

## CALAVERAS COUNTY'S LOFTY LADIES LEAVE A LEGACY

*by Durlynn Anema-Garten*

Calaveras County and female pilots are synonymous. Is it coincidence many women pilots call this county home?

Juanita Newell was first to arrive — at six months old via her adopted parents. She left the county for many years, returning in 1973.

Carol Kennedy became the first airport manager and a flight instructor, and was instrumental in the new one's formation.

Calaveras County then claimed Joyce Farrell from Los Angeles congestion and it was here she learned to fly.

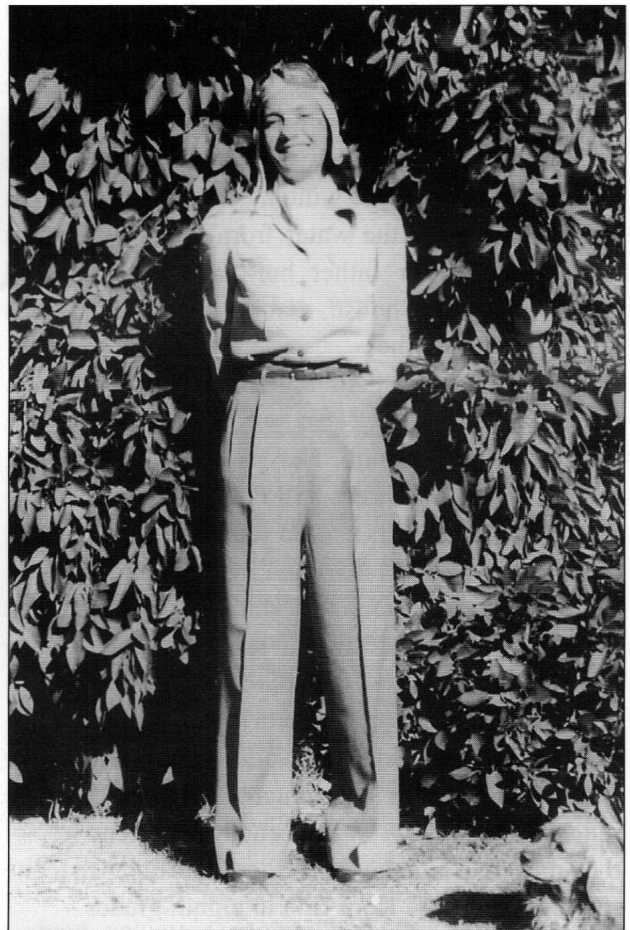
Kathy Zancanella, the present airport manager, has far reaching roots with great-great-grandparents arriving in the county in the late 1800's.

The present day finds female pilots a permanent county fixture. Terry Campbell operates NORCAL Aviation, coming to take flying lessons, then staying.

This issue is dedicated to these female pilots and all the others who make Calaveras County their home.

### *Soaring to New Heights — Juanita Newell Comes Home*

Soaring to the aviation world's heights for thirty years brought excitement and fame to Juanita Newell, but when retirement beckoned she and her husband returned to her roots — Calaveras County.



**Juanita Newell dressed in her flight clothes before a flight, standing alongside her dog Patty. Photo taken in Arizona in 1942, courtesy of Juanita Newell**



**Juanita and friend flying a 1930 Travelaire in the Antique Airplanes class.** *Photo taken over Calaveras County, courtesy of Juanita Newell*

Those Calaveras County roots were planted firmly when six-month-old adoptee Juanita traveled with her new parents Otto and Jennie Worden to the Mountain Ranch area in 1915. The Wordens were homesteaders who thought their 160 acre claim would provide sustenance for the family. They did not envision the hardships — a lack of money and eventual need to return to Stockton work.

They built a log cabin from the trees on the property, all by hand with no electricity. Water came from a spring and year-round stream which now only flows in the winter. “Ma washed clothes after Dad carried the water from the spring,” says Juanita. Soon her father built a water tank and water lines to the house, making household chores easier for her mother.

