

The Journal of the
Brevard County Historical Commission

The Indian River Journal

Volume VII, Number 2

Fall/Winter 2008

**Brevard County Historical
Articles & Features
Organizations & Activities
Announcements & Reviews**



**Recipients of the 2008 Brevard County Civic
Involvement Awards**

Story and recipients names are on page 2

Brevard County Commission:

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Charles Nelson, District II
Helen Voltz, District III
Mary Bolin, District IV
Jackie Colon, District V

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The Valiant Air Command Warbird Museum

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Indian River Journal

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DR. DAVID PATERNO RECEIVES THE BREVARD COUNTY CIVIC INVOLVEMENT AWARD.

**By
Steve Benn**

The Brevard County Commission honored Dr. David Paterno, Chairman of the Brevard County Historical Commission, with the Annual Brevard County Civic Involvement Award. Dr. Paterno has been a member of the Historical Commission for over 12 years, researching and preserving Brevard County History. Dr. Paterno organized a group of Volunteers archiving over 35,000 historic Shuttle Program photographs and transparencies donated to the Historical Commission by NASA.

The photograph collection will be part of a rotating display for Brevard County Schools and, in the future, will be put online by the Historical Commission.



**Dr. Paterno (with his back to the camera) Receiving His Award from
Commissioner Truman Scarborough**

Others who received the award are: (starting from the left on the cover photo) Nancy Brainard, Bridget Geiger, Janie Holman, Denise Simpson, and Renee Valletutti. Paulette Davidson, Volunteer Coordinator, is standing to the right of Dr. David Paterno.

THE VALIANT AIR COMMAND WARBIRD MUSEUM

By
Colonel Terry A. Yon, USA (Ret)

If you are looking for a truly unique place to go and not spend a fortune on gas we have just such a place for the whole family right here in Brevard County. The Valiant Air Command Warbird Museum is located at 6600 Tico Road, at the Space Coast Regional Airport, in Titusville. It is dedicated to preserving and restoring vintage Warbirds as well as educating the public about these venerable aircraft and the legendary pilots that flew them. The museum is a 501(c)(3), tax-exempt, organization that exists primarily from the donations of its members and revenue from visitors and the gift shop.

Additionally, the Valiant Air Command has an annual 3-day Air show each March that is one of the longest continually running Air shows in the country. We are now planning the 32nd Air show scheduled for 13, 14 and 15 March, 2009. Nearly 100 vintage Warbirds will be on exhibit and flying, in addition to USAF F-15 and F-16 fighter demonstration teams and other static displays. It's fun for the whole family with authentic re-enactors, many different vendors, military equipment and lots more. Mark your calendars and check our website at www.vacwarbirds.org for updates.

The museum is open on a daily basis, 7 days a week, (except: Thanksgiving, Christmas and New Years) from 9AM-5PM and is a unique attraction for residents and visitors alike. You are just as likely to see a family from Russia, England, Spain, Finland, or Brazil, as one from Rockledge, browsing the aisles or taking a tour with one of our experienced tour guides.



Memorabilia Hall

So let's take a virtual tour. Come into our large Memorabilia Hall where we have hundreds of artifacts, displays, uniforms, photos, pictures and medals. Step back in time, listen to Glenn Miller, or other 1940s musical tunes, playing in the background and imagine the drone of bomber engines, as damaged and smoking aircraft return to bases in England after exhausting and deadly flights to targets on the European mainland. You are there -- you are a part of history.

As you enter our exhibit or display hall. We start with WWI then we go through, WWII to include exhibits on the Flying Tigers and the Tuskegee Airman, Korea, Vietnam and a small area on the first Iraq War, Desert Storm. Going through a conspicuous door marked "Hangar," we have 30,000 sq ft of hanger space with aircraft ranging from a Grumman Wildcat to a Huey Helicopter to an F-14. Located on the ramp in front of the hanger we have more aircraft, and in the hanger next to this is our renovation hanger, where you are welcome to go and see the various aircraft currently being renovated. Be sure to check out the aircraft between the two hangers -- currently we have an F-105 and F-4. We will discuss some of our aircraft and the legends of airpower who flew many of them in the next edition of The Indian River Journal.



The Link Trainer

Continuing our virtual tour in the Memorabilia Hall you first see the famous "**Link Trainer.**" This is the very first pilot trainer; not at all like the computer video game type simulators we have today. It was invented by Edwin Link. In the 1930s he worked at his Dad's piano factory, when he came up with the idea for his pilot trainer. Unfortunately, the only people that seemed interested in his invention were carnivals and amusement parks. However, the US government began airmail service in the 30s

and the Army Air Corp began carrying some of the first airmail. Unfortunately, the pilots were not as skilled in “instrument flying” at that time and flying in weather, at night and across mountainous regions led to several crashes; after six in one month, the Army Air Corps gave Link’s trainer a second look. This device worked in a very simple way. The pilot got in and they would close the side and top doors so that the pilot was completely “blind” except for the instruments. A pilot can easily tell his flying attitude and position if he looks out and sees the horizon, but if one cannot see the horizon then the pilot very quickly can become disoriented and think they are in a turn, for example, when they are flying straight and level or vice versa. The Link trainer taught pilots to look at their flying instruments and learn to trust that what the instruments indicate is true and to not believe what you may be feeling or what your body was telling you. The device actually turned, moved up and down and, with the aid of the operator, the pilot could perform a variety of instrument flying maneuvers and gain confidence. So, the Army Air Corps signed the first official contract with Link in 1934; unfortunately the second official contract was with the Imperial Japanese Navy in 1935. As WWII began, thousands of these trainers came into use in the US and Europe and were used extensively around the world to train pilots until the early 1970s.

WWI Nieuport Display:



The WWI Nieuport Display

During WWI aviation was in its infancy. Over the museum entrance doorway, you’ll see a mannequin dressed as a WWI aviator -- in a Calvary uniform. Look at his gloves. Aviation was so new that we didn’t really have a flight uniform; the gloves are off-the-shelf “Harley Davidson” motorcycle gloves, and if you look at the cockpit of our Nieuport exhibit you will see the latest in head gear protection for that period -- an Ameri-

can football helmet. We devised what we needed on the run and developed and improved as we progressed. As you may know, during WWI many Americans were serving in the Theater of Operations, before the US actually declared war. We flew with not only the British in their Royal Air Service, but also for the French under French leadership in the “Lafayette Escadrille.” When the US entered the war we formed our own aviation units and the WWI display is an example of one such unit. The “Hat in the Ring” insignia on the side of our Nieuport is from the 94th Pursuit Squadron. This came from a speech by Woodrow Wilson where he said the US was “throwing our hats in the ring” with the allies and going to war. If you go today to Langley Virginia to the 94th Fighter Squadron, you can still see the “Hat in the Ring” tail insignia on their F-22s and they can trace their combat lineage all the way back to WWI.

