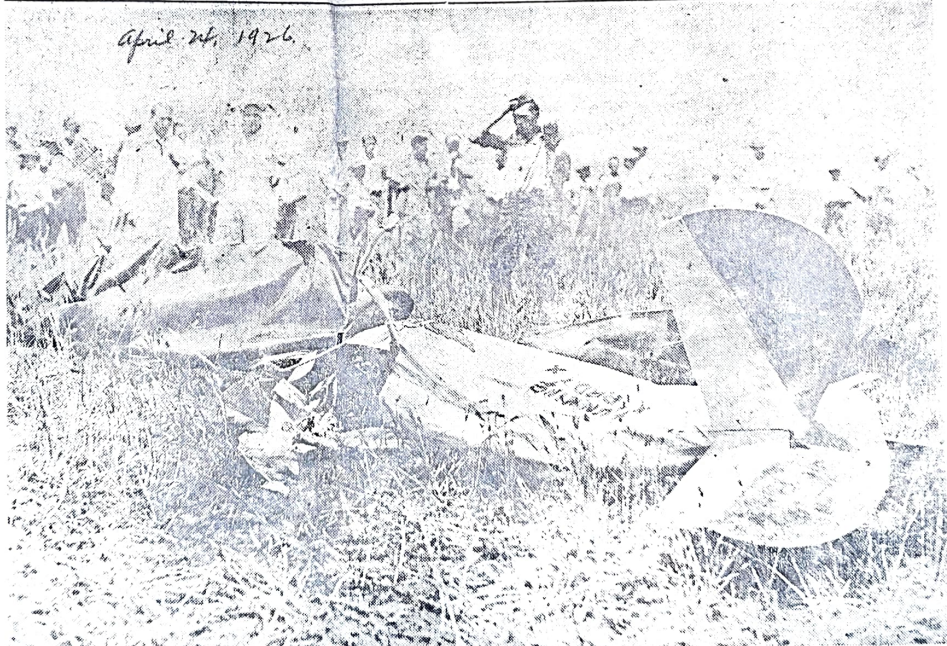
Freeman sailed to his death in his fifth flight in the 250-pound monoplane, built at Brea by Bill Trzagalne and Fred Thahend, former Austrian flyer.

Not much larger than a child's toy the ship had a wing spread of but 21 feet and was 15 feet in length over all, powered with a three-cylinder motor.

The crowd of four thousand spectators gasped in horror as the frail wings of the mechanical hummingbird

It May Be Last Trip, He Said; --It Was

April 24, 1926.



Ray Freeman, youthful flyer, had a premonition yesterday that the frail wings of his birdlike craft would not hold. They didn't. Photo shows plane, a mass of twisted steel and wire, just after the aviator's broken body was removed.—Examiner photor.

Glenn L. Martin Did Some Of His Early Flying In Brea

From box kites to bombers and rockets.

These works tell the story of Glenn L. Martin, the "crazy kid" reared in Orange County who trailed the Wright Brothers into powered flight by only a few months. Some of his early flying was in Brea.

Shortly after the turn of the century, when the Martin's moved to Santa Ana from Kansas, young Martin, whose father was one of the county's first garage mechanics, became famous among his contemporaries as a kite maker. Box kites were his specialty.

In was in 1909 when Martin

heard of Kitty Hawk and he decided the flying machine would replace the kite. He had no blueprints. There were no "experts" he could consult. There was no easy source of aeronautical fountain of wisdom.

He had arrangements to use an abandoned church as the site for the consumption of his dream. Bailing wire, linen, bicycle wheels, wooden struts, and engine of questionable character and reliability, these were the ingredients.

Imagination, a grasp of what later became known as "aerodynamics", and refusal to quit

was the force that brought about his first airplane.

During the creative period his mother, Minta Martin, the only one who had any faith in his project. At nights she stood by him, lanterns in hand, and did what she could to help.

The "crazy kid" (a man wrote a letter urging that something be done to "stop that crazy kid before he kills himself") survived the bailing wire, and linen days, and went on to become one of the nation's most famous airplane builders.

The Glenn L. Martin Co., with its main offices and center of operations in Baltimore is a tremendous organization and plays a major role in America's efforts for supremacy in space.

Died in 1955

Glenn L. Martin died in 1955, at the age of 69, a brief five years after the death of his mother. Both were brought to Santa Ana for funeral services and burial in Fairhaven Cemetery.

Glenn Martin never married. Why?

"I've never had time."

In addition to his genius as a builder of "flying machines," Glenn Martin was a devout man.