Once a month their big trip was to Mountain Ranch for supplies. “That was a highlight of the month,” laughs Juanita. Her parents raised apples, with some original trees still dotting the ranch. The County paid her father to do road work on adjacent roads. Worden Road is named for her family.

“Neighbors were few and far between but everyone raised vegetables,” she says. They traded vegetables and hunted the abundant wildlife.

After six months, Juanita’s father realized he must return to Stockton for work. He went during the week while mother and daughter remained on the ranch. When Juanita was old enough to attend school they moved to San Andreas where she attended a one room schoolhouse from first to eighth grades.

Juanita’s first airplane experience occurred when her father was burning brush piles. Suddenly a biplane flew over the ranch. She was fascinated by

this new sight. Unfortunately for her father the plane flew over to see what was burning — and father later was cited for burning illegally.

While the airplane brought the outside world, Juanita was more intent on school. In high school she caught the bus at Whiskey Slide and Worden Roads each morning, traveling over an hour each way.

Thirty-three students were in her 1933 class. She was class valedictorian, taking business classes to prepare for the future as well as working in the school cafeteria for extra money. At night she studied under a Kerosene lamp because electricity still was not available on the ranch.

After graduation she worked as a companion to the wife of the Beale Ranch owner but this job didn’t last when a dashing young pilot, Elgin Newell, entered her life. She still doesn’t know whether it was his red Chrysler convertible and red airplane, or Elgin himself that attracted her. They started dating. He put her in goggles and a leather helmet and took her for a ride in a biplane — “a Travelair 2000 with an OX5 engine” she remembers. She could not have been more enchanted.

Elgin worked at Sears in Stockton, so when they married in 1935 Stockton became home. Then Sacramento became home when he was offered a job as a fixed base operator at the Sacramento Municipal airport. He taught people to fly — his main love. He also taught Juanita, giving her a lesson “now and then.”



**Juanita and Elgin’s Beechcraft Bonanza in Arizona in the 1960’s.** **Juanita always tried to be “feminine but efficient”, which is her personal motto for life.** *Photo courtesy of Juanita Newell*

The Sacramento move changed Juanita's life from spectator to pilot — and she has never looked back. She did not want to be an airport widow so decided she needed formal flying lessons. Her learning vehicle was a Travelair 2000 with an OX5 engine. She quickly won a scholarship to earn a private license. She then trained in a J3 Piper Cub. Only one woman to ten men was accepted in flight school — so both her acceptance and scholarship were accomplishments. In thirty days she graduated.

When World War II arrived all private flying was curtailed in the United States. A training job was offered to her husband in Glendale, Arizona where he taught cadets to fly. Juanita went ahead and gained an Instructor's Rating, an Instrument Rating, a Multi-engine Rating and commercial pilot's license.

She then began work for a fixed base operator, teaching people young and old to fly. During this time she flew charters, an air ambulance and for the forest service under contract during the fire season. She also trained WASP's (Women's Army Service Pilots) for their thirty-five hours flight time.

Juanita feels women have a kinesthetic feeling for flying and actually are better pilots. She adds, "Whatever the men could do we could do: charter, barnstorming, acrobatics, flight instructing. My husband was proud of me; he wanted me to excel."

She ended with over 12,000 hours of flying time as an executive pilot, an outstanding accomplishment because at the time flying was a male bastion.

Two exciting memories concern airplane races. In 1959 she flew in the Powder Puff derby with Jimmy Lou Shelton who owned the Piper dealership in Phoenix. They flew a Comanche 180 from Boston to Spokane and came in second out of eighty entrants.

In 1968 she flew a 1927 open cockpit Bird airplane in the Phoenix 99 Kachina Air Rally. Her co-pilot was Melba Bard. They took first place in the antique category.

