He no longer pilots airplanes, but his aviator spirit still soars

has come a long way since the post-World War I era. Martin Aviation Inc. and John Wayne Airport, Eddie Martin, S., is a living reminder that aviation with photographs, awards, avia-His Santa Ana home, decorated The founder of what are now

tion memorabilia and even aviawas no guidance instrumentation tion wallpaper, takes the aviation existent. regulations were virtually nonand when government aviation the propeller started, when there planes had to be cranked to get aficionado back to the days when From 1921 until the early 1960s,

at age 20, later got to brothers Johnny and Floyd as well. The landing just about anywhere to a major urban and aviation center. when he retired as a commercial pilot, Martin witnessed not only from a wide-open region where a pilot could make an emergency transformation of Orange County the evolution of aviation, but the three of them, at different times, The aviation bug, which bit him

he got into aviation "by acci-

long, Martin became a pilot.

In 1921, when he was 20, he

worked in an Oldsmobile garage owned by a Minnesota family. The family's son, who had just gotten out of the Army in Texas, raught him how to fly and, before

owned Martin Aviation Inc., orig-inally the Eddie Martin School of Aviation.

Surprisingly, Martin never dreamed of becoming a pilot when he was growing up, but said

It was then that Martin knew aviation would be his career, de-



Chris Covatta/The Registe

Aviator Eddie Martin: 'Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go.'

mainly because the planes them-selves had no radio or instru-selves that could link the ship to

(Orange County) pilots with one Martin said. In those days, "you could count

lower wings on each side.
Cessnas, Pipers and other of today's | well-known airplane
brands were unheard of. mercial pilot in 1920 and that dur-ing his 36-year commercial flying career, he flew for Western Air-lines, McMillan Petroleum Corp. and American Airways, now known as American Airlines. nie, both of which had upper and Martin said he became a com-

and Mexico. times, all over the United States and occasionally to Canada, Cuba came acquainted with the likes of Charles Lindbergh and Howard flughes, and flew thousands of During that time, he also be-

accomplishments, Martin pre-fers to keep a low profile, devot-ing much of his time to his realestate holdings. Nowadays, despite his aviation

"I made (up) my mind at a very early age to acquire as much land as possible so that I said. could live comfortably," Martin

career, preferring to talk instead on what it was like to be a pilot in the early days when planes were simple by today's standards but so much more fun to fly.

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"Flying is "Nowadays you get
be," he said. "Nowadays you get He would not even discuss how many flying hours he logged in his 36-year commercial aviation

into one of those big planes, push into one of those big planes, push a couple of buttons and it takes a couple of buttons and it takes you where you want to go."

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He had it to do all over that if he had it "If you really want to succeed,
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The Orange County Register Wednesday, July 23, 1986

82

FACE IN THE CROWD: EDDIE MARTIN

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# WEDNESDAY EVENING

MARCH 28, 1990

# who opened OC airport, dies Eddie Martin, pioneer avlator

The Register By Laura Saari

Aviation pioneer Eddie Martin, who opened Orange County's first airport and shared runways with the greats from Lindbergh to Ear-

hart, died Tuesday. He was 88.
Officials at St. Joseph Hospital of
Orange said Mr. Martin was admitted there Monday. A longtime said he died at 9:10 p.m. friend, Vi Smith, public relations coordinator for Martin Aviation, or about a year from a number of She said he had been suffering

■ VANGUARD: Martin's career paralleled growth of aviation/8

lems and cancer. No funeral ar-■ EX-OC OFFICIAL: Promoter of parks, Dana Point Harbor dies/B1

rangements have been made.

Mr. Martin, of Santa Ana, opened Orange County's first airport in 1923 with land leased from James Irvine at the corner of Main Street and Newport Avenue.

operator, corporate flier, commercial aviator and test pilot, Mr. Mar-With a 43-year career as airport

Illnesses, including cardiac prob-

tin's life nearly spanned the length of aviation history. Orville Wright signed his pilot's license.