You may remember from your old movies or from watching the History Channel that early machine guns, during WWI were mounted on top of the aircraft wings. This was because we had not yet perfected firing THROUGH the propeller. Another way they initially attempted to get around this problem was with a “pusher” engine aircraft. This left the front clear to position a machine gun; but the pusher engine aircraft proved to be less effective and was only used early in the war. Having the machine guns mounted on top of the wing proved problematical because the gun proved difficult to aim from this position and the early machine guns were prone to jams, which meant the pilot would often have to try and stand up in the middle of a dog fight to attempt to clear the weapon. The first attempt to fire through the propeller came from a Frenchman who attached metal deflector plates to the backside of the propeller blades. This worked only marginally well as often the bullets would still nick the propeller and/or be deflected back into the engine. The German government forced Dutchman Anthony Fokker to help in the development of their aircraft. One of the things he did was to invent an “interrupter” cam that momentarily stopped the machine gun from firing when a propeller blade came around and lined up with the machine gun. This was done by attaching a rod from the machine gun trigger to the propeller shaft and the cam would stop and synchronize the firing of the machine gun with the propeller. Because these were relatively slow firing guns this device worked well. One of the German aircraft equipped with this new invention crashed behind French lines and when the French examined the wreckage, it was found, passed along to the British and Americans and modern aerial gunnery was born.

WWII Pearl Harbor Exhibit:

As you may know, the attack on Pearl Harbor on 7 December 1941 was a surprise, but it was not without warning. By that I mean, earlier in the morning before the attack, we had sunk a midget submarine and knew something was up. Also, one of the first radar stations was being tested up in the Northern Mountains of the Island of Oahu. The radar was turned on and actually detected the inbound Japanese aircraft. The Lieutenant

Duty officer reported the sighting to his headquarters but was told that they were expecting a formation of B-17s from the States and to not worry about it. When the Japanese attacked, they were primarily interested in the ships in Pearl Harbor and at anchorage around Ford Island. However, they didn’t just attack Pearl Harbor. When the Japanese attacked Oahu they attacked all the military bases that could have put up any



Pearl Harbor Board showing Ships in Harbor

opposition aircraft into the air against them. They attacked the Army Air Corp base at Bellows Army Airfield (AAF) and the Marines at Kaneohe airfield as well as Wheeler AAF and the Navy aviation facility at Pearl Harbor. Discussing Japanese strategy and tactics during their attack, you can clearly see on a large board depicting Pearl Harbor and various ships at anchorage the results of the attack.

The US was very lucky regarding their aircraft carriers. They were not at Pearl Harbor, but all just happened to be away on various missions delivering aircraft or undergoing maintenance. This completely surprised the Japanese as they really wanted to attack the aircraft carriers in Pearl Harbor. As a result the US aircraft carrier force escaped any damage and did not participate in the battle. Aircraft carriers took on increased importance during WWII. Prior to the war, it was the battleship that was the primary power projection platform and around which major Navy task forces were formed. As WWII progressed it became clear that it was the aircraft carrier that was going to be the new power projection platform to be reckoned with and the battleship increasingly took a less important role and was used in softening up beaches, landing zones and supporting troops ashore. The power of the aircraft carrier and the importance of the aircraft were made clear during the attack on Pearl Harbor.

Luckily, the Japanese Commander (Nagumo) made a couple of major blunders. First, Pearl Harbor is a very shallow harbor. Sinking a vessel in Pearl Harbor is not like sinking one in the open ocean where it disappears beneath the waves and is lost forever. In Pearl Harbor there was not that much clearance below the largest vessels, consequently when they sunk they just rolled over or “squatted” down. In fact, if you recall seeing pictures of the Arizona, even today, you know that the large gun mount rings are visible just under the water. This is because the guns themselves were removed and reused; otherwise they would be towering above the water. The Arizona sits on the bottom today and is clearly visible just under the surface of the harbor. This made it possible for us to refloat, repair and get the damaged and even sunk vessels back into the fight. The second mistake that Nagumo made was that he originally had intended to launch 3 separate waves/attacks on various targets in Pearl Harbor. He was very concerned, however, about the missing aircraft carriers. He didn’t want to get caught by surprise. This coupled with the optimistic reports streaming back of various vessels being sunk and severely damaged caused him to cease operations after the 2nd wave. Instead of launching his 3rd wave, he decided to “declare victory” and sail for home. The 3rd wave, however, was to take out some very important logistical targets, such as the fuel storage and supply facilities, the dry dock facilities and the electrical power plant. By not launching the 3rd wave and taking out these targets Nagumo allowed the US to retain invaluable logistic support to repair sunk and damaged vessels. In some cases it took until 1944, but of all the vessels sunk and damaged all but three vessels eventually got back into the fight. The Arizona was clearly damaged too much and she was left to become a memorial. The Battleship Oklahoma was an obsolete WWI era vessel and they elected to not repair her and the cruiser Utah was damaged so much that she was deemed not repairable. So, tactically Nagumo did succeed, but strategically he failed. He did not give the US a knockout blow and keep them from entering WWII; as intended, by launching the attack. Even though there were over 3500 killed or wounded and some 300 aircraft damaged and destroyed, it was the day that lived in infamy and caused the US to aggressively fight for revenge. Indeed the overall Japanese Commander, Yamamoto was quoted as saying, he was “afraid they had woken a sleeping giant.”

In a side note that proved the significance of the impact of airpower at Pearl Harbor; consider that only three days later on 10 December 1941 some 50 miles off Malaya, the

British Battleship Prince of Wales and Battle Cruiser Repulse were maneuvering in open ocean waters some 50 miles at sea when they were attacked by land based Japanese aircraft. The Prince of Wales was a new battleship commissioned into service in January 1941 and had participated in the sinking of the Bismarck. She was newer than any battleship at Pearl Harbor, with more armor and better water tight integrity. Nevertheless, even when able to maneuver in the open ocean, without any air cover, the Japanese aircraft attacked and sank the Prince of Wales and the Repulse in less than 2 hours. Churchill and Roosevelt were both now in total agreement as to the utter importance of airpower in WWII.

NC-4 and Crossing the Atlantic Display:



NC-4 Display

Who was the first aviator to cross the Atlantic Ocean? Charles Lindbergh? Perhaps, but can you believe that some 10 years before Lindbergh crossed the Atlantic the US Navy using the airplane in this display, and with the wooden propeller hanging from the ceiling from that aircraft, crossed the Atlantic ocean in 1919. Keep in mind that this was only about 15 years after the Wright brothers first flew and 10 years before the historic Lindbergh crossing. Now, this aircraft did not cross the Atlantic “nonstop” as Lindbergh did; it took them from the 8th to the 27th of May, as they went to Newfoundland and then hop-scotched across, BUT this was still an unparalleled achievement, given the status of early aviation. Note the three engines in the front and one pusher engine in

our model. Three of these aircraft started but only one finished. These were truly the explorers of their age; going out beyond the sight of land with nothing but a compass, watch and crude navigation equipment. This aircraft, itself, is currently on display at the Pensacola Navy Museum.