She is a charter member and first president of the Phoenix Chapter of the Ninety-Nines — so named because ninety-nine initial women were members. Amelia Earhardt started this international organization.

After World War II Juanita and Elgin started a flying school in Phoenix. They had Cessna 140's, a Stearman PT 17 and a Cessna 190. They lived in Arizona from 1942 to 1973, then decided to retire to



**Juanita with her shoes off scrubbing the apron of the hangar at the Phoenix Sky Harbor Airport in front of her Cessna 195 (her favorite model of airplane). Juanita claims that this scene shows that owning a plane requires a lot of work, and it's "not all glammer!" Photo taken in the early 1950's, courtesy of Juanita Newell**

the Calaveras County ranch. They sold their last airplane, a Beach Bonanza, because there was not enough potential in Calaveras County to continue their commercial flying and schools.

Their interests went from airplanes to horses and dogs. They bought two horses, one a Missouri fox-trotter and two German short hair pointers. The dogs were used in competitions and bird hunting, a hobby Juanita still pursues throughout the state and into Nevada.

Elgin died of cancer in 1985. Juanita is a colon cancer survivor, conquering it eleven years ago.

Juanita keeps busy. She was on the Mountain Ranch Fire District Board of Directors and is active in Calaveras County Habitat for Humanity, the Mountain Ranch Community Church and the Christian Women's Fellowship.

Many honors have come her way. In 1976 she served as judge and timer for the last Powder Puff Derby. She was elected into the Arizona Pilots' Hall of Fame in 1985, known throughout Arizona as the "Amelia Earhart of Arizona." In 1990 she was inducted into the International Forest of Friendship at Atchison, Kansas. And the Calaveras County Historical Society honored her in 2000 as "Outstanding Woman in Aviation."

Juanita fondly recalls her life. "All in all I've had a very colorful life, loved every minute of it and am glad to have come back to Calaveras County to live out my years."



**When this lovely picture was taken of Carol in the early 1950's, she had already had her license for almost twenty years.**  
*Photo taken in front of a Monocoupe plane in Los Angeles, courtesy of Carol Kennedy*

## ***Living and Breathing Airplanes —Meet Carol Kennedy***

“Carol Kennedy Drive” Who rates a street name in Calaveras County?

Think airplanes. Think Calaveras County Airport. Then think Carol Kennedy — the first airport manager who built its success and saw the need for expansion.

Then meet this petite woman with the flashing blue-green eyes. An aviator? Yes, and also a dynamo!

This is Carol Kennedy who has lived and breathed airplanes all her life.

Carol was born in New Orleans in 1919, an era when airplane combat became reality during World War I. Carol says her mother claimed the first word Carol said was “airplane.” Whether true or not, Carol was fascinated by anything with wings.

A “tomboy” who built model airplanes and read Popular Science magazine, she thought playing with dolls was silly. She was the first and only girl in the high school mechanical drawing and woodworking classes, insisting she didn’t need to take Home Economics.

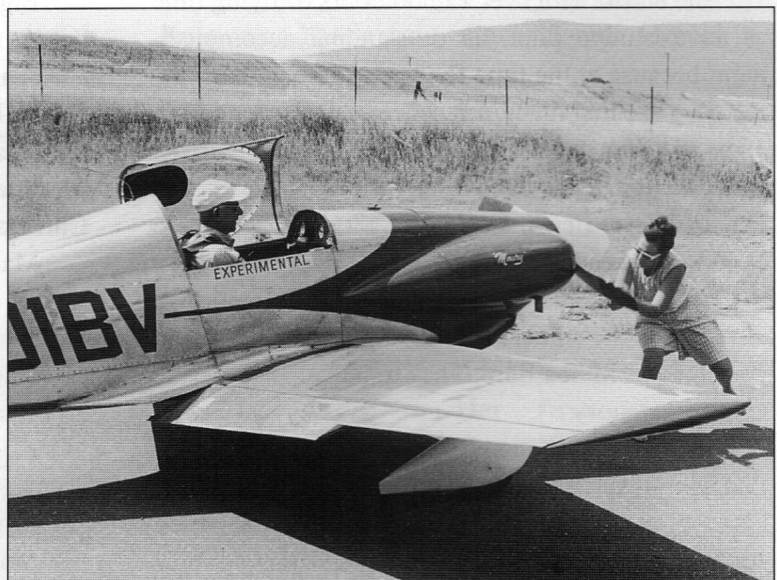
At ten-years-old when she met an uncle who was a barnstormer in “Gates Flying Circus” she “just fell in love with him.” Or was it the chance to go flying with him? Her family was living in Burlingame, California at the time. He took Carol, her mother and her sister into the air and she couldn’t get enough flying time after that.

