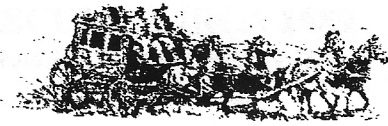


TEMECULA VALLEY HISTORICAL SOCIETY



NEWSLETTER

August 2003 Vol 3 Issue 8

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SNAPSHOTS IN TIME

Another vignette of Temecula is provided from the personal diary of Vollie Tripp. *Memories of the Pauba Ranch* will be reminiscent of material provided in an earlier issue by Gene Knott. These two gentlemen worked at different times on the cattle ranch that once predominated the southern end of Temecula Valley and is now referred to as "the Old Vail Ranch".



Aviation: It's Pioneers and Pursuit for Perfection

Tinkerers, cobblers, wise guys, daring-do's and geniuses... through foible and folly, through thick and through thin... aviation history is the story of men and women who felt compelled to master wind drift, air current, loft, and down draft to fly freely about with little constraint.

As we celebrate the 100th Anniversary of the Wright Brothers first flight, we do well to look at the earlier research and learn of those who preceeded this team of bicycle builders. Some astounding developments occurred not far from here on Otay Mesa in San Diego County.

President's Corner

Marketing and public relations are important promotion tools for all businesses, and most nonprofit organizations rely on favorable publicity to help recruit new members or raise money to fund their work.

It is no different with the Temecula Valley Historical Society. Whenever possible we are providing written material or setting up information booths where we want to share our mission and spread our influence.

Several members did a bang-up job on July 4, 5, and 6, manning a booth at the Pechanga Pow-Wow. The hottest seller was icy cold bottled water! After expenses, the Society netted \$1,000 !! Thanks to Eve Craig for spearheading this effort and to each of you who volunteered to set up the booth and steer this opportunity to a successful conclusion.

And on a special note, thanks to Darell Farnbach for providing an interesting, insightful tour of the Temecula Cemetery. Additional commentary was provided by Malcolm Barnett. The tour was intended as a Board information and learning day... a retreat of sorts. But the general reaction of those who attended was that this would be a worthy event for members and guests and we hope to persuade Darell to conduct another tour soon.

