

THE JOURNAL OF THE
BREVARD COUNTY HISTORICAL COMMISSION

THE INDIAN RIVER JOURNAL

Volume VIII, Number 2

Electronic Edition

Fall / Winter 2009

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



Amy Beckwith

**The Pritchard House, Built in 1891
Story on page 3**

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THE INDIAN RIVER JOURNAL

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Photo Credit:

Amy Beckwith—The Pritchard House

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The Tico Belle, a Douglas C-47 Skytrain

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Editor's Notes
By Bob Swenson

This issue of the Journal takes us from 7,000 years ago all the way up to the present. In order to do this, we have had to condense several of the articles in the printed version. However, this electronic or full version, contains the full articles, along with many more related pictures.

In this issue you will learn about an Indian mortuary pond, the restoration of an 1891 home, a first-hand account of life on Merritt Island, a WWII survivor, and the retirement of our Manager.

This version of the Journal has been reformatted as well. We have increased the page size to 8.5 x 11 inches. The font size has also been increased. This will make it easier for most people to print their own copy. For those who prefer to read electronic versions, we have activated the Web links within the document to make it easier to "point-and-click."

The Windover Site: A Glimpse of Life in Florida 7,000 Years Ago
By Dr. Rachel K. Wentz
Regional Director, FPAN, East/Central Region

The state of Florida has produced some of the oldest human skeletal remains in North America. The Windover site, a mortuary pond located in east-central Florida near present-day Titusville, was first discovered in 1982 during construction within the Windover Farms suburban housing development. Mortuary ponds are shallow ponds into which burials were placed. Similar sites have been discovered throughout Florida but Windover represents the largest sample of its antiquity in North America. The well-preserved remains of over 168 individuals were excavated and date to around 7,000 years ago.

The excavation of Windover spanned three field seasons (1984-1986). One of the most fascinating aspects of preservation from Windover was the recovery of human brain tissue from over ninety crania. The state of preservation at Windover has permitted cellular and molecular analyses and provides a rare glimpse into the lifestyle of the people of Florida's Archaic period. Along with exceptionally preserved skeletal remains were beautifully crafted artifacts buried alongside many of the individuals. These included bone and wooden tools, ornamental shells, and beautifully woven textiles, which were wrapped around the individuals before they were placed in the pond.

My research has shown that the people from Windover suffered from many forms of illness and injury, including fractures, infection, arthritis, and nutritional deficiencies.

Dr. Rachel Wentz specializes in bioarchaeology – the examination of health and illness through the analyses of human skeletal remains in archaeological contexts. To learn more about Dr. Wentz and the Florida Public Archaeology Network (FPAN), visit <http://nbbd.com/npr/fpan/index.html> on the Web.—Editor



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.





The Windover Pond Today

For more information, visit the *Brevard Museum of History and Natural Science* and their website at <http://nbbd.com/godo/BrevardMuseum/WindoverPeople/index.html>

The Pritchard House Restoration 424 South Washington Ave., Titusville, Florida By Roz Foster

FAMILY HISTORY

James Pritchard was born in New York City on October 21, 1839. The family moved to Missouri and when the Civil War began, he enlisted in the Confederate Army. He served as Captain of Company E, First Regiment, Missouri Infantry, and his father, John N. Pritchard, served as Colonel in the Union Army. On January 17, 1867 in Galveston, Texas, after three weeks of courtship, he married Mary Haley Boye, daughter of Christian and Frances Delespine Boye of Key West, Florida, who were there visiting relatives.

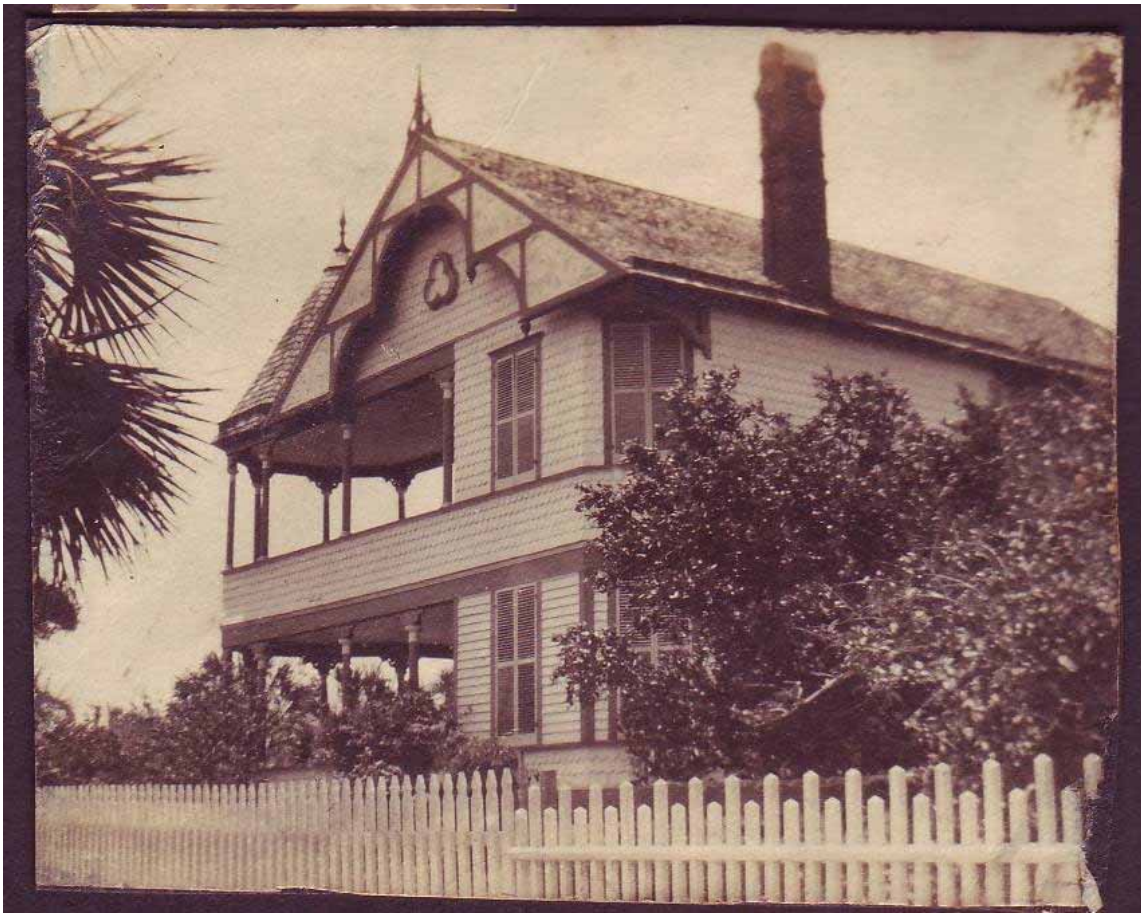
The Pritchards and their three children came to Florida in 1876 and settled on the Delespine Grant, which Mary inherited from her grandfather, Joseph Delespine. At "Pritchard's Landing" they grew sugarcane and citrus. In 1886 when a hard freeze destroyed most of the crops, the Captain turned to selling real estate and moved his family to Titusville and lived in a cottage on Palm Ave.

He organized the Indian River State Bank in 1888, which was the first bank in Titusville. He remained President when the bank incorporated in 1889 with W.B. Barnett as Vice President, and built a brick bank building at the corner of Washington Ave. and Julia St. He had served as president for 37 years when he sold the Bank to J.R.

Anthony in 1925. The bank fell victim to the depression and closed in 1928. The structure has had extensive renovations and continues to be occupied.