Her parents encouraged her interest in flying with their blessing but never with financial help. “They just had enough to sustain the family,” Carol says. Then she adds, “But I never paid a penny for flying lessons.”

At sixteen, Carol and her parents lived close to the New Orleans airport. “I just sort of hung around that airport,” she says, “and pestered to find out everything I could about airplanes.” Finally, the “gas boy” at the airport introduced her to the operator of one of the flight schools. He took her flying, then said, “I can use you in my business. I just started a flying school and need someone to keep records. Can you type?”

Carol still laughs, “Well, no I didn’t know how to type but I taught myself and got the job. I was really a go-fer — something I loved to do. And remember, then I could learn to fly.”

The man also went to Carols’ parents to get permission for her to work because of her age. Flight time was her pay, half an hour per day.



**Carol propping the plane for her friend Maury Rasmussen at the Calaveras County Airport. Maury, for whom the Calaveras County Airport is named, is flying his homemade plane called the Midget Mustang.**

*Photo taken in 1971, courtesy of Carol Kennedy*

A year later the Louisiana State Director of Aviation hired her to do secretarial work. "Now I had to learn shorthand," she laughs. She accomplished it, making a little more money for flying lessons. For extra money she washed airplanes on the weekends.

Constantly, she was at the airport. One great memory was meeting Amelia Earhart, who stopped in New Orleans prior to her fatal flight in 1937.

Now Carol was completely into aviation. She soloed on March 8, 1938 (and soloed again on her sixty-fourth anniversary March 8, 2002). After receiving a limited commercial license in 1940, she started barnstorming through Louisiana, Mississippi and Alabama.

Then John "Jay" Kennedy entered her life. He was an airline station agent at the airport in charge of the station in Muscle Shoals, Alabama. He didn't know how to fly. Nor was he interested. They married in December 1940 — a partnership lasting forty-eight years until his death in 1988.

During World War II she and her husband were transferred from Alabama to Tallahassee, Florida where she became a flight instructor. Jay was manager of the airline office. She also was asked to become a WASP instructor but declined to stay with her husband.

The Kennedys moved to California after World War II. First they bought and managed a motel in Morgan Hill, then moved to Los Gatos and finally to El Segundo where Jay worked for Douglas and Carol for Northrop. She also became chief flight instructor for the Progressive Flight Club.

She bought her first airplane after seeing it at the San Jose Airport. She had to fly it to their home in



**Carol standing in front of Martin Miller's Skylane at the old Calaveras County Airport. Photo taken in 1968, courtesy of Carol Kennedy**



**Carol showing her winning smile from the cockpit of her homemade plane named "The Spook". Photo taken in 1982, courtesy of Carol Kennedy**

Morgan Hill at night. With no lights on the landing strip her husband parked his car at the end of the air strip to guide her.

Carol quickly gained a reputation as an excellent flight instructor. She arose early each morning to teach students, and finally taught her husband to fly.

When she and her husband were invited to San Andreas for Thanksgiving dinner they flew north, only to find Calaveras County had no airport. They had to land in Jackson. When she asked about this, she was told "Oh, yes, we are going to have an airport."

