

Fairview Register

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Curator Nancy Pedersen and Newport Beach Mayor Marshall Duffield pose in front of "The Hull Story" exhibit.

Newport Beach Mayor Visits Boatbuilding Exhibit

Newport Beach Mayor Marshall "Duffy" Duffield made a surprise visit on June 7 to the Costa Mesa Historical Society's boatbuilding exhibit.

According to exhibit curator Nancy Pedersen, "He is a really nice man and a fellow Newport High grad. Duffy liked the exhibit and his comment was 'you need more room!' I agree. It's a

rich history!"

Duffield is no stranger to the area's boatbuilding tradition. He invented the popular Duffy electric boat.

The Hull Story is on view at the Costa Mesa Historical Society Museum at 1870 Anaheim Ave. The free exhibit is open to the public Thursdays and Fridays 10am-3pm or by appointment.

Stephen O'Neil Highlights 2018's Early California Days

Lovers of local history enjoyed tours of the Diego Sepulveda Adobe, live music by the Sweetwater Creek Band, and plenty of snacks at this year's Early California Days event in Estancia Park.

A talk by cultural anthropologist Stephen O'Neil highlighted the day. O'Neil began with Spanish accounts of

the Portolá expedition, then enriched the narrative with native perspectives. He drew a vivid picture of pre-colonial abundance: of water, trade, and people.

O'Neil also updated the record on Costa Mesa's native history. Genga was the village in Fairview Park, he said, not Lukup, as was once thought.

THIS MONTH IN COSTA MESA HISTORY

The Sunday Speaker Series is on hiatus until September. But history never rests. Many notable events in Costa Mesa history happened in July.

On July 22, 1769, **Portolá** first entered Orange County. 41 years later an expedition member and his nephew (José Antonio Yorba and Juan Pablo Peralta) received a land grant for **Rancho Santiago de Santa Ana**. Costa Mesa sits on the southwest portion of the rancho.

Costa Mesa's first church, the **Fairview Methodist Episcopal Church**, was dedicated on July 15, 1888. Bishop Charles Wesley Burns dedicated a new **Methodist Episcopal Church** on July 30, 1928. That landmark, still standing at 19th Street and Harbor Boulevard, will celebrate its 90th birthday this year.

In July 1920 **Harper** became **Costa Mesa** after voters chose the new name in a contest. In 1953, a month after incorporating, the city adopted a **new seal** emphasizing education and nautical interests. The **motto** promoted "The Hub of the Harbor Area." The city's **first library** opened in July 1923 and the **Placentia Avenue fire station** opened in July 1967.

The **Costa Mesa (aka Balboa Bay) airport** opened this month in 1946. It was located between Placentia and the river, north of 19th street, where the Freedom Homes are now. In July 1970 the **police helicopter** began patrolling the skies.

The **Paulo Drive-in** opened on July 8, 1949, while the **Costa Mesa Municipal Golf Course**, 51 years young, opened in July 1967.

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Promoting and preserving Costa Mesa's history is our mission

FAIRVIEW REGISTER, FAIRVIEW, LOS ANGELES COUNTY, CALIFORNIA, MARCH 2, 1889

REMEMBERING COSTA MESA'S AVIATION ACCIDENTS

WITH DAVE GARDNER, SOCIETY PRESIDENT



An "unscheduled landing" at the Joe Volck residence in June 1935.

On June 5, 1935, a Stinson SM-6000 Trimotor made an unscheduled landing at the Joe Volck residence on the northeast corner of West Bay St. and Harbor Blvd. There were no serious injuries.

In about 1943, a single seater military fighter plane crashed into a vacant lot at the intersection of Broadway and Fullerton, killing the pilot. After the remains of the wreckage had been taken away, I was walking around the crash site and I found a part of the pilot's glove. I took it home and after a couple of weeks, I started having nightmares, so I threw the glove away.

In 1943, I was in the playground at the Main School at Newport Blvd. and 19th St. at about 2:00 in the afternoon. When I looked up to the sky toward the west side of town, I noticed an AP-38 airplane with smoke coming out, going into a power dive. Then I saw a parachute opening. After school, I hopped on my bike and went to see what happened. The plane crashed on this side of the river at Victoria St. It had landed in a flock of sheep. Not a pretty sight. The pilot lived.

In the earlier days of Costa Mesa there was an airport at the corner of Placentia and 19th St. The airport faced toward Huntington Beach. In 1948 a small plane crashed. At that time, I was driving the local ambulance and took the crash victim to the hospital. Luckily the man was not seriously injured.

On a Saturday, in about 1963, two men were in a small plane that had engine trouble and tried to land next to Kaiser Middle School on Santa Ana Ave. The pilot's name was John Shipley, a good friend of mine. The plane hit a metal fence post, killing John. The passenger walked away unharmed.

Another situation occurred, I believe in 1954, at 5:25am. A plane crashed at 2320 Elden Ave. We didn't normally hear airplanes at night. However, I heard, along with the townspeople, a loud noise of an airplane flying, then silence. A person knew that the plane had probably crashed. The volunteer fire departments siren went off. Two of our fire trucks went to the scene. I got out of bed feeling that either the ambulance service or mortuary would call me as I worked for them. I

heard nothing, went back to bed, and then the phone rang. It was the mortuary. At first, they thought there were two people in the plane. But, there were three. I went to the mortuary and had to get their other hearse. A side note to the story – Jim Musick, who was the Orange County Sheriff, was supposed to be on the plane but at the last minute decided not to go.