Captain Pritchard built the first electric generating plant in Titusville in 1890. It was located in a wooden building on the south side of Nevins Court, just across the alley from the rear of his hardware store. He sold it to Southern Utilities in 1914 for \$35,000, and a few years later Southern sold it, and it became Florida Power and Light Company. The old wooden structure that housed the generators was beyond economical repair, condemned by the City and demolished in 1970.

In June 1891, on a lot purchased from Mary Titus, widow of Titusville namesake Col. Henry Titus, contractor Pleasant J. Hall began building the Queen Ann style house of heart pine. The Pritchards moved into their new home on So. Washington Ave. and Pine St. in October 1891 with furniture, pictures and painted portraits they brought from Missouri. The original occupants of the house were Captain James Pritchard, wife Mary, children "Boud" and youngest sister Kate, Mary's mother, Frances Delespine Boye, and the family maid, Julia Stewart. In 1889, daughter Frances Amelia married Frank T. Budge and they were living in their own house. In 1895 the couple moved to booming Miami. Frank owned a hardware store on Washington Ave. and sold the business to Captain Pritchard and son "Boud" in 1898, and it became James Pritchard and Son Hardware. In 1913 "Boud" married Lola Pauline Smith, known as "Miss Lovie" and they continued to live in the house until their deaths. Captain Pritchard passed away in 1926 and is buried in the family plot at Oaklawn Cemetery in Titusville. Their daughter Mary Pauline married Frank Schuster in 1935, and raised their children, James, Johanna and Polly in this house. The house was placed on the National Register of Historic Places in 1990. Pritchard family members continuously lived in the house, with Mary Pritchard Schuster living there until it was purchased for historic preservation by Brevard County in May 2005.



The Pritchard House—North Front Side

THE HOUSE

The Pritchard House is an outstanding example of the Queen Anne architecture, a distinctly American form that was popular from approximately 1876-1910. The house appears today much as it did when it was built in 1891.

The house features a conical corner tower, one of the key distinguishing aspects of this style. Other characteristics are the wrap around porch, the variety of materials used on the exterior, fish scale wood shingles and the jig saw decorative scrollwork. The elaborate use of shapes and textures produce a highly picturesque effect, accented by its steep gables, veranda and second floor balcony.

On the first floor is the main entrance hall with original double front entrance doors with the letter "P" etched on frosted glass window panes. An ornate fireplace mantel with tiled hearth flooring is located in the southwest corner. The stairway to the second floor features a newel post with built in light fixture. Two large sliding pocket doors with original decorative metal hardware grace the entrance to the parlor. A beautiful mirrored carved oak fireplace mantel is accented with colorful tiled hearth flooring.

The dining room has a fireplace with a plain mantel and tiled hearth flooring. There were two closets on the north wall, one used as a "china closet" and the other as a pantry. A "dog trot" is located north of the dining room and served as a passageway between the kitchen and parlor to avoid going through the dining room. It also was used for storage.

The kitchen was originally separated from the main living area by an open passage on the ground floor that ran north to south. Shortly after the house was built, it was closed in with an entrance door on the south side. A narrow stairway ascends from the kitchen to the maid's room above. Originally there was a pitcher pump and dry sink on the north wall of the kitchen, pumping water from the cistern located on the north side of the house near the kitchen. A large sink was installed with running water and is still there. There were no built-in cabinets in the kitchen and a work table was under the west window. A cook stove chimney flue cover is still intact on the west wall. A single light bulb hangs from the ceiling.



The Newel Post

The latticed porch located on the west end of the house is original, provided privacy and was a place to do the laundry.

Located on the second floor are four bedrooms, the maid's room and the bathroom. Both the master bedroom and south front bedroom have doors that open onto the upper balcony. Notes on the original plans show that a window in the south side bedroom was changed to a door. The master bedroom has the only fireplace on the second floor, which was later bricked in. The embossed maid's bell is still mounted on the wall in the master bedroom. The other bedrooms were heated by wood stoves as evidenced by flue covers, with the exception of the bedroom on the northwest side of the house, which had no means of heating.

The passage between the main house and maid's room at the west end of the hall is the original bathroom, complete with original iron claw-foot bathtub, sink and faucets. A pipe connected to a hand pump located next to the tub carried water from the cistern below. The small pipe located under the window on the north side is still visible.

SPECIAL NOTATIONS

Only four of the original light fixtures are still in the house. Two are ceiling fixtures made of "roped" brass. Three original etched glass shades go on the fixture in the entrance hall, and the one in the maid's bedroom had only a

light bulb. A wall light made of painted metal was in the “china closet,” and another wall mounted metal fixture was on the north wall in the master bedroom.

All of the window frames are original, many with original glass panes. They are weighted and operate on cords and pulleys, and several need recording. The window screens are half screens that run on wood slides approximately ½ inch wide, located on each side of the window frame. Each corner of the screen has a decorative embossed metal corner bracket.



Corner Bracket

The door hinges, key plates and pins are also original decorative embossed metal. We have most of the original skeleton door keys, which are usable. Most of the door knobs with back plates are original.

All of the heart pine woodwork and tongue and groove floors are original and in good shape.

The exterior storm shutters are original and hand made of cypress. The frames are mortised and held together with hand carved wood pegs. The louvers are made with small pegs notched out on the ends of each louver to hold them in the frame slots. The shutters are hinged to be opened and locked into place, or when closed are secured by a hook and lock system inside the window frame. They are of various sizes to fit the windows, and divided into 3 and 2 sections.

The exterior “fish scale” shingles were hand cut from cypress and are approximately 18 inches long and tapered on one end. Most of the original fish scale shingles were left in place or reused and replacements were replicated.

Most of the nine turned wood finials that were attached to the scrollwork verge boards were missing, and one that was original will be used to replicate replacements.

PROPERTY AND OUTBUILDINGS

Sanborn Insurance Maps are used to provide information about structures that were located on the property. In 1893 there was a windmill, elevated water tank and a stable/shed; all were located on the northwest side of the property. In 1899, there was a shed, elevated water tank and a round cistern, which was located on the northwest side of the house. The windmill had been removed. In 1908 the elevated water tank was removed and an outhouse added on the northwest side of the house. By 1915 the cistern becomes oval shaped and is located on the northwest corner of the house where it is now. The only remaining outbuildings shown at this time were the shed and outhouse.

According to family members, the oval cistern had a concrete dome over the top that was destroyed by Capt. Pritchard’s son “Boud,” by knocking it down with a sledgehammer in the 1950s. The broken concrete fell to the bottom and the cistern was filled in with dirt. “Boud” later planted a rose garden there. They also remember that the outhouse was not moved, since it was an outside toilet with a septic tank. The shed was also taken down.

PRITCHARD HOUSE RESTORATION PROJECT 2006-2009

The North Brevard Heritage Foundation is proud to participate with Brevard County in the historic restoration and preservation of the Pritchard House. A Lease Agreement and Operational Guidelines were approved by the Board of County Commissioners July 7, 2009. The house will be restored to its appearance during the time period

of when it was built in 1891 until the death of Captain Pritchard in 1926. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings will be adhered to, with modifications for code and ADA compliances.

Brevard County, assisted by the North Brevard Heritage Foundation received a \$350,000 Special Category Grant for historic restoration from the Florida Historic Commission in 2006. Funding provided much needed resources to start priority work, which was identified by an assessment architect. An additional \$80,000 was appropriated by the Brevard County Commission to begin the stabilization of the house under the direction of Kenneth Smith Architects, Inc., a historic restoration architectural company, and BRPH, an engineering company.