At this point Don Cuneo, then a county supervisor, showed the Kennedys what looked like a runway. Carol asked Don, "Who's going to run the airport?"

He replied, "We don't have any money to pay anyone." Then he kept asking her if she was interested.

Carol said yes and Cuneo went to the Board of Supervisors. They agreed to let the Kennedys move a mobile home onto the old airport property just south of San Andreas on Highway 49. Her pay would be a percentage of the fuel fees with a tie-down for her airplane and space for the mobile home.

This was 1955. Carol's tenure in Calaveras County had begun.

Jay went to work at the Calaveras Cement plant as an accountant. Carol started her management duties and also a flying school and a flying club. During this early period she was the county's only commercial pilot. Among her firsts were the flying

club and flying for the sheriff's department doing air search and rescue missions and transporting prisoners. This contract lasted twenty-five years.

"The flying school went over big," says Carol. So many people wanted to learn to fly she had to limit the student numbers. Eventually she bought more airplanes to accommodate them. She did all of the instruction until the mid-1970's.

Carol also had contracts with the U. S. Forest Service and the State Division of Forestry for recon and as a fire spotter. Her charter service was called the Calaveras Air Taxi. She filled in for the cement plant when their other plane was busy as well as flying as co-pilot on busier trips.

Among her favorite memories were her aerial photography and her "passenger hops" at the county fair. She took passengers flying at the fair, as she did years before in Louisiana. "Some days so many people were lined up that I only could take time to get more fuel in San Andreas before returning to 'hop' more passengers."

Five Powder Puff Derbies, transcontinental air races sponsored by the 99's, claimed Carol as

a participant. Her most frightening race occurred when the plane engine blew up in Montana on the way to the race. They got another plane in Massachusetts where the race was to start. This plane was "not in tip top shape." However, they did fly it to Spokane, where the race ended. The FAA grounded them there to have repairs done before returning to Massachusetts.

In looking back on her long career, Carol fondly remembers when she and Reggie Howell were ending a trip and chose the present airport site. They flew around it, made some passes and decided it was perfect.

But Carol never managed the new site.

She still has her license. She and Juanita Newell flew several places together — the last time one year ago.

Carol Kennedy's legacy lives on — not just with a street name but with a dream that became reality — the present Calaveras County airport.

For more information on Carol Kennedy, see *Las Calaveras*, July 1999.



**The old Calaveras County Airport that was managed by Carol Kennedy.**

*Photo 1956, courtesy of the Calaveras County Airport*



The new, current Calaveras County Airport named the Maury Rasmussen Field, managed today by Kathy Zancanella. The road that serves this airport bears Carol Kennedy's name. Photo courtesy of the Calaveras County Airport Website

### ***Calaveras County's Flying Future***

With the growing airplane population at the Calaveras County Airport plus the increase in pilot training, the future of aviation in Calaveras County is assured. Seventy-seven planes currently are based as tie-downs or in hangars on the field.

Kathy Zancanella and Terry Campbell see an airport devoted not only to the present but also the past.

"This is a great area for antique planes," says Terry. "I'd like to see more antiques here — planes that actually can fly but are based here. People could come out to the airport to view them."

Kathy concurs. "The future is bright."

Female pilots have played a major role in Calaveras County's airport past and will be a big part of the future.

### ***Flying for Fun: Joyce Farrell***

Joyce Farrell arrived in Calaveras County in 1959, not because of its flying history but to get away from the congestion of Southern California. She fulfilled a lifelong ambition in 1977 when she took flight training from Carol Kennedy. Joyce has never looked back from that day of training — not only flying on pleasure trips but also in three Palms to Pines Air Races sponsored by The 99's.

Her interest in flying started at an early age. From the time she was little she wanted to be a pilot. She still remembers her first plane ride at ten years old. A pontoon plane had been pulled onto the beach at the San Pedro harbor and was giving rides for \$10. She pestered her parents until she could have a turn.