Mr. Martin knew all the greats. Charles Lindbergh stopped at the Eddie Martin Airport. So did Amelia Earhart. Howard Hughes set a world speed record on a course just north of the airport.

great sense of integrity and dedicamost honest people I've ever known," Smith said. "He had a treasured resource tion. He was this county's most "He was probably one of the

Smith said he was a modest man, Please see MARTIN/8



Eddie Martin in 1989 Opened airport in 1923

# MARTIN: Aviation pioneer climbed atop a biplane - at 3,000 feet - to promote first OC airport

FROM 1
suffered from cancer, cardiac problems and other complications
he hadn't let his buddies down.

"People used to come in and just wait for Eddie. If he didn't come in, they'd just leave. They wouldn't even eat," Kessler said.
They came to hear him talk about his 43-year career in aviation, a career that included founding the said of the said of the said. ing Orange County's first airport in 1923. "He'd hold court," said Bill Bet-

tis, a longtime friend of Martin's. "People just knew, if you want to talk to Eddie Martin or find out anything happening around town,

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he was there. I don't think there was anybody I'd ever met that he hadn't already met. He knew everybody."

Bettis, a pilot, owns Santa Ana's the Nieuport IJ restaurant—named after the "fastest plane on the West Coast," the same plane Martin flew in the late 1920s and 1930s. He and Martin frequently talked about in flying, and Martin every year served as the center of attention frewhen the Blue Angels held a party serven the Blue Angels held a party serven.

"But Eddie was a great guy whether he flew airplanes or not. I just loved him. He was almost like

Few remember Martin's early

days of flying.

But engineer Millard Boyd, 91,

But engineer when Martin discovered
that world War I pilot Penny Pethat World War I pilot Penny Peterson had bought a war-surplus
airplane, a Standard model J-1,
and was willing to give Martin his
first lesson at the end of Fourth

Street in Santa Ana.
"Eddie made a deal to take lessons, a dollar a ride," Boyd said.

a daddy to me," Bettis said,
Martin was a baby when his family migrated to Orange County
from San Jacinto in a covered wag-

man who knew what he wanted to do and went all-out in order to do

it," Boyd said.

Martin had few regrets. But there was one, and it had to do with

"He'd save up a dollar and take a lesson, then when he saved up another dollar, he could take another

up at the clouds and wondered what they looked like from the top. knew what he wanted to do from the time he sat in his father's apple Martin was lucky, Boyd said. He in Santa Ana and looked

He wanted to fly.
"You should remember him as a

Martin was too shy to eat in front

Plagued with terrible shyness, Martin nevertheless mustered the courage to start a business — the airport. He did so by squatting on

a hamburger.

As a young boy, his father took him to a restaurant to eat his first hamburger, said Marvin Tuomala, president of Martin Aviation, which Martin founded and later

of other people.
"To the day he died, he regretted
not taking a bite from that hamburger," Tuomala said. "He could
still smell the aroma."

land belonging to the Irvine fam-

. . . . . . . . .

at 11 a.m. Monday at Waverley Church, Santa Ana. A private buri-al will be at Westminster Memoriteetered 3,000 feet up on the top wing of a biplane. No ankle strags. No parachute. Services for Martin will be held To promote the business, Martin al Park and Mortuary. Visitation

will be from 2 to 6 p.m. Saturday and Sunday at the mortuary. In lieu of flowers, the family requests that donations be made to the American Cancer Society's Orange County unit.