Women's Air Force Service Pilots Display:



Not many people realize that American women during WWII flew every fighter and every bomber that we had in our inventory. They did not do it in combat; today we would call these pilots “ferry pilots.” During WWII as our industrial strength began to become a reality, our factories that previously made everything from refrigerators to automobiles were now churning out hundreds and hundreds of aircraft daily. We did not have enough pilots to move the aircraft from the factories to the various training and operational bases in the US, Europe and the Pacific and to bring back combat pilots from the war effort was out of the question. Consequently, it was decided to form the Women’s Air force Service Pilots. These women were organized into commands, went to the same training as men, got the same instrument training and checked out in all of the various airplanes we were producing. Their efforts were truly invaluable. Without these pilots, the US could not

have achieved the ambitious war production and distribution needed to turn the tide and eventually win the war. Unfortunately, because they were in the “Civil Service” rather than military, they were not given the same benefits and recognition as other veterans and only in the recent years did congress recognize their contributions and achievements.

Norden Bombsight:

Next to the Atomic bomb, this was perhaps the best kept secret during WWII. It is a NORDEN bombsight. The strategy for the US bombing campaign was one of daylight high altitude precision bombing. The British engaged in night time firebombing which was less difficult to sight in on. The US, on the other hand, tasked with high altitude “precision” bombing -- typically bombed at altitudes of 20-30,000 feet. Now, if you want to drop an apple and hit your foot, that’s pretty easy, but from 20-30,000 feet to



The Norden Bombsight

drop a bomb and come anywhere near your target was truly difficult. There are a variety of variables that must be considered. There's the speed of your aircraft, wind speed, direction, temperature and the weight of your bombs just to start. Given all this, you might have to drop your bombs miles back on a right vector to the target, or maybe miles back on a left vector or perhaps even overfly the target and drop your bombs, so that they would fall "back" to your target -- it all depended upon the winds, speed of the aircraft, weight, etc. They didn't have computers to figure these solutions and a Dutchman named Norden invented a truly unique and revolutionary device for the US; best described as an "analog drift meter." Much like a slide rule it would make the various mathematical calculations to come up with a solution. This device was classified Top Secret and was so secret that the bombardiers that went to several weeks of school to learn how to operate this device had to take an oath to protect it. After each flight, it was taken out of the aircraft and moved to a bomb vault and before each flight it was put back in the aircraft and kept under a cover or armed guard until the aircraft took off. If the aircraft went down, the bombardiers were instructed to attempt to throw it overboard if they were over water, and if not able to, to disable it by firing into the mechanism or using a fire axe to damage it. Bombardiers inputted needed variables into the

various wheels and gears on the side; they sighted through the telescope and noted the gyroscope in the unit as well. The unit was actually tied into the automatic pilot and in the final bomb run the bombsight and automatic pilot flew the aircraft to the release point, opened the bomb bay doors and dropped the bombs. This bombsight was used principally in our heavy bombers the B-17, B-24 and B-29, but as the war progressed was also found in such aircraft as the B-25 and B-26. At the high altitude bombing levels of 20-30,000 feet, the outside air temperatures would sometimes reach -50 degrees Fahrenheit. Bombardiers would often wear silk gloves to keep their hands from sticking to the metal parts of the bombsight.

WWII Uniforms Exhibit:



If you were a waist gunner on a Bomber, for example, you would be manning a .50 cal machine gun at a large open window in the aircraft. There would be little difference between the outside and inside temperatures. WWII aircraft were not pressurized, not heated and temperatures over European winter skies were known to reach -50 degrees Fahrenheit. That is why the crew would wear boots, like the ones on exhibit, with fleece lining and the leather and fleece lined pants and jacket, which together with the boots, gloves, scarf, oxygen mask and a variety of other clothing would somewhat protect the crewman from the elements. And, of course, if you are manning a gun and shooting out at someone, chances are

someone is shooting back at you. If you were wounded en route to the target, the bomber didn't pull out of formation and rush you back to a hospital. A lone bomber would have never survived and the integrated, overlapping guns from all of the bombers

in a formation provided the best security for all -- you stayed with the formation at all costs. Your crew mates would have done the best they could to provide first aid and to make you comfortable and if you didn't die from your wounds, shock, or exposure; if you weren't blown out of the sky by Flak, or shot out of the sky by enemy fighters; and if your bomber formation successfully got to the target and dropped their bombs, then they headed home where you would eventually get medical treatment. These crews were all heroes. They were also very young; mostly in their early 20s, if you were 27, 28 or 29, you were called "the old man" and normally the pilot in command. These "young" men are today an aging population. The VA tells us our veterans are passing away at an ever increasing rate. Soon it will only be through places like the Valiant Air Command that the personal stories of these men and their sacrifices will be told. We won't have them with us much longer; if you have a relative; a grand dad, an uncle or a friend that served in WWII, ask them to tell you about their experiences. You won't be sorry -- it will be fascinating and very rewarding.

Flying Tigers Exhibit:

As you may know, Japan attacked China in the late 30s and had been at war with China for sometime before we actually entered the war. However, Chiang Kai-shek, the military leader of China at the time, was having a difficult time against Japanese airpower with aircraft and pilots that were not very good. Claire Chennault had been in China after he was retired from the AAF, as a Captain, for health reasons. He and Chiang Kai-shek had built a relationship and he was asked to be the principal advisor to the Chinese Air Force and was given the rank of Colonel. It was Chennault who convinced Chiang that if he had some decent airplanes and pilots he could make a difference against the Japanese bombing. Chiang and his wife lobbied the US Government hard and finally got a supply of P-40 War Hawk (actually a British version as they diverted aircraft destined for their forces) and the American Volunteer Group (AVG) was



formed and became known by their popular nickname “The Flying Tigers.” Their P-40s were painted with the distinctive shark’s nose design to enhance their aggressive appearance and attitude.

Pilots were recruited from the military services with the permission of the US when Roosevelt signed a secret agreement and Chennault was promoted and made the head of the AVG. The Pilots came from the USMC, AAF and Navy. They had to give up their commissions, but their salary was almost doubled and they got a bonus for every Japanese plane they shot down. Chennault was a stern officer and task master, but a great leader and teacher. He insisted on a mini ground school before the pilots were released for operational missions. He talked not only about air tactics but also about China geography and politics. His most important contribution was how the AVG pilots should fight the faster more nimble Japanese fighters. He insisted on hit and run tactics, make every bullet count and never, ever engage the Japanese fighters in a horizontal plane of attack, because they would inevitably be able to turn inside and out maneuver you for a kill. Instead, Chennault taught his pilots to use the vertical plane; engage in diving, slashing attacks -- hit and run. The P-40 was an older, heavier aircraft, but in a dive its speed matched that of the Japanese fighters and this coupled with the surprise element made it difficult for them to escape. Also, because the Japanese were light and nimble, they had very little armor protection and they did not have self-sealing fuel tanks. The P-40 was heavily armored, with self sealing tanks and 6 machine guns against the 2 and sometimes 3 machine guns on the Japanese aircraft. When the P-40s guns, firing incendiary rounds, were brought to bear against the Japanese aircraft they often would just explode into flames.