Charolette Fox



And the winner is

**YOUR INVITATION
to a
SPECIAL PRESENTATION**

**from the 2003
National History Day Competition**

**Tracy Empson
will show the
video which won her the Gold Medal
in the
Junior Individual Documentary division
Competition held June 14-19 at the
University of Maryland**

~~~~~  
**FRIDAY, AUGUST 1**

**12:00 Noon**

**(program will be followed by a business meeting)**

**Temecula Library  
41000 County Center Drive  
Temecula, CA**

**Admission is free.  
No registration required.**

*for information, contact  
Charolette Fox, (909) 302-0180*

## TEMECULA, CIRCA 1889

taken from *The Golden Era*, July 1889

### TEMECULA

At the extreme south end of Temecula valley, nestling down among the foot hills, with the cooling waters of the Temecula river ever bubbling and rippling past her doors, sits one of the oldest and prettiest towns in Southern California.

Temecula is the old Indian name for this valley and it has been wisely preserved. It is not only a pleasant sounding name, but one of remarkable adaptability. It means "Early Sunrise." The Indians, doubtless, in the misty past, having noticed a peculiarity, remarked upon by visitors even today [1889], that the sun can be seen in this valley several minutes before it rises to the residents of surrounding points, apparently of quite as great an altitude.

Although Temecula has grown but little for many years it still retains its former importance as a shipping and distributing point for a very large and prosperous section of surrounding country. From the stores of this old Spanish town for years was sent out hundreds of thousands of dollars worth of goods of all descriptions to the agricultural and mining settlements extending as far as 70 or 80 miles in the interior, and even now when the railroad has its stations at so many places, Temecula is still a grand mercantile center for an immense district of back country.

At Temecula there is a good field for enterprise and capital. Land watered by running streams, adapted to the growth of fruit of every description, as well as alfalfa, grain and vegetables, is abundant and cheap. Persons in the Eastern States, accustomed to the rigors of cold winters to the burning heats of summer, to the dangers of the thunder-storm, cyclone and the blizzard, should see Temecula; should pass a season in its delightful climate; should know that snow storm and sunstroke, thunder and lightning, cyclone and blizzard are alike unknown in this land of perpetual sunshine and ever blooming flowers. Frost that will injure vegetation is unknown in the valley, and all that has been claimed for any place in the county as a health resort can be justly said of Temecula.

There are two general merchandise stores here, one hotel, two blacksmith shops, a livery stable, a meat market, and a representative of nearly all other branches of business usually found in a town of its size.

About a mile from the town is the famous Temecula Dairy, owned by Hutchinson & Brown, who have done

more to demonstrate what can be accomplished by well directed energy than any other men in this part of San Diego county. From a very small beginning in 1886, this business has grown to immense proportions, and is still on the up grade.

### THE TEMECULA DAIRY AND STOCK FARM

The Temecula Dairy and Stock Farm of Messrs. Hutchinson & Brown, about a mile north of Temecula, is one of the most prosperous enterprises yet inaugurated in the valley. In November, 1886, this business was started with 17 cows, and by hard work and good management in three years this has been increased many fold, new departments added, the best machinery introduced and successfully applied, till now they have upwards of 70 cows, and a large stock of hogs, and horses, mostly blooded, which is developing into a profitable and extensive business, second in extent only to their dairy. Among the fine horses, we noticed one of wonderful size and beautiful form -- Black Louis, a Belgian-Norman horse raised by Mr. Brown. This handsome beast is six years old and weighs upwards of 1600 pounds. The celebrated Cream Separator, the greatest of all dairy inventions, has been in use by this firm for over a year, and gives good satisfaction.

*Word-of-mouth was usually the fastest means of communication in the old West. Not only could news travel faster, it was usually quite brief, essentially accurate, unembellished and highly trusted. However, verbal recount had it's drawbacks -- its conciseness often lacked in visual detail or commentary omitting the "entertainment" or "cultural" value altogether. When available, magazines and periodicals were highly prized reading materials for they allowed information to be committed to paper, picked up at leisure, and moved from person to person. The Golden Era was a journal published in San Diego and widely distributed through agents in San Francisco, Chicago and New York. The underlying purpose of most publications emanating from California from 1850 to 1950 was to tout the richness of the land, the commerce and open space where entrepreneurial Easterners could succeed.*

*The Golden Era long ago ceased publication. It was sold at news stands and on trains, so we cannot really know what it's actual circulation was nor how many copies may still exist. The above article was taken from a July, 1889 issue which heavily promoted the Temecula Valley a few years before Riverside County existed. Today we might smile at the inaccuracies, waving them aside as exaggerations, but remember reader that present-day media advertising still uses the marketing methods at work in 1889. Who knows? Perhaps a publication such as this is what first caught the attention of many of Temecula's early settlers and pioneers.*