### By Laura Saari The Register OC airport founder Martin lived for flying, friends say

Wednesday seemed fitting on a day when scores of people mourned the death of aviation pioneer Eddie Martin. It was a lousy day for flying.
The dark, gray clouds that
shrouded Orange County on Martin and his buddies ate breakfast every day at 6:30 a.m., Martin's favorite waites, Karie Kessler, had turned his table over to a stranger.
On Monday he had sat there, ary "poached eggs, real soft, burnt toast, two jellies, hot cofshe said, ordering his custom-

nia, triends and aviation buffs gathered to remember Martin and tell tales much like the ones Martin told to anyone who seemed at all interested.
At Bristol's restaurant in San-Throughout Southern Califorfee, extra ... napkins and 1½ glasses of orange juice."
Too sick and weak to talk,

ta Ana, where the 88-year-old

Alut

Martin had motioned to her with hand signals. He asked a friend to do the ordering. But despite his illnesses — Martin long had Please see MARTIN/9

# MARTIN: Wright brother signed pilot's license

fuss was about over his career. who never understood what all the Nor did he seek monuments.

"Orange County Airmort" aviation enthusiasts thought the airport should be named after Mr. Martin, he always maintained the 'Orange County Airport.' About 60 percent of Register Though many Orange County

Wayne Airport terminal be named after Mr. Martin.
"I'm too old to be happy about those kinds of things," Mr. Martin readers in a January poll said they would prefer that the new John

said then.

placed on the current passenger terminal, which will be used for by in 1990 private and corporate planes when terminal after Supervisor Thomas Riley. Mr. Martin's name has been new, larger terminal opens near-Supervisors voted to name the

hear of Mr. Martin's death. Riley said he was shocked to

not being here with us. He met a lot of challenges in life." "There is only one Eddie Mar-tin," he said. "He was a feisty guy. It's difficult for me to imagine him

Mr. Martin's mainstay in his early days of flight was a Jenny, a biwing airplane often used by barnstormers. He would take off and a half northwest of what is now from a grassy strip about a mile John Wayne Airport.

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in that plane, some better-than-average times, to be sure, not the on the wing, 3,000 feet up, drum-Mr. Martin had some good times least of which was the time he tee-

"I could get out on that wing just like a cat," he said in an interview. "I trusted my pilot. I'd just soloed (final stage of flight lessons) him

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His sister, Margaret Luella Schools of Garden Grove, said her brother was well liked. "He was honest right down to the tip of his toes," she said.

ride. I felt like a bird both went for our first airplane the barn behind the cow pasture," she said. "My dad went chasing after me: You're too young to fly!" She remembered her first air-plane ride with him.
"He landed his Jenny out behind the harn behind the cownastine." Then he climbed in with me and we

ues to operate today. In 1932, Mr. Martin married the tin Aviation, a charter service and flight school. The business contin-In 1923, Mr. Martin founded Mar-

spoiling an animal or a girl, if they've got sense enough to know they should never show it." first woman to take lessons from him—Peggy Sacha Hall. The mar-riage lasted 17 years. "I guess I spoiled her," he said. "I don't mind

first women in the nation to get a transport pilot's license. Peggy Martin became one of the

taking more charter flights. As aviation became more common in the 30s, Mr. Martin began

It was a profitable business: "I could go up to Riverside on a Sunday and come back at the end of the day with \$450 in my pocket," he recalled.

> Roosevelt family. sure," and inviting him to drop in at the White House anytime. Mr. adding to her "comfort and pleafrom the cockpit to visit Roosevelt Roosevelt from El Paso, Texas, to Burbank in 1933, the first lady Martin said he never even got up wrote him a letter thanking him for After Mr. Martin flew Eleanor he never cared much for the

about presidential candidates Martin had his own ideas

only funny, it was absolute facts. I—wanted to see him become president of the United States. He just had a world of horse sense." "I hauled Will Rogers around the country a good bit," Mr. Martin said. "Everything he said was not

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I wanted to see what it was like of the hoe in the ground — that was my joy stick — I'd lean up against when I looked down on one of those an apple tree, and the tree was the "I'd go out and stick the handle