Contrary to common belief, the Flying Tigers never fought against the Japanese Zero which was a Navy aircraft and most of the fighters they faced were Army like the Nate and Oscar. These aircraft were, nevertheless fast, nimble and equally deadly. It’s not well known, but the Flying Tigers flew their first mission on 21 December 1941 and their last mission on 4 July 1942. This means they were in operation for only about 6 months. After the US declared war and got organized they decided to set up a Far East Command and Chennault was offered a promotion to General and Command of the 14th Air Force. His pilots were “encouraged” to follow him and join up. There was some dissatisfaction because the pilots thought they should be re-commissioned at higher levels than those newly assigned, because of their wartime experiences and flying expertise. They were essentially told to follow Chennault or “go back to the States and your draft boards will tell you where to go from there!” In their some 6 months in existence the Flying Tigers destroyed nearly 300 aircraft losing only about 10 of their own - - an astounding 30:1 kill ratio. The Flying Tigers lived on through various units in the newly formed 14th Air Force which called themselves Flying Tigers and added to the confusion about how long the AVG was actually in existence. Here are a couple of interesting footnotes: First, Gregg “Pappy” Boyington later of the famed Black Sheep Squadron, was a Flying Tiger but he was somewhat of a “hard case” himself. He and Chennault did not get along, so he left and returned to Marine aviation. Second, after the war, Chennault continued to be deeply involved with the Chinese and their fight against communism. He bought some surplus cargo aircraft and formed the Civil Air Transport (CAT) Company to fly supplies into China in support of the Nationalist fight

against the Communists and Mao. In the 1950s, when facing financial difficulties, the US decided to help bail him out. The CIA became a silent partner in his airline in return for allowing them to use it as a “front” and run some of their missions under the guise of CAT flights. This operation later became better known during the Vietnam era as “Air America” when the CIA operated a fleet of aircraft engaged in clandestine operations having taken over entirely the old CAT airline.

Tuskegee Airmen Display:

The US during WWII was a different place -- a segregated place. Although we needed pilots badly, our African-American population was denied and turned away from signing up to become a pilot. There were a lot of people that thought this was wrong. One of them, Eleanor Roosevelt, the President’s wife, was a social activist ahead of her time. She, along with others in congress, lobbied hard for a flight school to be set up as an experiment at the existing African-American school at the Tuskegee Institute in Alabama. Eleanor Roosevelt even visited Tuskegee and insisted on flying with Charles Anderson -- Anderson was the first African-American to get a private pilot’s license and was a flight instructor at Tuskegee. Mrs. Roosevelt not only flew around the airfield with Charles Anderson, she insisted on having a picture taken of her in the aircraft and had it developed immediately so that she could take it back to Washington with her. Because of her efforts with



her husband and those of many others in Congress the Tuskegee airmen were finally recognized and allowed to make their contribution to the war. And, it was quite a contribution. In Europe they flew P-51s with the “red tail” insignia and were legendary for protecting their bomber formations -- so much so, that they begin to be asked for by name. Pilots didn’t know who they were, only that they wanted the “red tails” to provide their cover and protect them on their way into their targets. I will mention a couple of names. First, Benjamin O. Davis, Jr. -- he was the first African-American general in the Air Force and he started out as a Tuskegee airman; Daniel “Chappie” James, Jr. -- he was the first four-star African-American general in the Air Force and he started out as a Tuskegee airman. Finally, we are honored to have Dr. Hiram Mann live here in Brevard County and he was a Tuskegee airman; our next air show or open house you may very well see him here. Dr. Mann recently received the Congressional Gold

Medal. There have been many books and movies about these young heroes who endured so much extreme prejudice, but if you are not familiar with their story, go the library or get on line, you will not be sorry!

“Pappy” Boyington and the Black Sheep Squadron:



We mentioned previously that Boyington had flown with the Flying Tigers. He was a wrestler at the University of Washington. He was a smaller man, but with a giant spirit. He became famous commanding the legendary Black Sheep squadron in the Pacific flying the Corsair. Nicknamed “Pappy” because he was so much older than his pilots, Boyington was a flawed character who, although he was a great combat leader and aviator, had a severe drinking problem throughout his career, along with gambling and was even know to get into fights; particularly while drunk. The only one that seemed capable of handling him was his executive officer, a former LA Cop, Frank Walton, who was over six feet tall. He held Boyington’s respect, but he still drink, gambled and fought often. However, in addition to being a great aviation combat leader, he was also a great fighter pilot. He tied for most number of kills between the USMC, the AAF and the Navy pilots in the Pacific with 28 and was trying hard to become the highest ace in the Pacific when in December 1944, during a raid on an enemy airfield, he was shot down over the Island of Rabaul. He was picked up by a Japanese submarine and spent the next 20 months in prisoner of war camps, where he often suffered beatings and near starvation. It was not known for sure if he survived his crash and he was carried for the remainder of the war as “missing in action.” When Japan surrendered and it was found that Boyington was alive, he returned as a hero. President Truman presented him with the Medal of Honor and he was the subject of much publicity. Unfortunately, he continued to drink heavily and didn’t do well in peacetime. He went through several marriages and jobs. He was clearly an alcoholic and at one time he even worked for a beer company. He received resurgence in publicity and popularity in the 70s when Robert Conrad starred in the TV show “Baa Baa Black Sheep” that bore very little resemblance to anything that occurred in the unit or to Boyington. He was a consultant to the show, and got on well with Robert Conrad; but the show’s description of the Black Sheep

pilots as a bunch of misfits and drunks, which Pappy happily went along with, destroyed his friendship with many of his squadron veterans, especially Frank Walton. In later years, at a Black Sheep Squadron reunion, he actually apologized to his men.

Japanese War Exhibit Case:

You'll find a variety of Japanese war memorabilia in this case. Note the model of the Japanese Zero on top; this was acknowledged as probably the best fighter in the world as WWII started. Between the wars, Japan had gone to great lengths to industrialize and improve their military. In addition to great improvements in their aviation, the Japanese Navy was very powerful due to their efforts in between the Wars. Clearly they had a world class aircraft carrier force as evidenced by their achievements at Pearl Harbor and up to Midway. Also, they had two Yamato class Battleships that were bigger than anything we had and which gave us as much trouble in the Pacific as the Bismarck had given the British in the Atlantic. In fact its guns were bigger than the Bismarck's. It was truly an awesome vessel. The



one area that seems to have lacked prewar Japanese attention and even today has historians scratching their heads is their infantry small arms. They were barely WWI vintage. They had a pistol called the Nambu, which looked somewhat like a German Luger, but it had a recoil spring that was very weak and often failed. In addition the steel used to make it was very shoddy and there are many stories of Japanese officers who would fire it; only to have it come apart in their hands. Their machine guns were also not very well made,

had a slow rate of fire and used small straight canvas belts.

In this case is an example of one of their main Infantry rifles; the Type 99. It's a shortened version, the longer version with bayonet was taller than most of their Infantry troops. It is a bolt action and used a 5-shot clip; note the dust cover. It rattled due to the poor construction and would give away positions in the jungle, so often infantry soldiers would remove it, but then this made it susceptible to dust and dirt and jamming. We are not saying that if they had better small arms Japan might have won WWII, but it is strange that while giving so much priority to other aspects of their war materiel, they ignored their Infantry weapons. Perhaps it's because they were proud infantry soldiers and thought they were the best in the world; could endure more hardships and operate on very little for a very long time. They also believed strongly in their "Bushido" code or "way of the warrior" that was co-opted by the Japanese military. They also endowed their swords with special meaning and believed that this helped their warrior spirit in the attack -- but then, I was always told "never bring a knife to a gunfight!!"