*Special thanks to James "Sandy" Vail Wilkinson for sharing his copy of this periodical.*  
-- Editor

## MEMORIES OF THE PAUBA RANCH

*from the Diary of Vollie Tripp, 1959*

It was about 1921 that I went to work for the Vail Company, on the Pauba. I must say that Father, knowing that farm work was not to my liking, put no obstacles in my way of trying to do the kind of work I wanted. In fact, he suggested that I go to work on the big Vail Ranch. My first job was working on the big dairy.

I milked about 18 to 20 cows, and did all the feeding. The pay was \$50.00 a month and board. The board on the dairy was very good indeed. Regular milkers got \$100.00 and their board. Milking was all done by hand at that time. A good milker would milk a "string" of 30 to 32 cows.

Big Bill Merner was the dairy foreman, weighing 285 pounds. The milkers were Swiss. They were thumb milkers, following the trade all their lives. On the first joint of their thumbs a pad had developed, like the structure of one's heel.

One of these men, a fellow about 5 feet 6 inches tall, and weighing 145 pounds, was the strongest man for his size I ever knew. In a room one day where we used to romp after work, there was a heavy oak table, perhaps three feet wide, and four feet long, with a shelf at the bottom, on which reposed some carpenter tools.

Showing off one night, Ernie got the corner of the table in his teeth, raised it up off the floor, swung it back and forth in a demonstration of jaw and neck muscles such as I have never seen. He was all muscle. Scuffling one night with Big Bill on the bed, he tossed Bill all over the place, boosted him to the top of the iron bedstead, which bent down like it was made of putty. The Swiss were "snoose" or Copenhagen users.

They insisted I would never be a milker until I learned to use the stuff. It was terrific, giving me a first rate "jag" the first time I used it. Later I got so I could handle it pretty well.

All of the cows were huge Holsteins, and many of them were mean. They could kick like a camel. Sometimes they would get you pressed up against the stall, or block it with their rump so you could not get out. When this happened I hollered for Bill. Bill would take the offending cow by the tail, and swing. He never failed to pull her back where she belonged.

I despised dairy work. It was a seven day job, starting at 3 o'clock in the morning. But in the middle of the day there was little to do. The men were rough, but kind. Bill and I got on fine. But it was dirty and cold, and you stank to heaven all the time.

However, there were compensations. You could have all the fresh chilled milk you could drink. The food here was abundant and good. It was fun to watch the men gamble, as they often did after work. Sometimes boys from the main ranch house would come up to play. I never played with them. I always believed they cheated, if possible. Anyway, I wanted only my own money, not theirs.

Best compensation of all was when the sewer system plugged up as it did frequently. The manure from the cow barns was piped out to a place at some distance from the milking sheds. There this "fountain" slowly boiled up in a bog about a hundred feet across and several feet deep. From time to time the outlet would become plugged. Then it would be necessary for Bill to put on boots and wade out there to unplug it. He would bare his huge right arm and begin the business of probing about in the slush to locate the outlet. We always sat on the bank,

high and dry, shouting advice as to where we thought the hole might be, as well as the best way to unstop it. When Bill would at last locate the source of the trouble, we gave a shout of victory and applause. Bill seemed to enjoy letting us make fun of his predicament. He would put on his worst grimaces for our benefit. He would have been justified in tossing his kidders and tormentors into the bog, not the most pleasant thing I can think of. But he never did.

I didn't stay at the dairy job very long, as it was only a "fill in" job until something better should turn up.

Jim Freeman, the ranch foreman, put me to "swamping" on the Cat (Caterpillar tractor) for a little while. Then he turned me over to "Whitey" Whitehead, who was busy electrifying the huge ranch. We took out nearly all the gas power, substituting electric motors. We wired the buildings, including the dairy milk barns and the residence. Whitey was a good man, and knew his business.

At last I had work I really enjoyed. It was clean and carried some prestige. I learned to climb poles, set transformers, splice wire, make electric connections, and much that proved useful in later years. I shall not forget the first time I put on climbers and climbed a pole. There is a trick in the business. You must stand out from the pole. Nearing the top, I lost my nerve and clamped my knees about the pole. Of course, the climbing spikes pulled out. I slid to the bottom. It was about a week before I got the last of the slivers out of my stomach and legs.



*next page...*

This work was not physically exhausting as was so much of the work I'd done in the past, but somewhat dangerous. Power was brought in under 33,000 volts. It was then cut to 2200 volts, and for the smaller pumps and domestic use, reduced to 220 and 110 volts. The big power units, as I recall, operated on 2200 volts.