# of the history of aviation Martin was in the vanguard

By Mary Ann Milbourn
The Register

in the vanguard of aviation hisfather of Orange County avia-tion, but was one of the leaders Eddie Martin not only was the

from the beginning knew that was what he would do with his He took up flying in 1921, and

on some Irvine Ranch property his own, he started by squatting Hellbent on having a place of

formalizing the deal was opposed to aviation, about ranch owner James Irvine, who he got up the nerve to talk to It was several months before

reached an agreement, with Martin paying \$35 a month for 80 acres of land, and the Eddie Martin Airport was born But by June, the two had

business consisting of a Curtiss JN-4D plane and a wooden toolshoestring, with Martin's entire Martin Aviation operated on a

airport on the coast with many By 1933, he had the premiere

> In the 10 years he had been in aircraft, five hangars, airport boundary lights and a 2 million

of aviation. cord in the barnstorming days of others had begun training. He more than 500 pilots and scores maintained a 100 percent rating business, Martin had trained for safety an unheard-of re-

the Depression, Martin also flew for Western Air Express to help pay off a \$700 debt. In the process, he became the first pi-lot for the afrline who had not been trained by the Army. It wasn't always easy. During the Depression, Martin also

heed, testing P-38s. His flying skills were so reto work as a test pilot for Lock-It wasn't long before he went

a senior pilot for Lockheed to home base. He later became other Lockheed test pilots back spected that he became one of the few pilots allowed to ferry

ways, and as a corporate pilot for Macmillan Oil Co. as a pilot for American Airlines In later years, Martin worked American

#### Flier helped guide course of OC aviation

He no longer pilots airplanes, but his aviator spirit still soars high.

The founder of what are now

The founder of what are now Martin Aviation Inc. and John Wayne Airport, Eddie Martin, 85, is a living reminder that aviation has come a long way since the post-World War I era. His Santa Ana home, decorated with photographs, awards, aviation memorabilia and even aviation wallpaper, takes the aviation afficionado back to the days when planes had to be cranked to get the propeller started, when there was no guidance instrumentation and when government aviation regulations were virtually non-existent.

From 1921 until the early 1960s, when he retired as a commercial pilot, Martin witnessed not only the evolution of aviation, but the transformation of Orange County

transformation of Orange County from a wide-open region where a pilot could make an emergency landing just about anywhere to a major urban and aviation center. The aviation bug, which bit him at age 20, later got to brothers Johnny and Floyd as well. The three of them, at different times, owned Martin Aviation Inc., orig-inally the Eddie Martin School of Aviation.

Surprisingly, Martin never dreamed of becoming a pilot when he was growing up, but said he got into aviation "by acci-

dent."

In 1921, when he was 20, he worked in an Oldsmobile garage owned by a Minnesota family. The family's son, who had just gotten out of the Army in Texas, taught him how to fly and, before long, Martin became a pilot. It was then that Martin knew aviation would be his career, despite the frequently dangerous flying conditions.

In those days, once the pilot was airborne, he was on his own.

There were no tower controls,



Chris Covatta/The Register

Aviator Eddie Martin: 'Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go.'

mainly because the planes them-selves had no radio or instru-ments that could link the ship to the ground, Martin said. Pilots did not even file flight plans. "They just gave us weather forecasts and that's about it,"

Martin said.

In those days, "you could count (Orange County) pilots with one hand's fingers," he said.

There were only two types of airplanes available, he said—the Lincoln Standard J-1 and the Jen-

nie, both of which had upper and

nie, both of which had upper and lower wings on each side.
Cessnas, Pipers and other of to-day's well-known airplane brands were unheard of.
Martin said he became a commercial pilot in 1929 and that during his 36-year commercial flying career, he flew for Western Airlines, McMillan Petroleum Corp. and American Airways, now known as American Airlines.

known as American Airlines.

During that time, he also became acquainted with the likes of Charles Lindbergh and Howard Hughes, and flew thousands of times, all over the United States and occasionally to Canada, Cuba and Mexico.

Nowadays, despite his aviation accomplishments, Martin prefers to keep a low profile, devoting much of his time to his real-estate holdings.

"I made (up) my mind at a very early age to acquire as much land as possible so that I could live comfortably," Martin said.