British Sea Forts Exhibit:

As you know London has been around since before medieval times and it would have been nearly impossible to build a series of forts without destroying large portions of the city. So, what they did was to build a 6,000 square foot, mobile Sea Fort that were on



pilings. The forts were towed into position and then the pilings sunk throughout the Thames estuary. These Sea Forts contained storage facilities and places for the 200 man crews to stay. A tour was typically 6 weeks before they would get a break and "shore leave." The Sea Forts had radar, as well as their anti aircraft and anti submarine weapons. There were many of these Sea Forts in existence throughout the war and,

from our English visitors that come through; we are told that some of them are still in existence. The British made a strategic error in that they failed to tear down some of the forts that stood abandoned outside of Britain's territorial waters, under the Law of the Sea, they became free game. In 1965 millionaire fishing magnate Roy Bates occupied one of the platforms, hoping to make it the base for his pirate radio station, Radio Essex. However, when Britain legalized commercial radio, pirate stations lost their commercial appeal. Bates concluded he might turn a profit from the platform by creating his own principality. He installed himself as prince and his wife Joan as princess (they aren't king and queen because their lawyers said it would be better to form a principality than to create a kingdom). The principality of Zealand published its own currency and stamps. It had a government, issued passports and enforced its own laws and own borders; many considered it the smallest country in the world. After some 30 years, they have turned their "country" over to their son and were last heard from looking for property in "sunny Florida!" Regardless, these innovative forts provided a unique solution to the British people during WWII in protecting London.

Twin Mustang (P-82) in model airplane case:



Twin Mustang Model

Let's talk briefly about just one of the models among the many you will see. Most everyone has heard about the P-51, but have you ever heard of a "twin" P-51? As WWII ended the P-51 was acknowledged as probably the best fighter in the world. We were transitioning to jets, but needed an interim fighter until the jets could get online and it was thought that if the P-51 was the best, then why not a "twin P-51." They took two P-51s and melded them together on a single wing and came up with the twin P-51 dubbed the P-(or F) 82. There is even a picture above the entry door of a twin P-51 called BettyJo, that held the world speed record for a time. The Air Force ordered about 270 of these aircraft and they were, indeed, the last piston engine fighter. One of these aircraft actually scored the first three kills in the Korean War. They were non-jet kills, but they did score the first kills of the war. As you will see, the aircraft had two cockpits and required two operators to monitor the engine instruments from each engine

in each cockpit. The aircraft was used primarily as a night fighter and as you can see in our model there was a radar pod that was operated by a technician who flew in the 2nd position. Even though it was referred to as a “twin” P-51, it was found that when the two planes were combined, they had to lengthen the wing, change the tail, strengthen the fuselage, etc; so that in the end, only about 20% of a P-51’s parts were truly interchangeable with the twin P-51. An odd and wacky solution, but one that served as great transition to the jet age.

B-36 hanging model:



Finally, one of the many models hanging from our ceiling you may recognize as the famous B-36 Peacemaker. I mention it because it was the last piston engine bomber we had; replaced by the B-47 and B-52. It was the bomber that kept us safe during the cold war in the 50s carrying nuclear bombs as part of our “assured mutual destruction” policy. If you ever watched “Strategic Air Command” with Jimmy Stewart and June Allison. You would have seen this aircraft in action. It was a monster, larger than the B-52; it had TEN engines; four jet engines on the wingtips and six reverse pusher type engines. These were the largest reciprocating engines we ever built. The famous 4360 engine; the largest of its type the military ever built. We have one on display in our hangar. These engines had 28 cylinders; each cylinder had two spark plugs. That’s 56 spark plugs on one engine, times 6 is almost 340 spark plugs total. How would you like to be the person who had to set the spark plug gaps on this aircraft?

Could you hear the faint drone of those vintage Warbirds, straining as they turn towards the safety of their home airfields? In the next edition of the Indian River Journal, we’ll talk about some of the actual Warbirds aircraft on display at the Valiant Air Command and the legendary pilots who flew them. Aircraft like the famous F-101 Voodoo fighter/interceptor, the Grumman Wildcat fight and Avenger Torpedo Bomber, the F-8 Crusader, MiG-15 and MiG-21, A-6 Intruder, F-105 Thunder chief, F-4 Phantom and many others. In the meantime, if you are near Titusville, stop into the museum a see for yourself.

Colonel Terry A. Yon, USA (Ret)
Public Relations Officer
Valiant Air Command

Photographs by
Phyllis Lilienthal
Staff Photographer

**NEW EXECUTIVE DIRECTOR OF THE FLORIDA
HISTORICAL SOCIETY
DR. BENJAMIN D. BROTEMARKLE**

The Florida Historical Society originated in St. Augustine in 1856. Although the Society was inactive during the Civil War and Reconstruction, it reorganized in 1902 and resumed its program of annual meetings. It is the only statewide historical society in Florida, with the primary mission to collect, preserve and publish documents and other materials relating to the history of Florida and its peoples.

In 1997, the Library of Florida History was established in Historic Cocoa Village in Brevard County to house the Charlton Tebeau Collection and other smaller collections of *floridiana*. The collections continue to grow at a rapid pace and include several thousand volumes, an extensive map collection, manuscripts and photographic holdings.

The Society is a 501(c)(3) non-profit corporation and receives no funding from any governmental agency, except for occasional performance grants. Funding is provided through membership dues, gifts, a small endowment and book sales. The Florida Historical Society Headquarters shares the same address with the Library of Florida History, located at 435 Brevard Avenue, Cocoa, Florida 32922.

Dr. Benjamin D. Brotemarkle is excited about his new position as Executive Director of the Florida Historical Society, as he took over his new office July 1, 2008. Ben, who has served on the Board of Directors for 4 years, brings a renewed energy to the Society with a wide variety of historical and cultural knowledge and experience.

Brotemarkle has a Ph.D. in Humanities and History from the Union Institute and University, a Master of Liberal Studies degree and a Bachelor of Arts degree in Humanities from Rollins College, and an Associate degree in Voice Performance from the Florida School of the Arts. Dr. Brotemarkle is Professor of Humanities at Brevard Community College, Titusville Campus, where he is the Barnes and Noble College Bookstores Endowed Faculty Chair of Academic Excellence and winner of the Distinguished Educator Award. Ben is the Education Committee Chairman for the Moore Heritage Festival of the Arts and Humanities, organizing student workshops, public forums, oral history panels, and appearances by guest speakers. As a board member of the Association to Preserve African American Society, History and Tradition (PAST, Inc.), Ben helps to plan, present and promote activities and exhibitions at the Wells' Built Museum of African American History and Culture in Orlando. He has been an active member of the Brevard County Historical Commission since 2005, and is a board member of the North Brevard Heritage Foundation and has worked on the creation of Brevard Heritage Park.

Ben has extensive experience in radio and TV production, as well as performing in local cultural and arts programs and productions.

As creator, producer and host of *The Arts Connection*, a weekly public radio program

heard on station 90.7 WMFE-FM Orlando from 1992 – 2000, Ben covered local arts and cultural scenes including theater, music, dance, film, visual arts and literature. His award-winning programs have been heard around the world on *Voice of America Radio*, across the country on *National Public Radio*, and throughout the state on *Florida Public Radio*.