Before he died, he had installed a huge organ and carillon on the First Presbyterian church at the corner of Sixth and Sycamore streets in Santa Ana. Each day the bells ring out, and during the Christmas season carols can be heard throughout the downtown area.

Probably only those who belonged to the church know that Glenn Martin made the music possible.

Brea goes back a long way in aviation history. In 1917 an airport was located northeast of town and history reports British planes were daily visitors from Riverside in routine flights before taking off for the homeland.

H. N. "Frog" Winchel has a faded photo of the old airport, now overgrown with grass and tumble weed. There was a roughly built hangar and 1,600 acres of ground. Winchel estimates the runway was about 1,000 feet long.

In 1925 the diesel division of Shaffer Tool Co. was manufacturing engines for wind machines when Fred Thalheid began experimenting with airplane engines. Thalheid helped Bill Tremaine in building a little single-engine monoplane called the "Hummingbird". This plane was powered by a Henderson motorcycle engine. The plane cracked up during an exhibition flight when the pilot became overconfident in banking the light aircraft.

Thalheid designed two other engines in five-cylinder class for light planes and is reported to have provided the engine power for a plane called the "Spirit of John Rogers" entered in a competitive Pacific flight to Japan. In the takeoff from San Diego during adverse weather conditions the plane crashed and killed the pilot.

Martin designed and built airplanes for European countries and in 1918 built the first plane for Liberty engines. From his Santa Ana plant have come many types of planes for the United States Army and Navy, foreign governments and civilian airlines. His great accomplishments in the field of aeronautics were recognized with awards in America and in foreign countries. He served as president of the National Aircraft War Production Council and president of the Institute of Aeronautical Science. He presented \$500,000 to the Institute to found the Minta Martin Fund in honor of his mother who accompanied him on the

Airport Nothing New

City Once Had Small Airfield

By BOB NOREK

BREA — The talk of the town lately has centered on the possibility of an airport being located here in the future.

The county Board of Supervisors recently discussed an airport development study plan which included the possibility of a small airport being developed on the site of the Olinda disposal area.

But probably many persons here do not know that if this development reaches fruition it would in fact be this city's second airport.

Yes, Brea had an airport more than 40 years ago.

TWO SITES

Actually, Brea had two air-

port sites but only one was "developed."

According to Warren E. Griffith, the city's unofficial historian, the first site was situated in the vicinity of Elm St. and Brea Blvd.

The long-time resident of the city, however, pointed out that the landowner wanted too much money and the site was never developed.

The second was developed, however, and the location (Kraemer Blvd. and the Pacific Electric tracks just east of Carbon Chemical) served as the home for the experimental plane, the "Hummingbird."

Mrs. E. Ted Craig remembers the land was nothing much

more than a barley field which was used for practice runs by the "Hummingbird."

Griffith recalled that the field was located at the Loftus Depot, which was then a stop on the railroad line.

FIELD USED

"That land was owned by the Associated Oil Co. and the field was used for occasional take offs and landings," Griffith told the News Tribune.

The "Hummingbird" (a story in itself) was built by Fred Thaheld and Bill Tremaine. Thaheld was associated at the time with the Shafter Diesel Division and with Tremaine designed and constructed the two-seater monoplane.

It was powered by a motorcycle engine.

But, tragically, on an experimental flight, according to an old newspaper report, the pilot (not identified) lost control of the plane while banking and was killed when the craft spun into the ground and collapsed.

This fatal mishap generally placed a cloud over the airport and it faded away.

The site now is used for a cattle corral.

An ironic note to history will be if the disposal site is developed as an airport — future aircraft may fly over the site of Brea's first landing field on their way to the new field.



News Tribune Photo

FIRST AIRPORT — Only cattle and an occasional jackrabbit now inhabit the site of Brea's first airport. The location (north of Imperial Hwy., south of Birch at the intersection of

Kraemer and the Pacific Electric tracks) was formerly the home of the experimental aircraft the "Hummingbird."

FLY!

On Monday and Tuesday, November 3 and 4, you will have an opportunity to inspect a United States Army Aeroplane at close range. The Plane will be at the Brea Flying Field, and the pilot, who is a U. S. Army Aviator, will show you all about an army aeroplane. He will explain how it is operated, how different stunts are executed and answer any and all questions regarding flying.

The observation flights will be of about fifteen minutes duration, during which time the pilot will take you over any place you wish to see from the air.

Be ready to ride in a fast army airplane with an army aviator when in your town.

FLIGHTS \$10.00

**SEE YOUR CITY FROM
THE SKY**

BULLET AIR LINE

*proposed addition to Chapter 5, page ~~9~~**
just above 5-DD

*Brea Star
Fri, Oct 31,
1919*