He would not even discuss how

He would not even discuss how many flying hours he logged in his 36-year commercial aivation career, preferring to talk instead on what it was like to be a pilot in the early days when planes were simple by today's standards—but so much more fun to fly.

"Flying is not what it used to be," he said. "Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go."

Being a pilot was something that gave him so much enjoyment that if he had it to do all over again, he would not hesitate.
"If you really want to succeed," He would not even discuss how

again, ne would not hesitate.
"If you really want to succeed, you got to love what you do,"
Martin said. "My whole life has been a vacation, and I haven't taken a single vacation all my life."

- Enrique Rangel/The Register

B2 The Orange County Register Wednesday, July 23, 1986

FACE IN THE CROWD: EDDIE MARTIN

Aviation pioneer Eddie Martin, who opened Orange County's first airport and shared runways with the greats from Lindbergh to Earhart, died Tuesday. He was 88.

Officials at St. Joseph Hospital of Orange said Mr. Martin was admitted there Monday. A longtime friend, Vi Smith, public relations coordinator for Martin Aviation, said he died at 9:10 p.m.

She said he had been suffering for about a year from a number of illnesses, including cardiac prob-

lems and cancer. No funeral arrangements have been made.

Mr. Martin, of Santa Ana, opened Orange County's first airport in 1923 with land leased from James Irvine at the corner of Main Street and Newport Avenue.

With a 43-year career as airport operator, corporate flier, cor cial aviator and test pilot, Mr. Mar-

tin's life nearly spanned the length of aviation history. Orville Wright signed his pilot's license. Mr. Martin knew all the greats.

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Mr. Martin knew all the greats.
Charles Lindbergh stopped at the Eddie Martin Airport. So did Amelia Earhart. Howard Hughes set a world speed record on a course just north of the airport.

"He was probably one of the most honest people I've ever known," Smith said. "He had a great sense of integrity and dedication. He was this county's most treasured resource."

Smith said he was a modest man, who never understood what an use fluss was about over his career.

Nor did he seek monuments.

Though many Orange County ayiation enthusiasts thought the airport should be named after Mr. Martin, he always maintained the

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Martin, he always maintained the
airport should simply be named
'Orange County Airport.'
About 60 percent of Register
readers in a January poll said they
would prefer that the new John
Wayne Airport terminal be named
after Mr. Martin.

#### Eddie Martin, pioneer aviator who opened OC airport, dies

Wright brother signed pilot's license

"I'm too old to be happy about those kinds of things," Mr. Martin said then.

Supervisors voted to name the ferminal after Supervisor Thomas Riley. Mr. Martin's name has been placed on the current passenger terminal, which will be used for private and corporate planes when a new, larger terminal opens nearby in 1990.

Riley said he was shocked to hear of Mr. Martin's death.
"There is only one Eddie Martin," he said. "He was a feisty guy. It's difficult for me to imagine him not being here with us. He met a lot

It's difficult for me to imagine him not being here with us. He met a lot of challenges in life."

Mr. Martin's mainstay in his early days of flight was a Jenny, a biwing airplane often used by barnstormers. He would take off from a grassy strip about a mile and a half northwest of what is now Lobe Waven Airport

and a half northwest of what is now John Wayne Airport.
"Nothing was there," he said, no hangars, no gas pumps. "We hauled our gasoline and our water in and out."
Mr. Martin had some good times in that plane, some better-than-average times, to be sure, not the least of which was the time he teered standing up devil may care. tered, standing up, devil-may-care on the wing, 3,000 feet up, drum-ming up interest in his airplane

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"I could get out on that wing just like a cat," he said in an interview.
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Eddie Martin in 1989 Opened airport in 1923

His sister, Margaret Luella Schools of Garden Grove, said her brother was well liked. "He was honest right down to the tip of his toes," she said.

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In 1932, Mr. Martin married the

first woman to take lessons from him — Peggy Sacha Hall. The marriage lasted 17 years. "I guess I spoiled her," he said. "I don't mind spoiling an animal or a girl, if they've got sense enough to know they should never show it."