As a part-time professional singing-actor, Brotemarkle has appeared in more than two dozen productions of the Orlando Opera Company, performed with the Seaside Music Theater in Daytona Beach, and has been a featured performer in the *Cross and Sword*, the official state play of Florida in St. Augustine.

In 1999, Ben produced a television documentary *The Wells' Built Hotel: A New Guest Checks In*, which was awarded the Presidential Citation of the Florida Historical Society. His latest television documentaries are being aired on several PBS stations; *A Legacy of Hope: The Moore Heritage Festival of the Arts and Humanities* and *Brevard Heritage Park: The Future of the Past*.

Ben has authored several award winning publications documenting Florida history. A look at historic preservation efforts and cultural festivals throughout the region, *Beyond the Theme Parks: Exploring Central Florida*, provides residents with a sense of community and visitors with interesting vacation options. The book received the inaugural James J. Horgan Book Award from the Florida Historical Society. *Images of America: Titusville and Mims, Florida* is a photographic and textural history, providing an insight to one of the world's most important archaeological digs at Windover, the home of civil rights martyr Harry T. Moore, and the launch sites of America's manned exploration of space, Kennedy Space Center and Cape Canaveral Air Force Station. *Barberville* is a photographic and textural history looking at the infamous Barber-Mizell Feud of 1870, establishment of the rural Barberville community, and the creation of the Pioneer Settlement for the Creative Arts, location of historic buildings from throughout Central Florida that have been restored for historic preservation. His most recent publication is *Crossing Division Street: An Oral History of the African American Community in Orlando*, an interdisciplinary examination of the past, present and future of a historic neighborhood. Ben received the Samuel Proctor Oral History Award for his explanatory work in this book.

Ben brings to the Florida Historical Society a variety of experiences and knowledge of Florida history, and looks forward to his position as Executive Director with great enthusiasm and excitement. He lives in Titusville with wife Christina.

Want to know more about Brevard County History?

We have history books available.

Go to the inside back cover for details

**BREVARD COUNTY OLDE FOLKS HOME
1928—1949**

**By
Roz Foster**

FROM OLDE FOLKS HOME TO CHILDREN'S HOME

An oral history as transcribed from an interview with
Aline Ray Brinson - February 9, 2002

The Brevard County Historical Commission has been engaged in an Oral History Project in which oral histories of families, events, places and subjects of historical interests are video taped and recorded from first person accounts of “the way it was.” In doing so, a “sense of place and time” provides insight to the subject being discussed. In most cases, the written word is transcribed as spoken during our interviews, without editing or grammatical corrections.

A delightful southern lady, 92-year old Aline Ray Brinson of Titusville, Florida begins her interview with some family background information.

“My name is Aline Ray Brinson, and I was born in Georgetown, South Carolina July 9, 1910, daughter of Captain Herbert H. and Ethel Hutchinson Ray. I was five years old when my family moved to Florida in 1915. My father worked for the State road department building roadbeds, so the family moved around a lot. My mother died during childbirth in 1925. I had six sisters and two brothers. My father was police chief of Cocoa from 1924 – 1928. He married my mother’s sister Beulah and the family moved to Titusville in 1928.”

Aline smiled as she began the story about her father’s employment and her childhood years at the County Olde Folks Home in Titusville, Florida. “My father was put in charge of running the Brevard County Olde Folks Home in 1928, and continued to run it until 1949. He rejected people referring to it as the ‘Poor House.’ The County owned all of this property from Barna Avenue to Deleon St. and Park Avenue to where Harrison St. is now. The Brevard County Olde Folks Home was comprised of several houses back then. The main house was where our family lived and the meals were prepared. Near the orange grove on the left side was a small four bedroom, one bath house that housed the white women. On the right side of the orange grove was another four bedroom, one bath house for white males. Each of these houses had a sitting room and fireplace. On the hill was located housing for the colored men and women, which consisted of a four bedroom, one bath house. Our father was paid \$150.00 per month plus housing and meals and use of a Model T Ford. We had our own car and were given five gallons of gas per week to go to church and run errands. We thought that was pretty good with all of the children in the family to feed.”

Aline recalls Sunday mornings: “I remember that Rev. Harvey would come every Sunday to visit his colored subjects. He would wear a long black coat – hot or cold weather – and I could hear him singing as he walked up the long pathway to their buildings. I

was about 16 years old at the time, and if I had no place to go or nothing to do, I would ask my father if I could sit on the woodpile (which was between the two buildings) and listen to the beautiful songs that were sung. Sometimes the spirit moved me and I would join in and sing along. My father permitted me and the other children to sit on the woodpile and listen to the preaching and singing, and join in only if we showed great respect to the preacher and his subjects. He firmly said the first time he heard us giggling or fussing, he would not permit us to do it again. We were always on our best behavior because we truly enjoyed the wonderful music and preaching. I can clearly remember Rev. Harvey preaching these words, 'It's not *when* you go, or *how* you go, but are you *ready* to go!'

Mr. Herbert H. Ray was responsible for starting the County indigent cemetery. Aline describes how it began and her participation. "Up to 1932 the people who lived at the home were buried in various cemeteries. My father made an agreement with the County Commission to take care of burying them, and it was decided that there was enough room on the county property to have their own cemetery. One was planned and started by my father in 1932-1933, and was a segregated cemetery then. My father drew the pattern to be used to make a casket, and the Morgan Lumber Company located nearby provided the sawed lumber. A prisoner who was serving a two-year sentence for making moonshine by the name of Deke Jones (who was also a carpenter by trade) built the coffins. I remember helping my father line the sides and bottoms of the coffin with cotton batten, then covering the batten with white muslin, and we made a pillow. When we finished we placed the body in the coffin, covered it with a sheet and placed the top of the coffin over the deceased body. The body did not have to be embalmed if it was interred within 24 hours. Mr. Koon, he was the undertaker, was given \$10.00 per burial by the County if he took care of the body. I remember that I and my brother and sisters would pick whatever wildflowers were available – periwinkles, daisies, etc. – and follow the casket, which was pulled on a wagon, to the cemetery where we placed the flowers on the deceased's grave. Most of the time there were not other attendees besides us children, my father and sometimes a preacher. Rev. Harvey, a colored preacher, would attend to preaching for the colored deceased persons, and any preacher who was available for the denomination of the white deceased person would attend. The tombstones were designed by my father. He made a wooden mold into which he poured concrete. Stencils were used to form the letters of the names and dates, which I inscribed into the wet cement. Records of the people who died at the home and buried at the County cemetery were kept in a ledger by my father. Sometimes the birth date was not known, and therefore was not recorded when the person entered the home. Many were without families and homeless, and the majority was men."

Mr. H.H. Ray worked as superintendent of the County Olde Folks Home from 1928-1949. Mr. Tom Poppell took over operations, made some improvements and retired after working there for fifteen years. Succeeding Poppell at the renamed "County Home" was Mr. & Mrs. Lee Day who were superintendents until the late 1960's.