The first course of action was to stabilize the house. The foundation was jacketed up and placed on steel beams by Youngblood & Sons Building Movers, while new concrete footers were poured, and the piers were rebuilt using a mixture of new and old bricks by Carswell Construction. The house was then lowered, strapped down to the piers and leveled.

Howell Construction Co. was contracted by Brevard County as Construction Manager for the scope of work included in Phase I restoration.

Historic restoration subcontractor Durable Restoration Company performed selective demolition of the porch with new engineering and construction of the porch framing.

While removing the asbestos roof shingles, much to everyone's surprise, the original weathered cypress shingles were exposed. Stamped on the back of the old shingles was "Gaulden Lumber Co. 3x18 hearts, Maytown, Fla." *Treasures found during restoration!*

To restore the roof to the natural beauty and architectural grace of an authentic wood shingle, architect Ken Smith choose "Lifepine" Shingles by Cox Industries. They are made of pressure-treated pine, have a high solar reflectance and high R-value rating, wind resistance ratings to 150 mph, maintenance free, rot, decay & termite resistant, highly durable and have a 50 year warranty. They will turn to a driftwood gray within 12 to 15 months.

Architectural drawings specified several historically correct ways to handle rainwater. Historic photos revealed that "stop gutters" were originally on the roof. Restoration subcontractor Durable Restoration Co. designed and replicated the "stop gutters," and installed them with copper flashing as part of the roofing system. Copper downspouts were manufactured and installed. Small square boxes called "scuppers" were hand fabricated to fit through the walls of both porches to allow water that collects on the porches to drain.

The brick chimneys were re-pointed with a special mortar mix and colored to match existing mortar. Copper flashing was installed at each chimney base.

Historic photos also revealed that finials were originally on the south and east gables. Measurements were calibrated from the photos to provide architectural drawings for replication. During selective demolition of the turret roof, the finial was removed and found to be one piece of hand-turned log approximately 4 ft. long. Jim Brock Architectural Woodworking, Jacksonville, FL. replicated the gable and turret finials, post brackets, and fish scale shingles. They are hand-turned and made of "sinker logs" which are aged, fallen red cypress trees salvaged from the wild.

Porch restoration included replacement of bead board siding on the inside porch walls and ceilings, and new tongue and groove flooring on the first floor. Salvaged bead board was used when possible, and most of the porch ceiling was kept intact. Steel posts, which are strapped to the railings, provide extra support to the replicated porch columns that were wrapped around them, with bases and caps.

The second story porch floor required special analysis. Selective removal of the base board from the porch wall and several rows of fish scale shingles along the house revealed the turned up edge of the former porch floor covering. The former metal deck was removed and a closer look behind the metal at the base of the bead board revealed a row of tacks with remnants of fabric attached to them. This revealed that the original porch floor was painted



**Shingled Roof & Stop Gutters
South Side Shown**



**EAST & SOUTH
GABLE
FINIALS**

Replicated by
J. BROCK
ARCHITECTURAL
WOODWORKING
Jacksonville, Florida

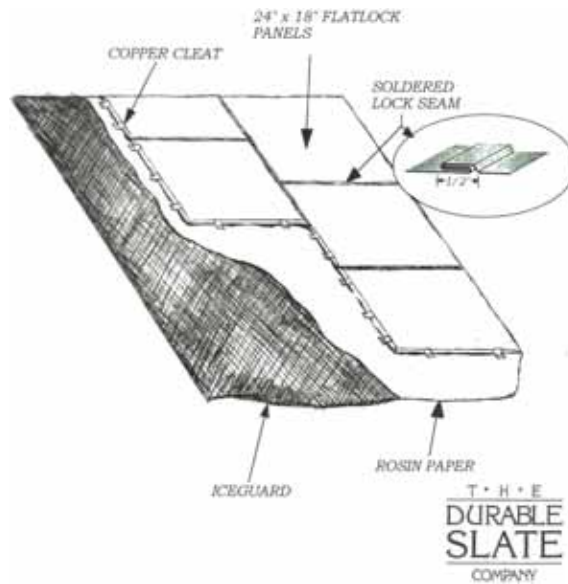


**TURRET
FINIAL**

canvas fabric over a pine wood tongue and groove floor, which was a common construction method of the day. The metal floor was not original and had been installed during the life cycle of the house.



As indicated on the architectural drawings, a “metal flat lock roof” system was installed which was made of 16 oz. 24” x 18” lead coated copper panels. First an ice and water shield was installed over the new porch structure and deck, followed by a layer of rosin paper. The interlocking metal panels were installed with clips and seams drawn tight. This was hand soldered with bar solder and heated irons to fully lock the metal panels together. The “scuppers” were soldered into the roof system and the bead board and base trim was placed on the turned up edge of the roof to create a water tight installation. The life span of this durable roof is approximately 70 years.



Historic restoration is not “just another construction job!” Special knowledge and skills are required to ensure historic replication and restoration methods are done properly. Proof is in the results!

Porch light ceiling fixtures that are flush mount and match the original iron mounting have been located by Barn Light Electric Co. located in downtown Titusville.



Metal Fixture

Replication of the front wood steps, scrollwork and verge boards will be included in Phase II scope of work. Many of the original exterior shutters have deteriorated beyond restoration and will be replicated when funding becomes available. Several will be restored and reinstalled on the first floor windows. Selected damaged siding and trim boards were replaced. The ADA compliance ramp will be located on the southwest side of the porch.

Additional funding was allocated by the City of Titusville Façade Grant with a CRA matching grant of \$40,000 to complete the porch restoration. We appreciate support from the City of Titusville and look forward to working with them. We are confident that the restoration of the historic Pritchard House will be a stimulus for downtown revitalization.

With completion of the roof and porch restoration, the “Grande Olde Lady” was ready for a new coat of paint.

PRITCHARD HOUSE PAINT ANALYSIS May 2009

Historic paint colors for the Pritchard House were determined by a combination of the following factors:

1. Family oral and written documentation: Written documentation by Fannie Budge Waters, daughter of Frank and Frances Amelia Pritchard Budge, who was born in 1891 and lived in the house from 1896 – 1910, recalled the house as being painted white and trimmed in several colors of green. Mary Pritchard Schuster, granddaughter of Capt. Pritchard who was born in 1914 recalls the house being an ecru color, trimmed in russet brown with dark green shutters through her teenage years. She colored a sketch of the house to show where colors were located.
2. Newspaper articles: The family has a newspaper article that states that Capt. Pritchard painted the house a darker color in 1895.
3. Historic black & white photographs to determine placement of dark and light colors at various periods of time: Photos show porch posts, trim boards and shutters were a dark color. In some photos the post caps and bases are a light color as are the post brackets.
4. Physical evidence on house & paint scraps: The second floor porch still had most of the original posts, bases and caps that revealed the historic colors by paint scraps. Porch posts were dark green, post caps and bases were russet brown as were the trim boards. Some of the shutter louvers were painted mustard yellow and the frame dark green, although most of the shutters were dark green overall. Fish scale shingles revealed that they were painted a mustard yellow. This has been determined by evidence of this color being present under the face boards that cover the fish scale shingles, and when the fish scale shingles were separated this color was impregnated into the wood. This leads us to believe that possibly the house body was not originally painted in 1891, and the color revealed on the fish scale shingles was the original color of the house that was painted “a darker color” by Capt. Pritchard in 1895. We had no paint scraps on the brackets that revealed the original color.

Local Benjamin Moore Paint distributor Kevin Hughes, President of Richard’s Paint of Titusville took a “reading” of the paint scrap colors with a special color meter. The readings were matched with our samples and their paint chips to determine Benjamin Moore’s historic colors.