The ranch was now building reservoirs, putting in pipe and power lines, and placing more land under irrigation. Most of the digging was done by hand shovel by fellows sent down from the city. In the outlet pipe for a big reservoir, a leak developed, the water coursing about under the tube. This worried the company. They suspected the weight of the dam had caused the pipe to crack. A leak would cause the ground to settle even more, causing further leaks and eventually bring a washout. There was but one way to find out for sure -- get someone small enough to crawl in the pipe and locate the leak. That meant me.

Though the pipe itself was fairly large, about two feet in diameter, there was a section of some ten feet at the intake that was much smaller, about 18 inches in diameter. Then, too, I had to crawl through a water-filled weir box at first, getting thoroughly wet in the process. With a flashlight I carefully inspected the pipe, joint by joint and soon found the leak, a break plain to see. Counting the joints from the leak to the intake, I crawled out and gave my report.

It was cold weather and my wet clothes made me shiver. Without asking for time off, I went back to the bunk house, changed clothes, and sat around the fire the rest of the day. I figured this much was coming to me, for risking pneumonia or a bad cold. But I had neither.

We worked nine hours at the Pauba, six days a week. The pay was

\$50.00 a month, if I remember rightly. The blacksmith and a few skilled mechanics drew a hundred and their board. It was not bad. On Sunday there was little to do and it was far from anyplace unless you had a car. I didn't. Temecula had little to offer in the way of culture or other entertainment, I regret to say. You could play cards, gamble, or get drunk. Usually I cleaned up a bit, wrote letters, or just rested. Sunday evening I liked to go and sit on the big corral watching the mule skiners round up their animals for the next day's work. This was always as good as a circus. The corral was full of half wild mules and men running this way and that, in a cloud of dust, laughter, shouts and profanity.

It would have been much easier to halter the mules and take them quietly to the barn. But it was more fun to lasso them. In a tangle of ropes, mule legs and skidding men, they finally got the mules that belonged to their teams and the show would be over.

Shoeing a half-wild horse named Riley was also a pretty good show. Riley was mean, but terrifically tough, and greatly admired on that account. And Riley had strong feelings about being shod. When time came to shoe Riley, the whole crew of skiners took part. Literally swamped with sinewy men, poor Riley would be thrown to the ground, hog tied, and the shoes fastened on him.

With the electrification of the big ranch pretty well completed, I was given the job of night herding the big pumps, supplying water to the fields of potatoes. My job was to check on the water pressure, the oil pressure, and see that all was going right. My hours were from six in the evening to six in the morning. It was a lonesome job and cold. I had to sleep in the daytime, never easy when men are barging in and out of the bunkhouse every little while.

Thinking some textbook learning would help me in the electric work, Whitey got me a set of used books, Hawkins' Electrical Guide. The set had ten volumes. This guide dealt both with the theory and application of electricity. I used to study them what I could, but conditions for study and concentration were not too good.

Mahlon Vail now took notice of my efforts [and] at every opportunity gave me a nice clean job to do. He promised there would be a better position there if I would stay. I used to drive the children of his housekeeper to school in Temecula, going for them in the afternoon.

Sometimes he would send me along to assist an engineer on water measuring junkets, getting data for the famous Vail vs O'Neal water suit that later made history for its length and cost.

Some of the men whom I remember with pleasure and appreciation for their efforts to help me on the Vail Ranch were, besides "Whitey" Whitehead, Dee Dunlop, a company mechanic, Joe Smith, a tractor mechanic, the sinewy little blacksmith Linnie Aires. Both John and Jean McSweeney of potatoe fame, were very decent to me. So was Jim Freeman, the foreman. So were the Vail boys, Mahlon, Russel, and Ed. Mrs. Mahon Vail was a courteous friendly lady, and very democratic.

*We thank Jewell and Bud Roberds for their permission to print this article which colorfully reveals the life and times of this area from 1900 to 1950. As a Society whose mission is to stimulate research and preservation of local history, we hope that articles such as the ones contained in these newsletters, provide the grist which stimulates the curious, and which frames the search for you, dear reader, to seek out the great wealth of the past 'round and 'bout these parts. -- Editor*

## FORGOTTEN AVIATION PIONEER JOHN MONTGOMERY

by Steve Clugson, Curator of Exhibitions,  
March Field Air Museum

We are currently celebrating, across the nation, the Centennial of the Wright Brothers 1903 "First Flight" at Kitty Hawk, North Carolina. Twenty years earlier, a California aviation pioneer was active in San Diego County! Temecula was still in San Diego County during the late 1800s, which leads to a very interesting tale of how our local area contributed to early flight.

The year was 1883, barely two years after "the Shootout at the OK Corral" in Tombstone, Arizona. The old West was still in existence at this time, and the Indian Wars were raging throughout the Southwest. Only a couple hundred miles to the west, another history was being made which would pave the way for the century, and perhaps the next millenium -- a man flew on the Otay Mesa in San Diego, California! His name was John Montgomery.