We appreciate the opportunity to record this historical account of the humble beginnings of the Brevard County indigent home and cemetery. Over the many years of existence, the home and site has changed in appearance, size and venue. It has been labeled as the County Olde Folks Home, the Poor House, the Poor Farm, the County Farm, and

the County Home.

In 1970 the County changed the name to Country Acres Parental Home as it began its new venue as a residential home for children who had been in harm's way and removed from their homes. Today, Country Acres Children's Home continues to operate as a residential home for boys and girls, ages six through seventeen years, and is located at 1850 South DeLeon Avenue, Titusville, Florida.

The indigent cemetery is located on adjacent property west of the Country Acres buildings, with entrance from Day Street. Burials and maintenance are still under the direction of Brevard County. Veterans Cemetery, a section at the south end of the cemetery is dedicated as a final resting place for indigent veterans.

Aline married Ralph A. Brinson in 1939, became a homemaker, mother and partner in family businesses. Aline passed away in 2007, and is buried with family members at historic LaGrange Cemetery in Titusville, Florida.

BENSEN HOUSE HISTORICAL MARKER DEDICATION

August 1, 2008

On August 1st at 1 pm a dedication of the State Historic Marker for the Bensen House (Grant Historic House) was held. It was sponsored by the Brevard County Historical Commission, Tourist Development Council and the Grant Historic Society. Several County Commissioners attended as well as members of the Bensen Family, local historians and residents. Space Coast Government TV and other news media covered the event.

Historical Marker Text:

Atley Bensen paid \$1,200 for the precut yellow pine lumber which arrived by riverboat from Jacksonville in 1916 to build this house for his wife Clara Christensen. The Bensen brothers married the Christensen sisters, both pioneer families of Grant. Atley and Clara lived in the house with sons, Atley Jr. and Russell until they were school age, and then moved to Melbourne, where son Edward Hartman was born in 1920. The Bensen house was rented for about five years until the family returned. Atley and his brother Adolph were involved in commercial fishing, grew pineapples, and operated the Jergensen General Store, which opened in 1894. Atley died in 1981. Clara continued to live in the house, and then later moved to Tampa where she died in 1981. Russell donated the "cracker" house to the Grant Historical Society in 1984. In 1985, the house was moved from its original site, which was about 300 feet south of 1st Street on the banks of the Indian River Lagoon to this location, which was the original location site of Grant's first house built in 1894 by Louis Kossuth "Honey" Smith. The Smith house burned down in the 1970's. The Bensen House became a museum in 1987.

See page 29 for a picture of the marker.

**STATE HISTORICAL MARKER LIST
BREVARD COUNTY
2008**

1. St. Gabriel Episcopal Church – Titusville
 2. Dummett Grove – North Merritt Island
 3. Clifton Colored School – North Merritt Island
 4. Greater St. James Missionary Baptist Church – Mims
 5. LaGrange Community Church – N. Titusville
 6. LaGrange Cemetery – North Titusville
 7. LaGrange Community (Colored) Cemetery – North Titusville
 8. Harry T. & Harriette V. Moore Memorial Home Site – Mims
 9. Historic Brevard County Courthouse - Titusville
 10. Pritchard House – Titusville
 11. Titus House – Titusville
 12. Hernandez Trail – Cocoa
 13. City Point Church – Cocoa
 14. Derby Street Chapel – Cocoa
 15. Georgiana United Methodist Church – Merritt Island
 16. Winter-Time Ais Indian Town of Pentoaya – Indian Harbour Bch.
 17. Holy Trinity Church – Melbourne
 18. Melbourne Naval Air Station – Melbourne
 19. Rossetter House - Melbourne
 20. Original Melbourne Village Hall – Melbourne Village
 21. Juan Ponce de Leon Landing Park – Melbourne Beach
 22. Provost Hall – Merritt Island
 23. St. Luke’s Church – Merritt Island
 24. Sams House – Merritt Island
 25. Oliver’s Camp – North Titusville
 26. Haulover Canal – North Merritt Island
 27. Last Naval Battle of Revolutionary War – Port Canaveral
 28. Florida Institute of Technology
 29. Addison Canal
 30. Valencia Historic District
 31. Historic Monroe Center
 32. Windover Archaeological Site – Titusville
 33. Titusville Negro School
- PENDING INSTALLATION
34. Georgiana Railway
 35. Canaveral Lighthouse
 36. Lawndale/William House
 37. Union Cypress Railway
 38. Union Cypress Sawmill
 39. Bensen House
- PENDING APPROVAL
40. Old Melbourne Town Hall
 41. Smith Family Homestead

FOR YOUR INFORMATION

The Historical Records Archive of the Historical Commission has a lot of reference material in its collections and could prove to be a valuable research source. The Historical Records Archive is normally open for research during standard business hours. Please call first to ensure that someone will be there to assist you. The Historical Records Archive is located in the Byrd Plaza at 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922. The Archive can be reached by telephone at 321-433-4415.

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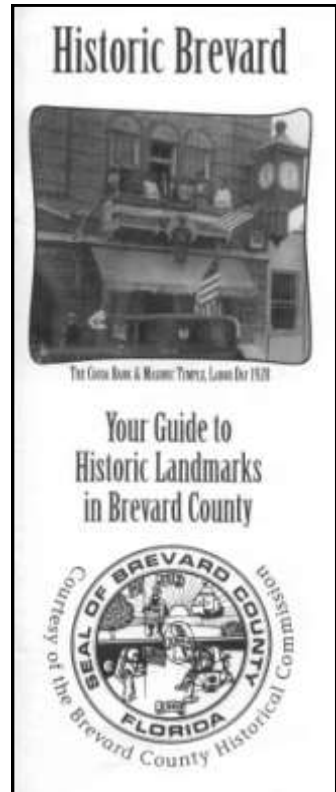
Landmark Guide To Historic Brevard County

The Landmark Guide Provides the location and a brief description of some of the historical landmarks in Brevard County. We haven't gotten them all in there yet but we're working towards that end. In the meantime enjoy the 53 we have documented. Get your copy free of charge through the Brevard County Historical Commission by writing , calling or emailing us.

Brevard County Historical Commission
801 Dixon Blvd., Suite 1110
Cocoa, FL 32922

Telephone: 321-433-4415

Email: steve.benn@brevardcounty.us



ABOUT THE HISTORICAL COMMISSION

The Brevard County Historical Commission was established in 1963 by ordinance of Brevard County to "*collect, arrange, record, and preserve historical materials*" and to perform other functions such as obtaining narratives of the early pioneers, marking historical locations throughout the county, and recording historical information.

The Historical Commission is made up of fifteen members appointed by the County Commissioners. Each of the five County Commissioners appoints three members to sit on the Historical Commission.

We store our collections at our Historical Records Archive located at 801 Dixon Blvd., Suite 1110, Cocoa, Florida 32922. The collections are normally available to the public during regular business hours. Please call in advance at 321-433-4415, to schedule an appointment to view our collections. We are attempting to put our collections online, however, to date we haven't reached that goal.

The Historical Commission holds regular monthly meetings at the Archive. The public is always encouraged to attend. Please call the Historical Commission's office at 321-433-4415 for a schedule of our meetings.