The combination of the analysis criteria resulted in these colors being selected by the architect: House body: HC-9 Chestertown Buff; Trim Boards: 2093-20 Fresh Clay (russet brown); Porch Posts, lattice, screen doors, back doors & shutters: HC-135 Lafayette Green.

A letter was sent to Benjamin Moore & Company Corporate Office, Executive Project Coordinator, Brand Marketing, requesting the donation of paint and primer for the restoration of the historic Pritchard House. The connectivity was that Benjamin Moore Paint was sold at Pritchard & Son Hardware Store. Photos advertising Benjamin Moore Paint in the store window, on a 1965 calendar and printed on a yard stick were included with the request for sponsorship. After discussion of our project and organization, Barry Passeser, Benjamin Moore & Company Business Development Representative, Florida Market, accompanied by local distributor, Kevin Hughes of Richard’s Paint of Titusville visited the Pritchard House. Timing was perfect, as the Company was introducing a new paint line to the southeastern region of the US, and this would be a great opportunity to promote it. Benjamin Moore’s

new “Aura” is the “top-of-the-line” and has one of the lowest VOC levels of any paint currently on the market and meets the most stringent environmental regulations in North America. They agreed to sponsor the exterior paint for this project which amounted to over 75 gallons. The paint was provided by local distributor, Richard’s Paint of Titusville, and the paint contractor was Wayne Keenan Painting of Melbourne.

Benjamin Moore & Company is actively involved in “preserving America’s Architectural Heritage,” and we thank them for supporting restoration of the Historic Pritchard House.

With a new roof, porch and coat of paint, the historic Pritchard House has taken on a grand new look and passers-by are taking notice. There is still more restoration to be completed before it can open to the public. Phase II scope of work will include installation of new electrical wiring & plumbing, A/C HAVC systems, floor and woodwork refinishing, wall repair and re-plastering, and ADA compliance bathroom, etc.



Phase III scope of work will be Landscaping. Kathleen Burson, Landscape Architect and owner of Eiche Design-Site Planning has volunteered her expertise and services to plan and design the gardens and usable spaces for the Pritchard House grounds. Easy care and maintenance, use of native, edible and historic plantings, with something blooming most of the time, are just a few of the items being considered.

When most of the restoration is complete, the historic Pritchard House will open as a history museum with a reference and literature library, a gift shop, and as a public meeting place. It will be available to lease for family celebrations, weddings, organizational meetings, parties, reunions and special events.

“PITCH IN FOR THE PRITCHARD HOUSE”

State, city and county funding has been expended and was not enough to complete restoration. State restoration grant opportunities have not been funded due to economic conditions, and additional government funding is almost non-existent.

The North Brevard Heritage Foundation is seeking sponsorships and monetary donations to raise additional funds to aid in the restoration of the Historic Pritchard House. Skilled craftsmen, such as carpenters, electricians, plumbers, plasters, concrete workers, A/C technicians may volunteer services to help with restoration. Sponsorships and donations of in-kind services, building supplies and materials would be a great way to “PITCH IN” and get involved with this community project.

For additional information about the North Brevard Heritage Foundation, Inc. (a 501c3 non-profit organization) visit our website at <http://www.pritchardhouse.com> or send donations to P.O. Box 653, Titusville, Fl. 32781

Want to know more about Brevard County History?

We have history books available.

Go to the inside back cover for details

Flames in the Sky
By Sandra LaRoche-Brannin Natowich
Merritt Island Historian

For many owners and restorers of local vintage homes, it is an important discovery when they find, under layers of paint or linoleum, beautiful Merritt Island mahogany. Of course, it isn't mahogany—but as it ages, the high resin content begins to harden in the wood, and it turns a beautiful color—ranging from a deep reddish brown to pale honey yellow. Heart pine as some call it, was harvested and milled on Merritt Island as far back as the 1870's when the Sams and LaRoche men ran their mill in Courteney.

In later times the Fortenberry Lumber Mill was built and operated where the T. J. Maxx store is now located. It took up the whole area where the shopping center is now and had sawdust piles that were twenty feet tall. As a small child in the 1940's, those piles looked like small mountains to me. The morning whistle called everyone to work, the noon whistle was for lunch, and the five o'clock whistle was for quitting time—and all of the kids within hearing distance knew they should get home from wherever they were playing to get ready for supper.

Lumber milled on Merritt Island was used for most of the homes built there before the era of concrete block construction as were many of the mainland homes—even the Mediterranean Revival stucco homes had interior woodwork made from heart pine. But this fine and useful wood had a downside. It was and is highly flammable. Which could mean complete destruction for folks who had a house fire. Especially back in the days when a home didn't have running water. In fact, some homes were built with a detached kitchen building so that if there was a kitchen fire it could be better contained. Still, people often lost everything in a house fire.

In early times the population on the north part of then Island was sparse and homes were fairly far apart. No one had a telephone so it was hard to get enough help together to save a building. Add to that the pine forest fires that raged for days with nothing to stop them and you can see what a struggle it was to live there. The wildlife, the mosquitoes, droughts and lightening strikes also severely challenged those who settled this area.

In the late 40's and early 50's, when the pines burned, they created their own wind and the sparks could travel for miles, starting even more fires—and homeowners prayed they would be spared. I remember the whole sky glowing red at night. The flames could be seen from a distance, even from the Mainland. When the fires happened someone would call our house to tell my dad that everyone was gathering at a certain spot to go fight the fire—and my mother, grandmother, aunts and other ladies in Courtenay would make food and coffee and take it along with water to the men who were fighting these terrible fires. Sometimes the cattle that were being raised by Mr. Roberts and others were in danger, sometimes it was someone's grove, or a house—but these brave men of all ages would go out to beat the fire back—with no real equipment but shovels, hoes, wet gunny sacks, no protective gear, and no water trucks. And then go to work the next day.

Eventually, the Barge Canal was finished, State Road 3 was built and the area north of the Barge Canal began to be more developed. This made it imperative that some sort of firefighting group be organized to deal with the fires that were so prevalent in this area. The Merritt Island Volunteer Fire Department was at such a distance that it was difficult for them to get to some fires on the north part of Merritt Island in time.

In recognition of this need, my dad, Bob Brannin and my granddad, Lit LaRoche banded together with other resident volunteers in the area and formed the Courteney Volunteer Fire Department. One of its earliest members was Joey Crisafulli, who began as a teenager with the CVFD and rose to the position of Fire Chief. He has spent the greater part of his life working in firefighting. After moving away for a few years, he returned to Brevard, and now serves in Fire and Rescue as a deputy Chief.

Though NASA had taken over most of the land where the pine stands were, the Courteney Volunteer Fire Department still served a necessary purpose in protecting residents from brush fires, helped save homes and was able to finally get the equipment needed for these tasks. Older residents will remember all of the fish fries and other fund raising activities that were held to get equipment, some of which was pretty old but still useful. According to John Gore, Volunteer Coordinator, the CFVD merged with the Merritt Island Volunteer Fire Department in the 70's and now not only services the immediate area but also supports other areas that need help on the Island.

Today's fire department is quite different than when it was founded. The volunteers must complete 160 hours of class work that includes CPR training, hazardous material and blood born pathogens awareness and gives them first responder status which permits them to give basic medical treatment. Also at the Courtenay Fire Station, there are several paramedics and about 3-4 EMTs, plus some career staff.