The College Park neighborhood of Costa Mesa was witness to a plane crash on Memorial Day, May 26, 1975. Due to overcast weather, a private plane piloted by Edward Ketchum of Phoenix, Arizona made an instrument departure from Orange County Airport and was heading north. Neighbors said the plane appeared through the cloud layer and descended rapidly, hitting the home of Norman Harlin killing the pilot and sending debris over a wide area along Fordham Drive. Harlin, of 360 Villanova Road, was watering his front yard when the plane hit, sending him to the hospital with burns and cuts. Neighbors recount that the home of a nearby resident, Costa Mesa Police Lieutenant Ed Glasgow, became a command post for the accident. Several witnesses speculated the pilot may have been experiencing vertigo as the plane was coming in upside down.

On the evening of March 10, 1987, a Newport Beach police helicopter was in pursuit of a speeding car in the Newport/Irvine area. The officers asked for help from the Costa Mesa Police Department. The Costa Mesa police helicopter was named Eagle II. It appears that the Costa Mesa police helicopter came up under the Newport Beach helicopter causing a crash. There were two Costa Mesa police officers, plus a civilian passenger killed. The Newport Beach helicopter landed safely. The civilian they were chasing hit another car causing the person in the other car to lose his foot. This latter gentleman was a personal friend of mine. There is a park at the corner of Victoria and Maple called the Dave Ketchum-Mike Libolt Park in honor of the two police officers killed.

I would like to end this article on a happy note. In January of this year, a small plane landed on the 55 Freeway near Del Mar Ave. and the pilot walked away unscathed. ■

Costa Mesa 129 Years Ago

Society director Bob Palazzola uncovered this gem from the April 1979 the Costa Mesa Historical Society Quarterly. It paints a colorful portrait of early Costa Mesa. Note the reference to A Slice of Orange by Edrick Miller in the final paragraph. The book is essential reading for local history fans.

COSTA MESA IN 1889

What was Costa Mesa like when Orange became a County in 1889? We were a "mixed bag".

Our area, on one hand, made its contribution toward an independent county.

A boomtown, Fairview, mushroomed in the vicinity of what is now Mesa Verde, Halecrest and Or-

ange Coast College. A hotel was built near the northeast corner of Merrimac and Harbor to serve clients who wanted to use the hot springs that then flowed there. A narrow gauge railroad was constructed from Santa Ana to Fairview to carry prospective lot purchasers. Streets such as Adams and Baker were laid out. Homes here and there sprang up. This kind of population growth brought so

many people to what at the time was the southern end of Los Angeles County that they eventually decided on separation. Fairview though, disappeared by the end of the century.

On the other hand, the eastern section of the mesa was rural. On November 14, 1967, The Costa Mesa Historical Society heard Orange County pioneer A. J. McFadden describe the area:

"The Irvine ran sheep and cattle there; it was never good farm land. About the only thing in those days were rattlesnakes, ground squirrels and owls. I remember killing rattlesnakes with a buggy whip. In the winter there were acres of geese and ducks."

McFadden explained that he used the term "acres" because there were so many thousands of birds that the density of the flocks could not be counted with a numerical reference.

Haven't we changed? McFadden would be amazed at Costa Mesa's growth since 1889. Truly, we are a "slice" right off the Orange. ■

"About the only thing in those days were rattlesnakes, ground squirrels, and owls."

Visit Us

Diego Sepulveda Adobe

1900 Adams Ave. • Open 12-4 p.m. the 1st and 3rd Saturday of each month or by appointment.

Costa Mesa's oldest building presents 200 years of OC history from its beautiful setting in Estancia Park, overlooking the Santa Ana River bed.

Costa Mesa Historical Society Museum

1870 Anaheim Ave. • Open 10am-3pm Thursdays and Fridays or by appointment.

The museum and society headquarters displays a mind-boggling array of artifacts from nearly 5,000 years of Costa Mesa history – from the first peoples to the City of the Arts.

Share Your Story

History is made by people like you. We'd love to hear your Costa Mesa stories. Many changes have taken place and we want to hear from those who lived through them. Write the memories yourself or come to the museum and we'll transcribe them for you. It's that simple!

Thank You, Copy 4 Less NB

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New Business Membership Level

For the first time, memberships for the life of a business are available for \$1,000. If you care about local history, this is a great way to show your support. To join, please fill out the membership form on the back of this newsletter or call us at 949-631-5918.

Dues Overdue?

Your dues provide **essential support** for the society's major programs and projects. Make sure you're up to date by looking at your **dues expiration date** on the address label to the right of your name. If your dues are due, send us a check, c/o Susan Weeks, Treasurer. Or drop it off on a Thursday or Friday from 10am to 3pm. Membership dues are listed on the back page.

Make a Difference – Volunteer

Help the society meet essential needs while meeting others who share your love of Costa Mesa history. We're looking for a volunteer to **set up refreshments** at our monthly programs as well as members to sit on two new committees: the **Newsletter Assembly Committee** prepares the newsletter for mailing, while the **Adobe Committee** recruits volunteers to plan an event, become a docent, or work on exhibits. Committees meet monthly and are chaired by board members. Interested? Call us at 949-631-5918. Isn't it more fun to work as a team?

Temporary Parking Instructions

For the next two months, please enter the parking lot serving our society, the Donald Dungan Library and the Recreation Center by entering from Park Avenue only, not Anaheim. The Anaheim entrance is completely blocked off.

ROBERTO'S AUTO TRIM

In Costa Mesa Since 1964

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— *Membership Form* —

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Make your checks payable to the Costa Mesa Historical Society.
The Society, a non-profit 501(c)(3) organization, operates under the Corporation Laws of the State of California.