**Joyce Farrell in front of her Cessna 172.** *Photo taken in 2002, courtesy of Joyce Farrell*

That wasn't the first time she tried to fly. After reading the story of Icarus and Daedalus, she decided to imitate them. She made wings of plywood and sheet and jumped off an outside boarded up bannister early one morning. She "flapped and flapped" but didn't do anything but "whoosh to the grass."

Born in 1929 in Los Angeles, she moved with her parents to San Pedro where she grew up. She graduated from San Pedro High School. At Santa Barbara State College (now University of California at Santa Barbara) she majored in art and education, graduating in 1950.

During World War II she was a member of CAP (Civil Air Patrol) Cadets. She joined to be able to fly but "only ended up marching up and down and scrubbing decks." She did get an airplane ride from a CAP pilot, who took her over urban Los Angeles — her only flight while in the organization.

Married in 1951 to Robert Farrell, she also began teaching art at the junior high school level in Los Angeles. The couple had two sons, Mike in 1956 and Steven in 1957. When the Farrells moved to Calaveras County she taught at San Andreas Elementary School, retiring in 1989 and is now a single person.

Carol Kennedy became Joyce's flying instructor in 1977 at the old airport. Joyce soloed on July 4, 1977 which "opened doors to exciting enjoyment."

At first Joyce rented a plane, then bought a used Cessna 150 in late 1977. "I would really tear around," said Joyce. Often on a Friday afternoon she flew to Ashland, Oregon to catch the plays, returning home on Sunday.

Joyce has owned three other planes — two more Cessna 150's and now a Cessna 172 (Carol Kennedy's old plane).

Often she flew with Carol Kennedy: to Victoria, B. C. and east through the Canadian Rockies in 1980; again to the Canadian Rockies in 1982; to Alaska with an Anchorage destination in 1983; to Vashon, Island, Washington in 1985.

Other trips include again to Alaska, to the Grand Canyon for a raft trip, to Santa Fe, New Mexico and to Death Valley. Her latest art venture is sculpture with a trip to Crescent City in 1996.

Perhaps her most harrowing flying adventure was on the ground in La Paz, Mexico. She and a friend had flown there and she was ready to start for home. Something went wrong with the starter. She got out to swing the propeller again, got it started and ran around



to her door, which was locked. The plane started down the runway, caught a locked down plane, chewed up its wing and obviously wasn't going anywhere else. Her insurance agent in San Diego came down to Baja to fly them home. A repair man in Mexico bought the now ruined plane.

Joyce feels confident about her three Palms to Pines races sponsored by The 99's. In 1982 Joyce's co-pilot was Betty Branson; in 1995, Debbie Shevey; and in 1998, Jo Dieser.

Joyce concludes her flying memories by saying, "I fulfilled my earliest desires, to a point!"

### ***Seaplane Adventures: Terry Campbell's NORCAL***

The new kid on the block in Calaveras County's female aviation group is Terry Campbell who owns and operates NORCAL Aviation at the Calaveras County airport.

Terry bought the business in 1999. She came to the Calaveras County airport to take multi-engine training with Rob and Karen Davids, former owners of the business. She "really liked" the area. So when she learned they were selling their business she decided to buy it.



**Terry's seaplane, landing at Spence Ranch in April 2001, courtesy of Terry Campbell**



**Terry and her Super Cub seaplane, courtesy of Terry Campbell**

"I always wanted to fly," Terry says. Her father owned a plane when she was growing up in Greensboro, North Carolina. She had plenty of flying experiences but did not obtain a pilot's license when she was young.

Her opportunity didn't arrive until 1990 when she was living in Sonoma, California. She put her desire into actuality when she learned at the Sonoma Sky Park and quickly became a proficient pilot.

"She is a natural pilot," says Kathy Zancanella, airport manager.