Quite a difference from the late 50's to now, but one age old problem still exists- the need for more and better equipment and the expense that accompanies those improvements. The area has become even more populated, with many of the homes being several stories high and larger than original Island homes. Though there are fewer of the pine stands now, the area is still subject to drought which dries out foliage and will always pose a fire hazard—which means there will always be a need for the Courtenay Volunteer Fire Station.



World War II Survivor Still Working to Preserve the Legacy

**By Colonel Terry Yon, USA (Ret)
Public Relations Officer, Valiant Air Command**

This is the dramatic and amazingly true story of a World War II veteran who participated in some of the most important battles of the war. From the Normandy invasion to Cherbourg, to Arnhem, to Bastogne, to the Berlin Airlift and much more, this hero was there and saw it all -- over 65 years ago. Today, this venerable veteran of past battles continues to educate the public about military history and what it meant to not only serve in World War II, but to have been present, when so many sacrificed so much in the service of this Country and the freedoms that we hold dear.

Our Veteran's story begins in 1942 when "she" was born. I say "she" because our hero is an aircraft and that's how aircraft are often lovingly referred to; but this is no ordinary aircraft. It is a Douglas C-47 Skytrain. When asked to name the most significant weapons of World War II, General Dwight Eisenhower supposedly listed the atomic bomb, the jeep, the bazooka and the Douglas C-47. The C-47 purchased by the US Army Air Force was the military version of the civilian DC-3 airliner. The major differences were a bigger engine and reinforced floor in the passenger/cargo area, complete with tie down rings for securing cargo. The personnel door on the left side was made much larger to accommodate cargo loading. The main cargo door opened as a clamshell door. The door is large enough to accommodate a complete Jeep with trailer, or a 37 mm anti-tank gun. The comfortable airline seating was also replaced with twenty-eight folding metal seats that were installed against the fuselage sides. Many C-47 aircraft had their tail cone removed and were fitted with a glider-towing hook, to facilitate towing troop carrying gliders like the Waco CG-4 used in the D-Day Invasion. As a supply plane, the C-47 could carry more than 6,000 pounds of cargo with a full fuel load. It could also hold a fully assembled jeep or a 37 mm cannon. As a troop transport, it carried 28 soldiers in full combat gear. As a medical airlift plane, it could accommodate 14 stretcher patients and three nurses. Seven basic versions were built, and the aircraft was given at least 22 designations. It was produced in greater quantities than any other World War II Army transport, and it continued to serve in both Korea and Vietnam. Ultimately, over 10,000 aircraft were made and served with some 90 different countries. Sadly, today there are fewer and fewer of these beautiful machines that can actually fly and show what they did so many years ago.

The story of our veteran aircraft, tail number 42-100591 (#591), begins when she first saw life in 1942 and was delivered to the USAAF at Mobile Depot on November 6, 1943. She departed for England in 1944 and upon arrival was assigned to the 9th Troop Carrier Command, which was part of the 9th Army Air Force. She was further assigned to the 437th Troop Carrier Group (TCG) and the 84th Troop Carrier Squadron (TCS). The 437th TCG is the ancestor of the 437th Airlift Wing, which is today based at Charleston AFB. You will see the squadron designator "Z8," of the 84th TCS, in pictures of her from WWII. The 437th TCG and our aircraft (#591) soon took up residence at RAF Ramsbury, which was a 500-acre standard Air Ministry bomber field, which had been built during 1941-1942. It was from RAF Ramsbury that our newly assigned aircraft began to see action and ultimately participated in some of the fiercest battles of WWII.

From Ramsbury the 437th TCG began preparing for the Normandy invasion. On the 437th's first operation, in support of the Normandy landings, 52 C-47s departed around 2 am with troop carrying Waco (CG-4) gliders containing elements of the 82nd airborne infantry. Our aircraft flew in position number 50 for this mission. The gliders were released south of Cherbourg with the object of isolating the western end of the invasion bridgehead, but poor weather and anti-aircraft fire disrupted the formations causing the glider landings to be somewhat scattered. Although #591 did not fly in a follow-up mission from Ramsbury later on the 6th, the 437th flew a third combat mission, on D+1, towing 17 Horsa and 33 Waco gliders carrying reinforcements of troops, anti-aircraft pieces, ammunition, rations, and other supplies for the 82nd Airborne Division. The 84th squadron contributed 14 aircraft and 42-100591 once again flew in formation position 50. For its work during this period, the 437th TCG was later awarded a Distinguished Unit Citation. After the successful invasion and by the last week of June, the battle for the Port of Cherbourg had begun. Troops isolated and then captured the fortified port, considered vital to the campaign in Western Europe, in a hard-fought campaign of three weeks. The 437th TCG and our aircraft supported this campaign, which would ultimately enable badly needed follow-on troops and supplies to flow into Europe.

437th TCG continued supporting the advancing ground forces in France, in desperate need of ammunition. During the airborne attack on Holland, 17-25 Sep 1944, two 437th flights, both comprising 35 C-47s towing a CG-4A each, brought up the rear of the IX Troop Carrier task force for the 101st Airborne Division. The Battle at Arnhem (sometimes referred to a "the bridge too far") was part of the Market Garden operations plan. It made use of large-scale airborne forces and its tactical objectives were to secure a series of bridges over the main rivers of the German-occupied Netherlands to allow rapid advance by armored units. The strategic purpose was to allow an Allied crossing of the Rhine river, the last major natural barrier to an advance into Germany. The enemy anti-aircraft defenses were fully alerted and shot down five C-47s and ten gliders were also lost. A total of 24 C-47s in the first flight suffered flak damage and 22 in the second. Despite these losses and damage, the group was able to dispatch a follow-up mission the next day with one flight of 40 and another of 30 aircraft, each towing a glider. This time fate was kinder as only one C-47 in each formation received flak damage and none were lost, although four gliders aborted and another ditched in the sea. Unfortunately, although initially successful, because of the heavy resistance

and lack of sufficient resupply even with the tremendous efforts by the 437th, the plan was generally considered a disaster and allied forces were forced to pull out.

It was then back to hauling supplies to France and Belgium and evacuating wounded to England with a particularly hectic period during the Battle of the Bulge. As part of the Battle of the Bulge the 437th TCG and our aircraft flew desperately needed resupply missions to the besieged forces at the famous town of Bastogne. This strategic town was at the junction of seven main roads in the Ardennes mountain range. Control of the crossroads of Bastogne was vital to the Germans to speed up their advance and improve resupply to the German columns, as the poor weather conditions made cross-country travel difficult. The only thing that stood in their way was the 101st Airborne Division and they were soon completely encircled by the enemy. Because of the poor weather and the lack of air cover and adequate resupply, the battle lasted from mid-December 1944 to January 1945; while the 101st bravely held out until the weather finally cleared, reinforcements arrived and the encirclement broken.

In February 1945 the group moved to its Advanced Landing Ground (ALG) at Coulommiers/Voisins, France, when several former Luftwaffe airfields were restored to operational use for action during the air assault across the Rhine.

Hitler saw the Rhine as a symbol of German resolve. No invading army had crossed the Rhine in 140 years, since Napoleon in 1805. Any commander surrendering or retreating would be shot. Bridges were to be blown up.

Cologne's bridges were destroyed before the city was captured. The US First Army was planning to cross the Rhine without a bridge, when it unexpectedly found the Ludendorff Railway Bridge still standing on March 7 in Remagen, Germany. The Allies rushed to cross the Rhine under air and artillery attack. By March 23 the Allies had a bridgehead thirty-five miles wide and twelve miles deep. To reinforce this bridgehead, allied airborne forces, in the last operation in Europe, dropped over the Rhine on March 25, 1945 in Operation Varsity. The 437th and our aircraft #591 participated in this action towing two gliders each (double tow) full of airborne infantry. German anti-aircraft units were waiting and casualties were heavy, but the paratroopers landed together and took the East bank of the Rhine to protect the bridgehead. The Rhine had been cracked. Bridges went up all over the Rhine -- more than sixty in total. Hitler was unable to stop the Allies in the west. The Red Army was advancing in the East; Berlin was their next and final target.