Montgomery's first glider flight (certainly, practically the first anywhere, barring England's Sir George Cayley's "launching" of a coachman in 1848) was in 1883, as maintained by the San Diego Historical Society, which documented Montgomery's work on the Otay Mesa from 1882. This would be a minor point, although some historians claim 1884 instead, there is still the point not addressed by historians who fail to see a connection with Montgomery's publications in Chicago in 1893 and 1894, subsequent to his development of a *tandem-wing flyer*, and Prof. Samuel Langley's parallel and "coincidental" emergence of a *tandem-wing flyer* in 1896 in Washington D.C.!

On the other hand, it takes a greater leap of faith to believe the Wright's had influenced Alexander Graham Bell (and his commissioning of Glenn Curtiss) or European pioneers such as Dumont and Voisin, simply because they came a few years after the Wrights. In reality, most aviation pioneers developed independently: Voisin, in France, maintained until his death that no one in Europe (or at least France) had even heard of the Wrights until 1908. By then the Europeans had flown powered flight since 1906 starting with Santos-Dumont. His native Brazilians regard Dumont as the "Father of Aviation" (admittedly, a mythical point).

The argument that Montgomery did not influence other pioneers would also render the Wrights as insignificant as they did not influence anyone immediately, since they preferred to work in secrecy until at least 1905, if not 1908. European pioneers, by this time were already

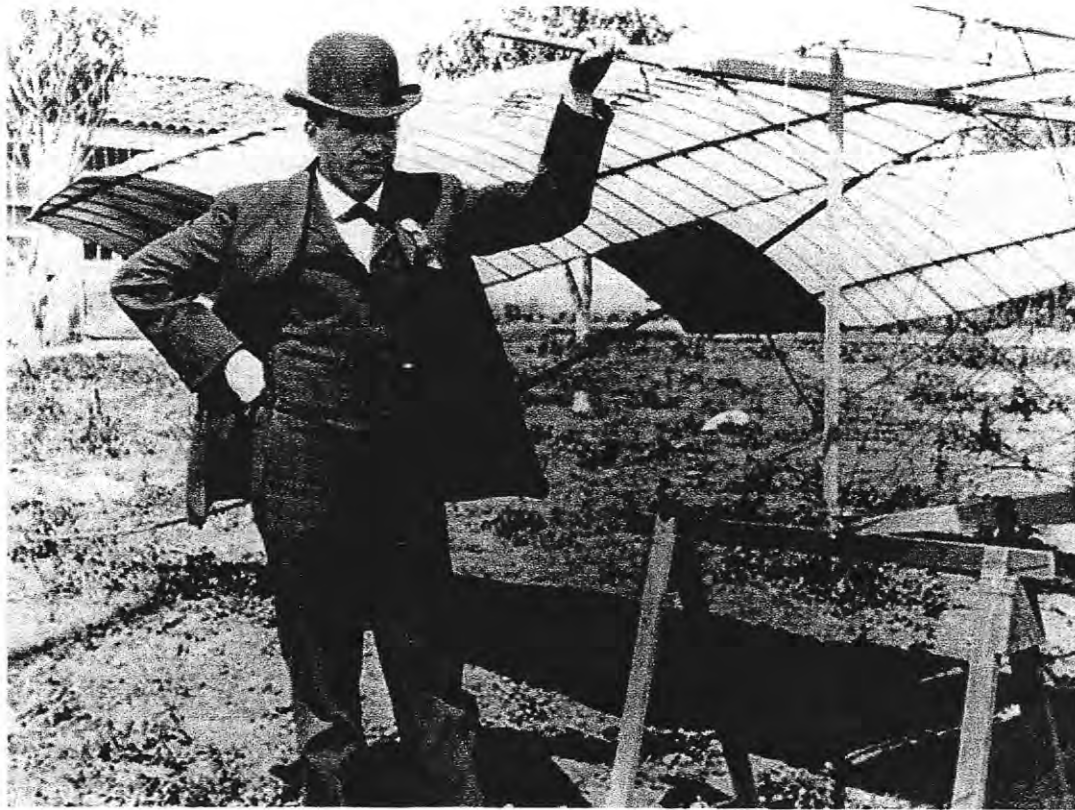
forging ahead and making their own powered and controlled aircraft without knowledge of, or giving credence to the Wrights until August 1908.

There is also the problem not addressed by historians of Montgomery's litigation against the Wright Co. (which is ironic to say the least). Their patents were issued in 1906 and 1905 respectively, which may explain a technicality, but both of these points calls into question the allegation that there was no influence by Montgomery. This was in spite of the fact that the Wrights had published their accomplishments after 1906.

The Europeans and even Alexander Graham Bell were ignorant or chose not to take the Wrights seriously and forged ahead independently. To give credence to the Wright's publications as evidence of influence is hypocritical, as the same argument is not allowed to apply to Montgomery, who also published his accomplishments in a timely manner in Chicago and was acknowledged by Octave Chanute, himself the mentor of the Wright Brothers.

Many may argue Montgomery invented "hang gliders" but so did Germany's Lilienthal and Chicago's Chanute, as did the Wright's, so what's the point? Montgomery had controlled tail assemblies, was the point. In 1905, Montgomery demonstrated his famous "tandem-wing" glider at Santa Clara, California, in front of hundreds of onlookers by having pilot Daniel Maloney drop it from a hot air balloon at an unheard of 3,000 foot altitude, and gliding it to safety to the earth below. Octave Chanute and Samuel Langley both hailed this feat as the aviation event of that time. It is odd to note this was in spite of the Wright Brother's initial success with powered flight almost two years before. It makes a strong case that Orville and Wilber both worked in secrecy until their official public debuts in America and France in 1908.

Glenn Curtiss and Glenn Martin, other early aviators, were the true pioneers of the California aviation industry (if not the entire country, and were certainly the first to sell airplanes). I know of no one who attributes Montgomery as such as he did not sell any. Some historians allege the west coast wrote it's own history, which is ironic as the east coast has its myths as well! Before 1942, the Smithsonian's official position was that Langley had potentially developed the first successful powered heavier-than-air flyer. In order to receive the original 1903 Wright flyer from England, Orville Wright made the Smithsonian agree to rewrite their own history, maintaining that the Wrights were the first. I suppose in another 50 years historians will revise aviation history again, maintaining that UFOs gave Egyptians the knowledge of the first aircraft, which they will find inside a pyramid somewhere!



*photo credit:*

*Santa Clara University  
and the American Society of  
Mechanical Engineers, 1996*

I agree Montgomery was not the first; obviously, Cayley and others probably deserve that credit as far as the first uncontrolled glider flight. However, Montgomery should be credited for the invention and demonstration of the first controlled glider flight, and patented hinged surfaces at the rear of the wing and a patent for the parabolic wing, etc. A powered tandem wing was also demonstrated in 1910.

Please refer to the following references:

Montgomery, John J. "Discussions on the Various Papers on Soaring Flight". Proceedings of the International Conference on Aerial Navigation, Chicago, August 1-4, 1893. 246-49.

Chanute, Octave. Progress in Flying Machines. NY: American Engineering and Railroad Journal Press. 1894

Montgomery, John J. "The Mechanics Involved in a Bird's Wing in Soaring and Their Relation to Aeronautics". November 9, 1897. Address to the Southern California Academy of Sciences, Los Angeles.

Montgomery, John J. "Aeroplane" PATENT No. 831,173, application filed April 26, 1905, issued September 1906.

Montgomery, John J. "Principles Involved in the Formation of Winged Surfaces and the Phenomenon of Soaring". Presented at the Aeronautics Congress, New York, October 28-29, 1907.