Terry arrived in California in 1980. She was living in Florida and had just watched the space launch. She and friends wanted to see the first landing of a space shuttle at Edwards Air Base. So they took off for California — and she liked the state so much she stayed.

She owned a dog grooming and training business in Sonoma when she bought NORCAL. Now she teaches pilots to fly seaplanes and "loves it."

The business offers single and multi-engine seaplane courses plus training customized to specific needs. A Super Cub on EDO 2000 floats is used for single-engine training and a Piper PA-23

(Apache) on Wipline 3730 amphibious floats for multi-engine training.

Terry Campbell will be a fixture of Calaveras County's aviation scene for a long time.

### ***Five Calaveras County Generations: Kathy Zancanella***

Five generations encompass Kathy Zancanella's ties with Calaveras County. Her great-great-grandfather Drury came from Ireland in the mid-1800's, met a "lady up the creek" toward Murphys and settled down in Calaveritas. Her great grandfather Tom Drury farmed and ranched three hundred sixty acres in the same area. This was on her mother's side. Her grandparents on her father's side lived in Mountain Ranch.

Kathy lived with her parents on the Calaveritas property until she was twelve. Then the ranch was sold to the Calaveras Cement Company and the family moved to San Andreas. She attended San Andreas Elementary and graduated from Calaveras High School.

Calaveras County has remained Kathy's home throughout her life. She married and had two children, Elliot Bissell and Terry McBride, who now has her own martial arts business in Angels Camp. In 1968 Kathy went to work at the Calaveras County airport. She also learned to fly, with Carol Kennedy as her instructor.

"I learned to fly because I thought it was so neat," says Kathy. "My first husband and I had a



**Kathy propping a Taylorcraft seaplane at Vancouver.**

*Photo courtesy of Kathy Zancanella*

small plane. When we were divorced, I stayed working with Carol and with the flying lessons."

She was "totally hooked. There is nothing quite like it."

Today she goes out at the first light of dawn — flying low over the trees, around the canyons. "It's the most uplifting thing a person can do," says Kathy, "and there isn't anywhere you can't go."

She once flew a Palms to Pines race with Carol Kennedy. They went from Santa Monica to Independence, Oregon.

Kathy also has flown throughout the West — Idaho, Oregon, Washington, Calgary, Grand Canyon, Colorado and Victoria, B. C. These are her vacations, trips taken since 1978, either solo or with a friend.

Her first plane was bought in 1982 — a two-seater Taylor Craft BC12D which she still owns.

Calaveras County residents best know Kathy as the airport manager. She became manager in 1989 and has watched it expand.



**Kathy and Terry flying Terry's seaplane over Spence Ranch. Photo courtesy of Kathy Zancanella**



**Kathy is famous for giving rides to anyone who is interested in experiencing flying. Here Kathy is giving a ride to a young friend on a sunny morning in November of 1996.**

*Photo courtesy of Kathy Zancanella*

Her best memory is the move from the old to new airport on December 12, 1981. Carol Kennedy, Wes Ament, Kathy and the remaining pilots fired up all the planes and flew them to the new landing strip.

“It was quite a day,” says Kathy, who has numerous plans for the future of Calaveras County’s airport.

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## MEETING SCHEDULE

The July meeting will be held on the 25th at the Black Bart Park with dinner by Don Cuneo. The program will include the installation of new officers, as well as music for our entertainment. Please call the Historical Society office by July 22nd to make your reservations.

There will be no August meeting. Enjoy your summer!

The September meeting will be announced when details are finalized. Stay tuned.

The October meeting will be a grand gala bash to celebrate our golden anniversary. Check the local papers for announcements and watch your mail for your invitation.