The group flew numerous missions in March and April to carry gasoline, food, medicine, and other supplies to ground forces pushing across Germany. When not participating in one of the major airborne operations, the organization continually transported ammunition, rations, clothing, and other supplies, and evacuated wounded per-



sonnel to rear-zone hospitals, as well as evacuated prisoners of war and displaced persons to relocation centers after V-E Day.

The group returned to Baer Field, Indiana in August 1945, and was inactivated at Marfa Army Air Field, Texas on 15 November. But, that's not the end of the story for #591. While many aircraft from WWII were being turned in and sold or scrapped, our C-47 was put into storage, only to be called out to assist in the massive Berlin Airlift. The Berlin Blockade lasted from June 24, 1948 until May 11, 1949 and was one of the first major international crises of the cold war. During the multinational occupation of post-World War II Germany, the Soviet Union blocked the three Western powers' railroad and street access to the western sectors of Berlin that they had been controlling. Their aim was to force the western powers to allow the Soviet controlled regions to start supplying Berlin with food and fuel, thereby giving them nominal control over the entire city. In response, the Western Allies formed the Berlin Airlift to supply the city over pre-arranged air corridors. The effort was initially viewed with skepticism even in the countries mounting the attempt, as this sort of logistical effort had never been mounted before. The airlift to supply the German 6th Army at Stalingrad required 300 tons per day and rarely came even close to delivering this; the Berlin effort would require at least 5,000 tons a day, well over ten times as much. In spite of this, by the spring of 1949 the effort was clearly succeeding, and by April the airlift was delivering more cargo than had previously flowed into the city via rail.

The success of the Airlift was humiliating to the Soviets, who had repeatedly claimed it could never possibly work. When it became clear that it was, the blockade was lifted in May.

With the successful breaking of the Berlin Blockade our Aircraft #591 was once again expendable and no longer needed by the United States. In 1950, the Norwegian Air Force took delivery of her, as part of the lend-lease program. In 1956 she was transferred to the Royal Danish Air Force, where her duty assignment was to transport the Royal Family of Denmark. In 1982 with over 13,500 flying hours, the Royal Danish Air Force finally retired #591.

This is where the Valiant Air Command (VAC) was truly honored to have the opportunity to offer such a valuable part of history a home. VAC members with the help of Royal Danish Air Force Pilots ferried her to the United States. During the latter part of the 80s and the 90s she visited many air shows and toured around the Nation as a flying museum; educating thousands about her battle heritage and of the legacy of those who sacrificed so much in the service of their country. Along the way she acquired her WWII type nose art and became known far and wide as The Valiant Air Command's "TICO Belle;" after the Titusville/Cocoa airport where she is based.

Sadly, in 2001, returning from an air show, her landing gear collapsed in a severe wind condition. This necessitated the replacement of the landing gear, both engines and propellers from sudden stoppage and extensive sheet metal and skin work. Because we are a volunteer organization, we knew such an undertaking would be a long, exhausting and expensive proposition and there was some initial concern over whether it would be worth the expense and effort. However, it was quickly decided that because of her history, battle heritage and the story behind her unbelievable survival, we owed it to all of us to restore her, so that she could continue educating present and future generations about all that she had seen and done. We are proud to say that in July of 2008, after the long effort by countless volunteers, her engines pumped to life for the first time in many years. As the smoke and sounds reverberated across the parking ramp, there were misty eyes in more than a couple of the crowd that had gathered to watch her breathe once more. It took some eleven months more to work off all the final deficiencies, but with her test flights now complete, the Tico Belle can take her rightful place in vintage warbird formations, complete with Normandy invasion identification strips. Residents and visitors to the Space Coast will be able to look up and truly imagine what it must have been like on that fateful June 6th, 1944, sixty-five years ago. A day when the freedom of a world hung in the balance as she made her way in the pre-dawn darkness towards the beaches of Normandy; part of one of the largest invasion armadas the world has ever seen.

Today, the "Tico Belle" is a proud representative of this hallowed era and an ancient decedent of what is today the 437th Airlift Wing, Headquartered at Charleston Air Force Base. She can be seen at air shows around the country, or at her home base at the Valiant Air Command Warbird Museum.

The Valiant Air Command is a 501c3 Warbird museum located at 6600 Tico Road, Titusville, Florida 32780. The phone number is 321-268-1941 and the website is <http://www.vacwarbirds.org>.

Farewell To All
By Stephen R. Benn
Manager Brevard County Historical Commission

By the time you read this, I will be retired. In August of 2002, County Manager Tom Jenkins honored then Historical Commission Chairman Bob Gross' vision to provide an opportunity for the Historical Commission to realize its full potential as the County's Historical Advisory Commission and Historical Records Archive. The Historical Commission was moved under the County Manager's Office and I accepted a transfer to become the first staff Director, to provide administrative assistance to the 15 Historical Commissioners.

I moved the Historical Commission out of what has been described as a "closet" at the Agricultural Center in Cocoa to a 700 sq. ft. office in Byrd Plaza, Cocoa. Byrd Plaza was Central Brevard's first shopping center opening in 1959, and I was there for the Grand Opening. The Byrd Plaza Barber shop remained as the only original business from 1959, but closed in 2005. A few months later, our current offices were renovated providing 3,400 sq. ft. of administrative, storage and "cold room" Archival space.

I acquired the "Florida Table" for our meetings. In 1978, Judge Martin Budnick commissioned Brevard County to construct a Florida shaped table for his office. County carpenters handcrafted the table for approximately \$5,000.00, conspicuously highlighting Brevard County. Upon Judge Budnick's retirement, the Florida Table was transferred to Judge Harry Stein. Judge Stein transferred the table back to the County when the County completed the Government Center in 1991. The Florida Table was located in a meeting room on the third floor of Building C, hence the room was designated "The Florida Room." The Florida Table remained until 2000 when a larger "U" shaped table was obtained to provide more room for County Commission Workshops and other meetings. The Florida Table was then transferred to the Cocoa Reference Library. I obtained the table in early 2003 for the Historical Commission located at Byrd Plaza in Cocoa. The "Florida Table" has become an icon of Brevard County History that has been in constant use by the Historical Commission to the present.

In 2002, there were only 7 State Historical Markers in Brevard County, now there are 42, including 2 Historical Landmark Markers, and three more have been approved by the State Marker Council. I was able to acquire annual funding for the Historical Marker Program from the Brevard County Tourist Development Council as they recognized the importance of Historic Tourism.