Lougheed (Lockheed), Victor. "Vehicles of the Air". 3rd ed. Reilly and Britton, Co. 1909.

Spearman, Arthur Dunning, S. J. John J. Montgomery. "Father of Basic Flying". Santa Clara University 1967 and 2nd ed. 1977.

John Joseph Montgomery 1883 Glider", The American Society of Mechanical Engineers and Santa Clara University.

Also Publically Documented:

The 1883 (or 1884) Glider (evidence of his workshop on Otay Mesa dates to 1882-1883 by the San Diego Historical Society.

#### Montgomery's New series of Gliders

1885, 2nd Monoplane Glider

1886, 3rd Monoplane Glider

1896 & 1903, 4th Gliders (demonstrated at Aptos and San Juan Bautista near Monterey, California); probably the first Tandem Wing human carrying gliders; evidence as having been copied by Samuel P. Langley.

1903, 5th and 6th Model Gliders

1905, Tandem Wing again; piloted by Daniel J. Maloney.

1910, Victor Loughheed, Horace B. Wild, and James E. Plew constructed and flew a powered Montgomery-type tandem wing flyer (a mute point, as by 1908, Curtiss, Dumont, Voisin, and Bleriot, etal were flying powered craft).

The main problem with Montgomery's recognition is that he did not submit his papers on the revolutionary theories in airfoils and aircraft in Chicago until 1893, one year before 1894, which was the same year Octave Chanute constructed his first successful flight. Therein probably lies the controversy, even though Chanute did publish part of Montgomery's papers, giving him credit. Chanute was still 10 years behind Montgomery's achievements, as was Lilienthal, who received the credit instead.

There is more than adequate documentation in California, Los Angeles, Santa Clara University, as well as in Chicago and New York which contests the notion that Montgomery did not influence anyone, much less did not document or receive credit accordingly. *next page*

Montgomery also invented a hinged aileron in 1884, and used cable warping for the tail, making him the first to control flight. He designed several different and successful gliders over a 25-year period. The first, in 1883 was 11 years before Lilienthal's glider experiments. His writings as a PhD were published one year before Lilienthal's first glider flight. Octave Chanute gave Montgomery credit and published some of his scientific findings and experiments as early as 1894, and Samuel Langley also gave him credit.

It has always been very curious why this great American aviation pioneer was overlooked or minimalized. A 1946 movie, "Gallant Journey" by Columbia Pictures, was based on his remarkable life, which should have immortalized him for his contributions to early flight. Now that we have celebrated the 100 years of the Wrights' achievement, we can also celebrate the 120 years of the original American aviation pioneer: John Montgomery!



*Watch future issues for more articles on aviation.*

## **The First Chinese Female Pilot to Serve in the United States Air Force During World War II**

*reprinted with permission of the San Diego Chinese Historical Society and Museum*

*Translated and summarized by Alexander Chuang, Executive Director, from the World Journal, May 12, 2003 and May 18, 2003 (by Ai Jen Liu)*

KPBS has produced a documentary to share the story of an outstanding Chinese American female pilot. No one knew of her story for over sixty years. The title of the documentary is "Brief Flight: Hazel Ying Lee and the Women who Flew Pursuit."

During WWII, the U.S. Air Force did not have enough male pilots for domestic and overseas duties. In 1943, a program for female Air Force pilots was established, entitled the Women's Air Force Service Pilots (WASPs). Hazel Ying Lee was born in Portland, Oregon, in 1912. In 1929 she graduated from high school. She learned how

to fly when she was nineteen years old. At twenty, she received her pilot's license. After this, Ms. Lee traveled to China and volunteered to join the Chinese Air Force to fight against Japanese invasion.

Unfortunately, because she was a woman, Ms. Lee was mostly relegated to desk duty. Occasionally, she served as a Nanking civilian pilot. In 1938, she returned to the United States, where she was part of the group of female pilots (WASPs) trained under the new Air Force program. Afterwards, she served seven days a week, often getting only eight hours of rest between missions.

The female pilots normally followed large flight squadrons for combat missions. Pilot trainees flew airplanes from the factory to Great Falls Air Force Base, Montana, and later to Alaska. The planes were afterwards received by Russian pilots as military aid during WWII. During one training flight, due to engine trouble, Ms. Lee was forced to make an emergency landing in a Kansas farm. The owner of the farm mistook her for a Japanese pilot and used his pitchfork to force her to the police.

In September of 1944, due to her good record, Ms. Lee was accepted into the Pursuit Flying Institute for pilot training. She was trained to fly various types of fighter planes, among them the P-63 King Cobra, the P-51 Mustang, and the P-39 Bell Air Cobra. She liked flying the Mustang the best.

In 1944, on Thanksgiving Day, Hazel Ying Lee was preparing to land a P-63 King Cobra at Great Falls Air Force Base in Montana. During the landing an unauthorized plane suddenly dashed in. She was redirected by the air controller to ascend in order to avoid collision. Unfortunately, when she ascended she hit another plane that was above her. She died two days later, on November 25th, due to burns and fractured bones. Two days later, her brother was killed on a French battlefield. Within three days, the Lee family lost two children for the nation.