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## HISTORICAL SOCIETY CELEBRATES GOLDEN ANNIVERSARY

The year 2002 marks a special milestone for the Calaveras County Historical Society. This year we celebrate our golden anniversary! Yes, the Historical Society has been active now in this county for fifty years. In celebration of our success, we have some exciting events planned throughout the year. In October we will have a very special golden anniversary dinner with an exciting retrospective program. Please keep an eye out for your invitation, or contact the Historical Society office at 754-1058 for more information. If you are interested in providing information or assistance, or participating in this big event, please contact the Historical Society. Everyone’s input is appreciated!

## VOLUNTEERS HONORED

On June 4th the Calaveras County Historical Society honored our volunteers with a luncheon. Our volunteers are those very special people who keep the Museum open and running. Without these unselfish people, we would not have a Museum open daily to the public. We know that these people didn’t just volunteer for the luncheon. Every volunteer finds satisfaction in the fact that they have volunteered a little of their precious time from their daily lives to help such a worthy cause. Won’t you please consider volunteering as well? Please call the Historical Society at 754-1058 to learn more about volunteer opportunities. And maybe next year you can join us at the luncheon!



# Calaveras County Historical Society

30 No. Main Street P.O. Box 721 San Andreas, CA 95249

## Officers and Directors

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The Calaveras County Historical Society is a non-profit corporation. It meets on the fourth Thursday of each month in various communities throughout the County. Locations and scheduled programs are announced in advance. Some meetings include a dinner program, and visitors are always welcome.

The Society operates the Calaveras County Museum which is open daily from 10:00 to 4:00 in the historic County courthouse located at 30 Main Street in San Andreas.

The Society's office is located in historic San Andreas, the Calaveras County seat. Visitors are always welcome to stop by the office for assistance with research, and are encouraged to visit the museum while in the area. The office is open Monday through Friday from 8:30 to 4:00, and the telephone number is (209) 754-1058.

## Museum Donations

The Calaveras County Historical Society wishes to thank the following persons who recently made donations to the Calaveras County Museum:

### March 2002

#### **Claribel Shideler, Lafayette, CA**

Antique kitchen items: Glass butter churn, sleeve board, kerosene lamp, egg beater, cast iron waffle iron, log cabin syrup can and Ben-Hur cumin can

#### **Chris Sawyer, East Wenatchee, WA**

Cash donation, 1 photo of Emma Louise Berger Drew, 1 photo of Charles Henry Drew

### April 2002

#### **Barbara Kathan, San Andreas, CA**

2 photos of Negro Gulch School

#### **Rosemary Faulkner, Jackson, CA**

1 postcard photo of Joaquin Murietta

#### **Norm Wyers, Oregon**

A collection of stories by Gus Wurdinger (book)

### May 2002

#### **Mr. & Mrs. Petithomme, Angels Camp, CA**

Cash donation

#### **Mr. & Mrs. William Young, Beaver Falls, PA**

Cash donation

### June 2002

#### **Judi Beard, Jamestown, CA**

Kerosene stove

#### **Jim & Alice Nelson, Rail Road Flat, CA**

Antique wheelbarrows & 1 water pump

## IN MEMORIAM

The Historical Society is sad to note the passing of our dear friend Dick Barger. Although Dick was born in Woodland, he had made Murphys his home for the past twenty-five years. Dick led a prestigious career starting with his Stanford University degree as well as having been an Army veteran of WW II. His contributions to Calaveras County and the community were numerous including having served as the Chairman of the Calaveras County Planning Commission, on the Calaveras Fair Board, the Columbia College Foundation, and the Republican Central Committee to note just a few of his affiliations. He was also

a member of the Masonic Lodge and the Native Sons of the Golden West. Dick was particularly special to the Historical Society. He held various offices and committee positions over time, but most notably served for many years on the investment committee. Dick's sound investment advice was instrumental in developing the financial strategy that has shaped the society in to being the financially successful institution that we are today.

Dick is survived by his lovely wife of 58 years, Calaveras County native Doris Murphy Barger. Our condolences go to the Barger family. Dick will be missed by us all.