Since 2002, some of the Historical Commission accomplishments are listed below:

- The creation and publication of the "Indian River Journal."
- Membership in various Historical Organizations and support of Historical Preservation.
- Acquisition of many historical collections of documents, photographs, maps, newspapers, letters, diaries and artifacts.
- Completion of many Oral (video) Histories.
- Expansion and publication of the "Historic Brevard – Your Guide to Historic Landmarks in Brevard County." Funded by the Tourist Development Council.
- Acquired state-of-the-art PCs and scanners, and added complete access to the County Information Technology Network.
- Creation of the Historical Commission's Web page on the County's Web site.
- Created the first 5 Year Plan, with yearly updates, and a goal to build a state-of-the-art disaster proof Archive Facility.
- Created the Bylaws, Policies & Procedures and Standard Office Practice Manual.
- Accepted from NASA 36,000 photographs and transparencies of the Historic Shuttle Program. These have been cataloged, bound and ready for educational displays, eventually to be put online.
- Completed a Historical Preservation Ordinance and updated the Historical Preservation Element of the Brevard County Comprehensive Plan.
- Addition of a Staff Archivist in 2006, currently Ashley Miller.
- Inventory, cataloging and scanning of thousands of photographs, documents, maps, etc., into the digital media by the Archivist. Storage of these scanned archives have been put on the County Servers.
- The restoration of the historic "Cocoa Beach – Panoramic (18ft. x 4ft.) Mural" – circa 1922, mounted on the grand staircase wall of Building 'A' of the Government Center.
- Creation of a "Brevard County History Program" for the School Board.
- Creation of a Brevard County Photograph Documentation Project of various sites in the County.
- Sales of the Historical Commission publication the "History of Brevard County" Volumes 1, 2 & 3. Also the reprint of Volume 1.

The quest since 2002, has been to locate the National Geodetic Survey's 1928 Aerial Photographs of Brevard County. I have determined that they are somewhere in the mountain at the Federal Records Repository, Boulder, Colorado. Their staff has set our aerials as the first priority to find them and provide us copies.

There have been many more projects, programs and furtherance of Historical Preservation with ideas and guidance by former Chairman Ed Bradford, present Chairman Dr. David Paterno and the Historical Commission, that cannot be included in this limited space.

It has been my honor to be part of this group of historians, and their wide range of historical interests, as well as all of the other historical groups and historians. They have my admiration and respect as they continue their research into the rich history of Brevard County and the state of Florida. They provide our present and future Brevardians a sense of the hard work and sacrifice that enabled Brevard County pioneers to make Brevard County the success that it is today.

Our Archivist Ashley Miller will be assuming my duties. I am confident that she will further the goals and accomplishments of the Historical Commission.

Remember: *"Unless Brevard County History Lives in the Present, it Has No Future."*



The "Florida Table"

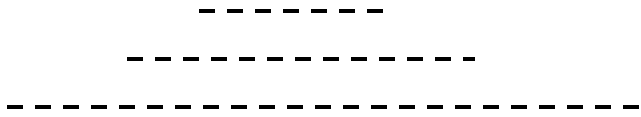
**State Historical Marker List
Brevard County
June 2009**

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 – North 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 Beach.
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. Oliver’s Camp – North Titusville
25. Haulover Canal – North Merritt Island
26. Last Naval Battle of Revolutionary War – Port Canaveral
27. Florida Institute of Technology – Melbourne
28. Addison Canal – Titusville
29. Valencia Historic District – Rockledge
30. Historic Monroe Center – Cocoa
31. Windover Archaeological Site – Titusville
32. Titusville Negro School – Titusville
33. Bensen House – Grant
34. Canaveral Lighthouse - Cape Canaveral Air Station
35. Union Cypress Railway - Melbourne
36. Old Melbourne Beach Town Hall - Melbourne Beach
37. Georgiana Railway - Merritt Island
38. Union Cypress Sawmill—Melbourne
39. Ulumay Wildlife Sanctuary - Merritt Island

PENDING INSTALLATION

40. Sams House – Merritt Island
41. Lawndale/William House - Rockledge
42. Smith Family Homestead - Melbourne Beach

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

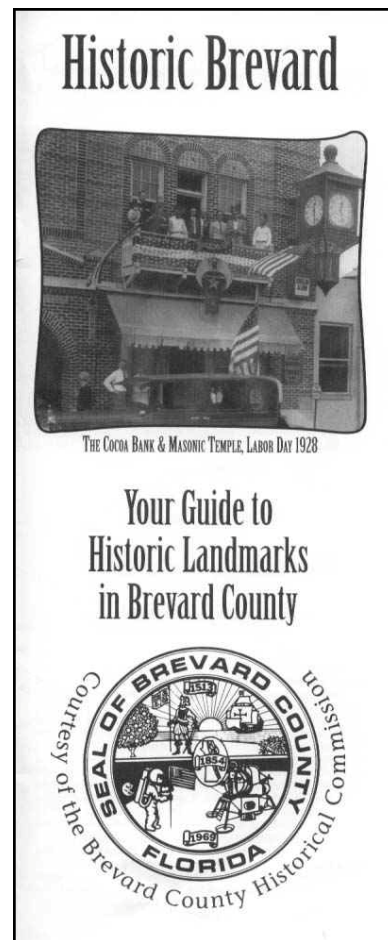
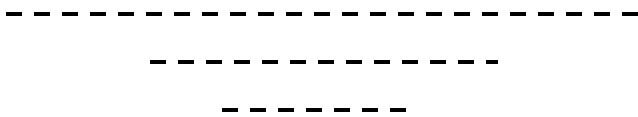


**Landmark Guide
To
Historic Brevard County**

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



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.

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://dliis.dos.state.fl.us/index_RecordsManagers.cfm

Services to Genealogists

Researching your family history at the State Archives of Florida

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

The State Library of Florida

Collecting, preserving and making available the published history of Florida

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

The State Archives of Florida

Preserving the past and present for future generations

<http://dliis.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
<http://www.airforcespaceandmissilemuseum.org/>

Alma Clyde Field Library of Florida History

435 Brevard Ave., Cocoa, FL 32922 — <http://www.myfloridahistory.org/>

American Police Hall of Fame & Museum

6350 Horizon Dr., Titusville, FL 32780 — <http://www.apfh.org/museum.html>

BCC Planetarium & Observatory

Brevard Community College, 1519 Clearlake Rd., Cocoa, FL
<http://www.brevard.cc.fl.us/planet/index.html>

Brevard County Historical Records Archive

801 Dixon Blvd., Suite 1110, Cocoa, FL 32922 — <http://www.brevardcounty.us/history/>

Brevard Museum of Art and Science

1463 Highland Ave., Melbourne, FL 32936 — <http://www.brevardartmuseum.org/>

Brevard Museum of History and Science

2201 Michigan Ave., Cocoa, FL 32926 — <http://www.nbbd.com/godo/BrevardMuseum/>

East Coast Surfing Hall of Fame

4275 N. Atlantic Ave., Cocoa Beach, FL 32031 — <http://www.eastcoastsurfinghalloffame.com/>

The Grant Historical House

5795 Highway 1, Grant, FL 32950

The Harry T. & Harriette V. Moore Cultural Center

2180 Freedom Ave., Mims, FL 32754 — <http://www.brevardparks.com/hthvm/index.php>

Historic Rossetter House Museum & Gardens

1320 Highland Ave., Melbourne, FL 32935 — <http://www.rossetterhousemuseum.org/>

Liberty Bell Memorial Museum

1601 Oak Street, Melbourne, FL 32901 — <http://www.libertybellmuseum.com/>

Old Town Hall History Center

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

North Brevard Historical Society Museum

301 S. Washington Ave., Titusville, FL 32782 — <http://www.nbbd.com/godo/history/>

U.S. Astronaut Hall of Fame

6225 Vectorspace Blvd., Titusville, FL 32780
<http://www.kennedyspacecenter.com/astronaut-hall-of-fame.aspx>

U.S. Space Walk of Fame Museum

4 Main St., Titusville, FL 32796-3567 — <http://www.spacewalkoffame.com/>

Valiant Air Command Warbird Museum

6600 Tico Road, Titusville, FL 32780 — <http://www.vacwarbirds.org/>

Veterans Memorial Museum

400 South Sykes Creek Parkway, Merritt Island, FL 32952
<http://www.veteransmemorialcenter.org/>

Historical Organizations

Brevard County Historical Commission

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

Brevard Cultural Alliance2725 Fran Jamieson Way, Building B, Room 104 Viera, FL 32940—<http://www.artsbrevard.org/home.php>**Brevard Genealogical Society**P.O. Box 1123, Cocoa, FL 32923-1123—<http://www.flbgs.org/>**Brevard Heritage Council**P.O. Box 31, Cocoa, FL 32923—<http://brevardheritagecouncil.org/>**Canaveral Lighthouse Foundation**P.O. Box 1978, Cape Canaveral, FL 32920—<http://www.canaverallight.org/>**Civil War Round Table of Central Florida**