Peggy Martin became one of the first women in the nation to get a transport pilot's license.

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As aviation became more common in the 30s, Mr. Martin began taking more charter flights.
It was a profitable business: "I could go up to Riverside on a Sunday and come back at the end of the day with \$450 in my pocket," he recalled.

recalled.

After Mr. Martin flew Eleanor Roosevelt from El Paso, Texas, to Burbank in 1933, the first lady wrote him a letter thanking him for adding to her "comfort and pleasure," and inviting him to drop in at the White House anytime. Mr. Martin said he never even got up from the cockpit to visit Roosevelt — he never cared much for the Roosevelt family.

— he never cared much for the Roosevelt family. Mr. Martin had his own ideas about presidential candidates. "I hauled will Rogers around the country a good bit," Mr. Martin said. "Everything he said was not

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MARCH 28, 1990

only funny, it was absolute facts. I wanted to see him become president of the United States. He just had a world of horse sense."

Mr. Martin sold the airport to his youngest brother and to his chief mechanic in 1937 and went to work as a pilot for petroleum magnate R.S. MacMillian. He later became a P-38 flight tester for Lockheed Aircraft Co.

Meanwhile, the airport had to be moved when the county decided to extend Main Street through to Corona del Mar.

Mr. Martin quit flying in 1966, and retired to work on an autobiog-

for flight. Recently, he remem-bered how he longed to fly from a very young age.

"I'd go out and stick the handle of the hoe in the ground — that was my joy stick — I'd lean up against an apple tree, and the tree was the back of my seat, and I'd look up into those big, fleecy clouds," he said. "I wanted to get off the ground and see what was up there. I wanted to see what it was like when I looked down on one of those big clouds,"

Martin, the founder of Martin Aviation who opened Orange County's first airport, has died. He was 88. SANTA ANA (AP) — Eddie J.

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WARCH TO 1990

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Martin sold the airport to his brother, Johnny, in 1937 and went to work as a pilot for

he yearned to fly at a very young never lost his enthusiasm for Martin quit flying in 1966, but the Eddie J. Martin terminal. supervisors voted to name a flight. He recently recalled how terminal at John Wayne Airport pilot for Lockheed Aircraft Co. In 1988, the Orange County lian. He later became a P-38 test petroleum magnate R.S. MacMil-

of the hoe in the ground — that was my joy stick. I'd lean up against an apple tree, and the tree was the back of my seat, and I'd look up into those big, fleecy clouds," he said. "I wanted to get one of those big clouds." up there. I wanted to see what it was like when I looked down on off the ground and see what was "I'd go out and stick the handle

# of the history of aviation Martin was in the vanguard

By Mary Ann Milbourn

Eddie Martin not only was the father of Orange County aviation, but was one of the leaders

He took up flying in 1921, and from the beginning knew that was what he would do with his in the vanguard of aviation his-

Hellbent on having a place of his own, he started by squatting on some Irvine Ranch property

he got up the nerve to talk to ranch owner James Irvine, who was opposed to aviation, about It was several months before

formalizing the deal.

But by June, the two had reached an agreement, with Martin paying \$35 a month for 80 acres of land, and the Eddie Martin Airport was born.

Martin Aviation operated on a shoestring, with Martin's entire business consisting of a Curtiss JN-4D plane and a wooden tool-

airport on the coast with many By 1933, he had the premiere

aircraft, five hangars, airport boundary lights and a 2 million

of others had begun training. He maintained a 100 percent rating for safety — an unheard-of recandlepower locating beam.
In the 10 years he had been in business, Martin had trained of aviation. cord in the barnstorming days more than 500 pilots and scores

help pay off a \$700 debt. In the process, he became the first pilot for the airline who had not the Depression, Martin also flew for Western Air Express to been trained by the Army. It wasn't always easy. During

heed, testing P-38s. His flying skills were so reto work as a test pilot for Lock-It wasn't long before he went

a senior pilot for Lockheed other Lockheed test pilots back to home base. He later became spected that he became one of the few pilots allowed to ferry

ways, and as a corporate pilot for Macmillan Oil Co. as a pulot for American Airlines predecessor, In later years, Martin worked American

# MARTIN: Aviation pioneer climbed atop a biplane — at 3,000 feet — to promote first OC airport

suffered from cancer, cardiac "People used to come in and just wait for Eddie. If he didn't come in, problems and other complications they'd just leave. They wouldn't he hadn't let his buddies down.