After a month, on December 20, 1944, all female pilots, numbering 1000, were discharged from the U.S. Air Force because the mission was completed. This group was never recognized as military employees. At the time, Ms. Lee's family had to use their own money to ship her body home and also fought very hard to bury her brother and her in a cemetery in Portland reserved for whites only. The producers of the documentary are now negotiating with the U.S. Air Force to give Hazel Ying Lee a formal honorary discharge.

The documentary aired most recently on May 13, 2003 and is available for purchase on VHS. To order, interested parties should call (800) 343-4727.



**PRESERVING  
CULTURAL AND  
STRUCTURAL  
HERITAGE**

Preservation is a monthly magazine published by the National Trust. It is filled with pictures and articles related to all aspects of America's heritage. If you are a traveler, photographer, writer, crafter, hiker, biker, parent, grandparent, gardener or historian, this magazine will "speak" to you. The July/August issue features articles about an Irish Cemetery, historic dams, ancient Pueblo gardens, and a 2,173-mile trail between Georgia and Maine known as the Appalachian Trail.

Preservation extends beyond the restoration of a building or landmark to include the landscape, the quest for period furnishings, and the retention of the context in which a person, place, event, or a culture existed.

Membership in the National Trust is easy and costs just \$20 for an individual membership, \$24 for a family membership. With membership you receive a subscription to *Preservation* and its monthly updates of restored (or endangered) historical sites.

To join, mail membership form to:

**Membership Department  
National Trust for  
Historic Preservation  
PO Box 5043  
Hagerstown, MD  
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*Watch*  
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*on HGTV*  
**FRIDAY, AUGUST 1**  
**8:00pm/7:00pm central**

*Hosted by*  
**Sam Donaldson**  
**Jan Smith Donaldson**



*History is in Our Hands*

**EARLY  
LETTERPRESS  
PRINTING**

On weekends September 6 through October 26th, an exhibit and demonstrations of early letterpress printing can be viewed at Temecula Valley Museum.

Featured are two restored presses dating from the early 1900s -- a Chandler & Price platen press and a Reliance Press (Washington style). Other artifacts of the trade lent by the International Printing Museum in Carson, California, will also be on display.

Temecula Valley Museum,  
28314 Mercedes Street,  
Temecula, CA

Hours: 10am - 5pm (T-S)  
1pm - 5pm (Su)

Suggested donation: \$2

**GALLERY TALK Oct 2**  
**6:00 pm**

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AHP3PR



## VOLLIE TRIPP

reprinted as written

by Vollie Tripp in his own journal, 1959

I was born, they tell me, in a little drafty unpainted shack one chill November day in 1901. The place is called "Temecula" -- an Indian name meaning, "flower." The event, my birth, went off without exciting much public notice. In fact, good old Dr. Sturgis, who buggied in from Murrieta to be on hand, apparently didn't think it even worth recording at the county seat at Riverside, as I discovered when I applied for a defense job in WWII.

At the time I was born, my father, Daniel Tripp, was in business. From about 1900 to 1902 Father owned and ran a meat market, a barber shop, a shoe repair shop, a "blind pig," and a card parlor. However, he went out of the saloon business after a few months.

About this time the family fell sick during a severe outbreak of measles. I almost died. My little brother did die. He was not too young to name. He lies buried in the old cemetery, I know not where. Losing the newborn son was a hard blow to my parents. Though still weak, and probably broke, they left Temecula and moved to a beautiful little ranch 20 miles east.

There was plenty of water for farming at first, and soon bountiful crops of melons, corn and potatoes could be harvested. But dry years followed.

Father had bought the ranch with little or nothing down, though there was a mortgage on it. Discouraged, Father moved his family away, leaving many [of the]improvements he had made. Later he learned that the folks who held the mortgage would gladly have extended the time of payment. We now found ourselves in San Jacinto. Being reliable and tremendously stong, Father never had any trouble finding work.

In the fall of 1906 Father decided to file on a piece of government land some 14 miles east of Temecula. My piggy bank was raided to get the money for filing fees, \$16.00. Father and I made the necessary application at the county seat in Riverside October 6, 1906. I was now five years old.

Our ranch joined the huge sprawling Pauba Ranch on the west. The land lying along the Santa Margarita (Temecula) Creek was covered with brush for the most part, but fertile. Some of it was river bottom silt, nearly level and very rich. Although most food was grown on the ranch, Temecula was the closest place to purchase other provisions

There were three stores in Temecula at that time (1912). G.A. Burnham had the largest stock in a fine brick

building. Mack Machado had a good store. Mack and Father were very good friends. Machado had a wonderful collection of Indian baskets, taken in trade from the Pechanga Indians over many years. Mack sold us food when we had no money.

But my favorite store was Barnett's. Big "Loge" was always good to me giving me candy and listening to my chatter. He was good to our family too, extending us credit when we were short of money.