P.O. Box 255, Sharpes, Florida 32959-0255

Cocoa Beach Pioneers580 South Brevard Ave., Cocoa Beach, FL 32931-2529, 321-783-8389—mmayorjoe@aol.com**Florida Historical Society**435 Brevard Ave., Cocoa, FL 32922—<http://www.myfloridahistory.org/>**Florida Public Archaeology Network (FPAN)**1311 North US Hwy. 1, Bldg. 1/210, Titusville, FL 32796, 321-433-5042—<http://www.fpaneastcentral.org/>**Genealogical Society of North Brevard**P.O. Box 897, Titusville, FL 32781-0879—<http://www.nbbd.com/npr/gsnb/index.html>**Grant Historical Society**

P.O. Box 44, Grant, FL 32949

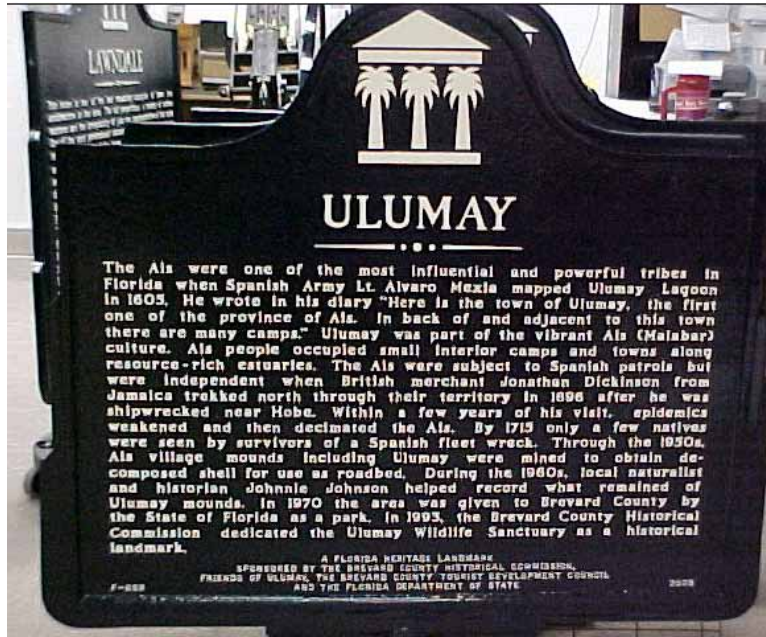
Indian River Anthropological SocietyDave McDonald, President, P. O. Box 542022, Merritt Island, FL 32954-2022—<http://www.nbbd.com/npr/archaeology-iras/>**The Mosquito Beaters**George "Speedy" Harrell, President, 435 Brevard Ave., Cocoa, FL 32922—<http://www.mosquitobeaters.org/>**National Railway Historical Society**Florida East Coast Chapter, P.O. Box 2034, Cocoa, FL 32923-2034—<http://www.trainweb.org/fecnrhs/>**North Brevard Heritage Foundation, Inc.**Roz Foster, President, P.O. Box 653, Titusville, FL 32781—<http://www.nbbd.com/npr/preservation/>**North Brevard Historical Society**301 S. Washington Ave., Titusville, FL 32789—<http://www.nbbd.com/godo/history/>**Preservation & Education Trust, Inc.**P.O. Box 560823, Rockledge, FL 32956-0823—<http://www.petrust.org/index.htm>**Rockledge Heritage Foundation**11 Orange Avenue, Rockledge, FL 32955, 321 632-2712—<http://rockledgeheritage.org/wsn/page4.html>**Sons of the American Revolution**

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

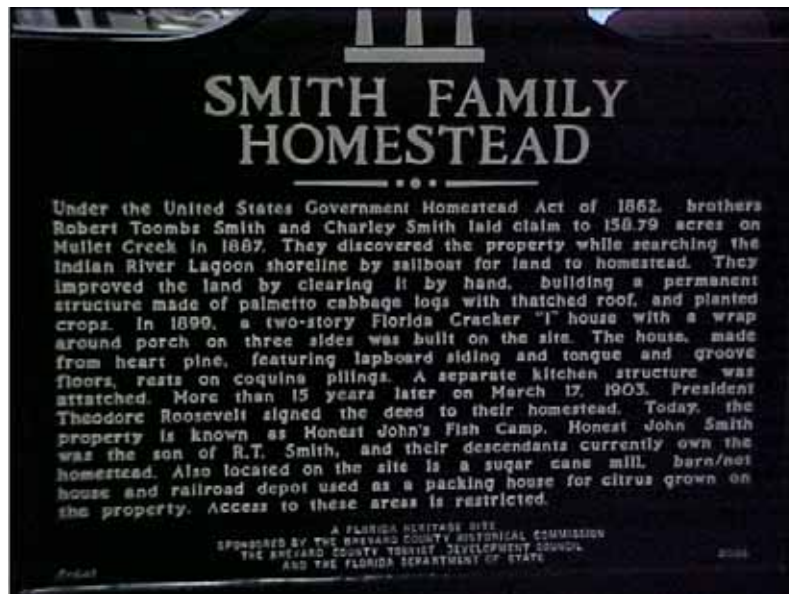
South Brevard Historical SocietyCarol Andren, Pres. P.O. Box 1064, Melbourne, FL 32902-1064—<http://www.southbrevardhistory.org/>**Town of Melbourne Village Historic Preservation Commission**

Jean Henderson, Secretary, 724-0070

Recently Dedicated Historical Markers



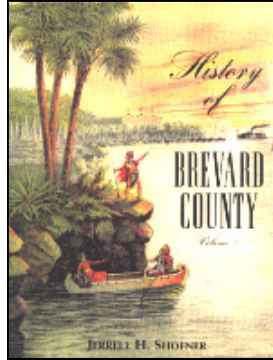
**Ulumay State Historical Landmark Marker
at the Ulumay Wildlife Sanctuary, Sykes Creek Parkway, Merritt Island
Dedicated March 21, 2009**



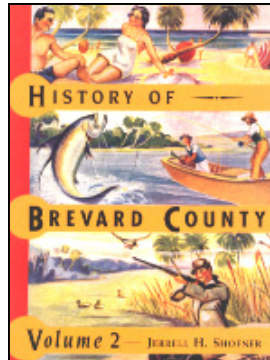
**Smith Family Homestead, also known as Honest John's Fish Camp
Melbourne Beach
Dedicated August 11, 2009**

The History of Brevard County

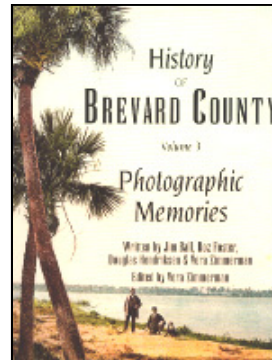
*in Three Illustrated Volumes—By Jerrell Shoffner et al,
published by the Brevard County Historical Commission*



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