They came to hear him talk about his 43-year career in avia-tion, a career that included founding Orange County's first airport in

hadn't already met. He knew evhe was there. I don't think there was anybody I'd ever met that he erybody.

flying, and Martin every year served as the center of attention when the Blue Angels held a party Nieuport 17 restaurant — named after the "fastest plane on the West Coast," the same plane Martin flew in the late 1920s and 1930s. He and Martin frequently talked about Bettis, a pilot, owns Santa Ana's

whether he flew airplanes or not. I just loved him. He was almost like at the restaurant. "But Eddie was a great guy

"People just knew, if you want to talk to Eddie Martin or find out

tis, a longtime friend of Martin's.

"He'd hold court," said Bill Bet-

anything happening around town,

a daddy to me," Bettis said.

Martin was a baby when his family migrated to Orange County rom San Jacinto in a covered wag-

on. Few remember Martin's early But engineer Millard Boyd, 91, was there when Martin discovered that World War I pilot Penny Pedays of flying.

Street in Santa Ana.
"Eddie made a deal to take lessons, a dollar a ride," Boyd said. terson had bought a war-surplus airplane, a Standard model J-1, and was willing to give Martin his first lesson at the end of Fourth

lesson.

do and went all-out in order to do man who knew what he wanted to

Martin had few regrets. But there was one, and it had to do with

"He'd save up a dollar and take a lesson, then when he saved up another dollar, he could take another

knew what he wanted to do from the time he sat in his father's apple orchard in Santa Ana and looked up at the clouds and wondered what they looked like from the top. Martin was lucky, Boyd said. He

it," Boyd said He wanted to fly.
"You should remember him as a

president of Martin Aviation, which Martin founded and later Martin was too shy to eat in front

of other people.
"To the day he died, he regretted not taking a bite from that hamburger," Tuomala said. "He could burger," still smell the aroma.

airport. He did so by squatting on courage to start a business - the Plagued with terrible shyness, Martin nevertheless mustered the

a hamburger.

As a young boy, his father took
him to a restaurant to eat his first hamburger, said Marvin Tuomala, To promote the business, Martin wing of a biplane. No ankle straps. teetered 3,000 feet up on the top and belonging to the Irvine fam

Church, Santa Ana. A private buri-al will be at Westminster Memoriat 11 a.m. Monday at Waverley will be from 2 to 6 p.m. Saturday al Park and Mortuary. Visitation and Sunday at the mortuary

No parachute. Services for Martin will be held

In lieu of flowers, the family requests that donations be made to the American Cancer Society's Orange County unit.

# OC airport founder Martin lived for flying, friends say

By Laura Saari The Register

Wednesday seemed fitting on a day when scores of people The dark, gray clouds that shrouded Orange County on pioneer Eddie Martin. mourned the death of aviation It was a lousy day for flying.

seemed at all interested. At Bristol's restaurant in Sannia, friends and aviation buffs gathered to remember Martin and tell tales much like the ones Martin told to anyone who Throughout Southern Califor-

breakfast every day at 6:30 a.m., Martin's favorite wait-ress, Karie Kessler, had turned fee, extra ... napkins and 1s glasses of orange juice."
Too sick and weak to talk, his table over to a stranger. On Monday he had sat there, she said, ordering his custom-ary "poached eggs, real soft, Martin and his buddies ate burnt toast, two jellies, hot cof

to do the ordering. But despite his illnesses — Martin long had hand signals. He asked a friend Martin had motioned to her with