We have undertaken a number of projects, including:

- Publication of an official Brevard County History
- Designation of Historical and Archaeological Landmarks
- Publication of a booklet identifying the Landmarks
- Preservation of early newspapers, maps and records
- Collection of individual oral histories on video
- Publishing of a journal entitled Indian River Journal

The Historical Commission works with many other groups and organizations in the community to preserve the County's history and archaeology

*We have Brevard County History Books available
See the inside back cover for details*

BENSEN HOUSE MARKER



Try as we might to keep the following lists accurate with up-to-date information, it seems that changes occur that we don't know about until after publication. If you know of a needed change, see an error or have an addition to what we've presented, please let us know. Our address is Brevard County Historical Commission, 801 Dixon Blvd., Suite 1110, Cocoa, FL 32922 or by telephone at 321-433-4415

ONLINE SERVICES

Brevard County Historical Commission

<http://www.brevardcounty.us/history/>

Brevard County Historical Maps

<http://fcit.usf.edu/florida/maps/county/brevard/brevard.htm>

Florida Historical Museums

http://www.floridasmart.com/attractions/museums_hist.htm

The Florida Historical Society

<http://www.florida-historical-soc.org/>

The Florida Memory Project

An interactive Web site of Florida history, photos and letters

<http://floridamemory.com/>

Public Records Management

Services to state and local governments

http://dlis.dos.state.fl.us/index_RecordsManagers.cfm

Services to Genealogists

Researching your family history at the State Archives of Florida

<http://dlis.dos.state.fl.us/barm/fsa.html>

The State Library of Florida

Collecting, preserving and making available the published history of Florida

<http://dlis.dos.state.fl.us/stlib/>

The State Archives of Florida

Preserving the past and present for future generations

<http://dlis.dos.state.fl.us/barm/fsa.html>

MUSEUMS IN BREVARD COUNTY

Air Force Space & Missile Museum

Space Launch Complex 5&6, Cape Canaveral Air Force Station, FL

Alma Clyde Field Library of Florida History

435 Brevard Ave., Cocoa, FL 32922

American Police Hall of Fame & Museum

6350 Horizon Dr., Titusville, FL 32780

BCC Planetarium & Observatory

Brevard Community College, 1519 Clearlake Rd., Cocoa, FL

Brevard County Historical Records Archive

801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

Brevard Museum of Art and Science

1463 Highland Ave., Melbourne, FL 32936

Brevard Museum of History and Science

2201 Michigan Ave., Cocoa, FL 32926

East Coast Surfing Hall of Fame

4275 N. Atlantic Ave., Cocoa Beach, FL 32031

The Grant Historical House

5795 Highway 1, Grant, FL 32950

The Harry T. & Harriette V. Moore Cultural Center

2180 Freedom Ave., Mims, FL 32754

The Historic Rossetter House

1320 Highland Ave., Melbourne, FL 32935

Liberty Bell Memorial Museum

1601 Oak Street, Melbourne, FL 32901

North Brevard Historical Society Museum

301 S. Washington Ave., Titusville, FL 32782

U.S. Astronaut Hall of Fame

6225 Vectorspace Blvd., Titusville, FL 32780

U.S. Space Walk of Fame Museum

4 Main St., Titusville, FL 32796-3567

Valiant Air Command Warbird Museum

6600 Tico Road, Titusville, FL 32780

Veterans Memorial Museum

400 South Sykes Creek Parkway, Merritt Island, FL 32952

HISTORICAL ORGANIZATIONS

Brevard County Historical Commission

801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

Brevard Cultural Alliance

2725 Fran Jamieson Way, Building B, Room 104 Viera, FL 32940

Brevard Genealogical Society

P.O. Box 1123, Cocoa, FL 32922-1123

Brevard Heritage Council,

P.O. Box 31, Cocoa, FL 32923

Canaveral Lighthouse Foundation

P.O. Box 1978, Cape Canaveral, FL 32920

Cocoa Beach Pioneers

580 South Brevard Ave., Cocoa Beach, FL 32931-2529, 783-8389,
mmayorjoe@aol.com

Florida Historical Society

435 Brevard Ave., Cocoa, FL 32922

Florida Public Archaeology Network (FPAN)

1311 North US Hwy. 1, Bldg. 1/210, Titusville, FL 32796. 321-433-5042

Genealogical Society of North Brevard,

P.O. Box 897, Titusville, FL 32781-0879

Grant Historical Society

P.O. Box 44, Grant, FL 32949

Indian River Anthropological Society,

Dave McDonald, President, P. O. Box 542022, Merritt Island, FL 32954-2022

The Mosquito Beaters

George "Speedy" Harrell, President, 435 Brevard Ave., Cocoa, FL 32922

National Railway Historical Society,

Florida East Coast Chapter, P.O. Box 2034, Cocoa, FL 32923-2034

North Brevard Heritage Foundation, Inc.

Roz Foster, President, P.O. Box 653, Titusville, FL 32781

North Brevard Historical Society

301 S. Washington Ave., Titusville, FL 32789

Old Town Hall History Center,

Ann Downing, Public Relations, 2373 Oak St., Melbourne Beach, FL 32951

Preservation & Education Trust, Inc.,

P.O. Box 560823, Rockledge, FL 32956-0823

Rockledge Heritage Foundation

Amanda Mitskevich, 27 Barton Ave., Rockledge, FL 32955

Sons of the American Revolution.

Ben DuBose, 950 Falls Trail, Malabar, FL 32950. 321-952-2928

South Brevard Historical Society

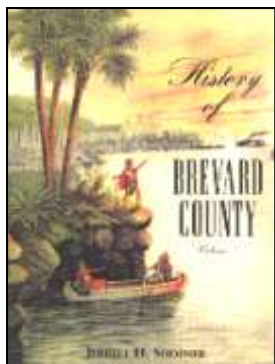
Betty Preece, President, P.O. Box 1064, Melbourne, FL 32902-1064

Town of Melbourne Village Historical Preservation Commission,

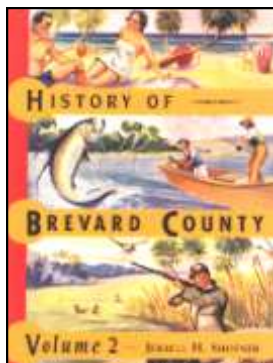
Jean Henderson, Secretary, 724-0070

The History of Brevard County

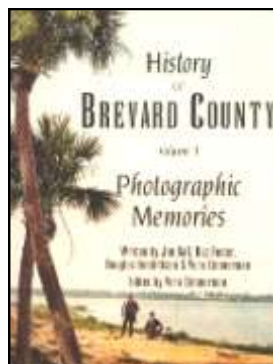
*in Three Illustrated Volumes—By Jerrell Shoffner et al,
published by the Brevard County Historical Commission*



Volume I	31.95
Tax	1.92
Total	\$33.87



Volume II	31.95
Tax	1.92
Total	\$33.87



Volume III	45.00
Tax	2.70
Total	\$47.70

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and mail to the Brevard County Historical Records Archive
801 Dixon Blvd., Suite 1110, Cocoa, FL 32922

Questions?

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Call 321-433-4415

The
Indian River
Journal

**The Brevard County Historical
Commission
801 Dixon Blvd., Suite 1110
Cocoa, Florida 32922**