John Kelly ran a barbershop and sold ice cream. To devil poor Kelly, some people pretended to find hair in his ice cream.

Joe Winkle ran a "blind pig," and it was said liquor could be had at other places too; the Welty girls ran the hotel and the post office.

On these trips we usually saw Jack and Pete Escalier, friends of Father's.

### A PEEK AT EVENTS IN THE REGION

Edward-Dean Museum in Cherry Valley will feature several artists each weekend, *August thru September*, including quilters, potters, blacksmiths, concerts and vocals by the Sweet Adelines. Visitors are encouraged to bring a picnic lunch and enjoy watching these artisans at work. Call (909) 845-2626 for schedule and additional information.

The Temescal Heritage Foundation will tour sand and gravel mines of the Temescal Valley area, on Saturday *August 2nd*, starting at 8:45 am from the offices of Werner Enterprises, 25555 Maitri Road. Reservations are required. Call Phyllis at (909) 277-9721.

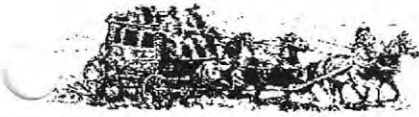
#### Living History Reenactments:

*August 9* - 1846 "Fremon't Arrival" at the Mission San Luis Rey in Oceanside. 10-4.

*Sept 20 & 21* - 1847 "Battle of San Gabriel River" in Pico Rivera. This battle has been termed the largest in the War with Mexico, and occurred within a few weeks of the "Temecula Massacre" which has been termed the bloodiest battle of the war.

For specific time and place information regarding these and other reenactments, contact Steve Clugston, (909) 303-8446.





## WELCOME NEW MEMBERS !!

June 15 to July 15, 2002

### New Members

Christopher Becker  
John & Sally Hammond  
Don & Esther Trunnell

### Gifts & Donations

Roselee Tavizon

Please remember us in your will or trust.



## CHANGE OF ADDRESS

Have you moved? Changed your email or phone number? Don't forget to report these changes to us. We depend on the accuracy of our mailing list to keep your newsletter coming.

Send a postcard, FAX, or call:

Newsletter Editor, 32800 Hupa Drive,  
Temecula, CA 92592; phone (909)  
302-0180, FAX (909) 302-0171.

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THE BACK

\$10

to order, contact  
Charolette Fox, 302-0180



## Calendar

Board Meeting August 1

Special pre-board presentations:

Winning video at National History Contest, 2003

Video of Annual San Juan Bautista de Anza trail ride

Active Committees:

Research & Preservation

Wolf's Tomb

Plaques & Markers

Public Relations

Board meetings and member programs are held in the Conference Room of the Temecula Library, unless otherwise stated. No RSVP is required.

Date, time and location of committee meetings or special events fluctuates. For information, contact committee or event chair.

When possible, member reminders are sent via email or postcard 10 days prior to the meeting or event. In addition, public service announcements are usually placed in local newspapers.

## VOLUNTEER HELP IS ALWAYS APPRECIATED

### The Newsletter

Articles must include author's name and contact information. Historical research, biographies, and local history articles will be given preference.

All submissions are subject to editing. Some articles may be held for publication in the next newsletter or in a journal to be published at a later time.

Editor..... Charolette Fox

Assistant Editor..... Sheri Crall

Printing..... Potamus Press



## QUOTES

*History is to a nation what memory is to the individual.*

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*So live your life that your autograph will be wanted instead of your fingerprints.*

[www.tvhs.homestead.com/FrontPage.html](http://www.tvhs.homestead.com/FrontPage.html)

**CHECK IT OUT !!**

## Preparations for Annual Meeting in November

This year commemorates the 100th year of the Wright Bros. first flight.



decorations, invitations, food, entertainment, door prizes, publicity, printed programs, registration

**Volunteers needed**

Call Charolette Fox, (909)  
302-0180 to help.

## Mission Statement

*The mission of the Temecula Valley Historical Society is to identify, preserve and promote the historic legacy of the Temecula Valley and to educate the public about its historical significance.*



**TEMECULA VALLEY HISTORICAL SOCIETY**  
 P.O. BOX 157  
 TEMECULA, CA 92593

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**TEMECULA VALLEY HISTORICAL SOCIETY**

A tax exempt charitable & educational organization

**Membership**

*Membership/Donation Categories:*

|                                      |           |                                     |             |
|--------------------------------------|-----------|-------------------------------------|-------------|
| <input type="checkbox"/> Student     | \$ 5.00   | <input type="checkbox"/> Historian  | \$ 300.00   |
| <input type="checkbox"/> Single      | \$ 15.00  | <input type="checkbox"/> Corporate  | \$ 500.00   |
| <input type="checkbox"/> Family      | \$ 25.00  | <input type="checkbox"/> Founder    | \$ 1,000.00 |
| <input type="checkbox"/> Contributor | \$ 50.00  | <input type="checkbox"/> Benefactor | \$ 5,000.00 |
| <input type="checkbox"/> Patron      | \$ 100.00 | <input type="checkbox"/> Supreme    | \$10,000.00 |

*The Board of Directors formulate and vote on policies. The membership may vote for Directors at the annual meeting.*

*Membership is open to anyone regardless of race, color, religion, sex or national origin.*

*Dues and donations are tax deductible to the extent allowed by law. Donations may be designated or undesignated.*

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Temecula Valley Historical Society

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