



HISTORY MATTERS

CHA EVENTS

THIS WEEK

December 7 from 6:30-9 pm
HOLIDAY BLOCK PARTY:

Bring the kids and grandkids to celebrate after the Christmas parade

Dec 11 at 3:00 pm

Coffee & Conversations:

Marilyn Monroe & Some Like it Hot Memories with Coronado High School Interns

December 14 at 5:30 pm

Wine & Lecture: My Friend Marilyn

Friday, December 14 at 5:30 pm

Celebrate CHA's Marilyn exhibit and hear author Christopher Lentz speak about his book: My Friend Marilyn.

CHA Members \$15 | Non-Members \$18

Saturday, December 15 at 11:00 am

Drop kids off for a morning of fun! Kids will learn about the historic Pop Art Movement and make their own take-home Pop Art to share.

CHA Members \$5 | Non-Members \$10

December 15 at 11: am

Hands-on History: Marilyn Monroe Pop Art

Friday, January 11 at 5:30 pm

Learn about San Deigo's aerospace industry at this lecture about Fun On The Job: Amusing and True Tales from Rosie-the-Riveters to Rocket Scientists at a Major Aerospace Company by local author, Tom Leech.

CHA Members \$15 | Non-Members \$18

Saturday, January 19 at 11:00 am

Calling all Junior Engineers! Kids will learn about local aerospace history and make their own flying machines.

The sky is the limit for these take-home crafts!
CHA Members \$5 | Non-Members \$10

Friday, January 25 at 5:30 pm

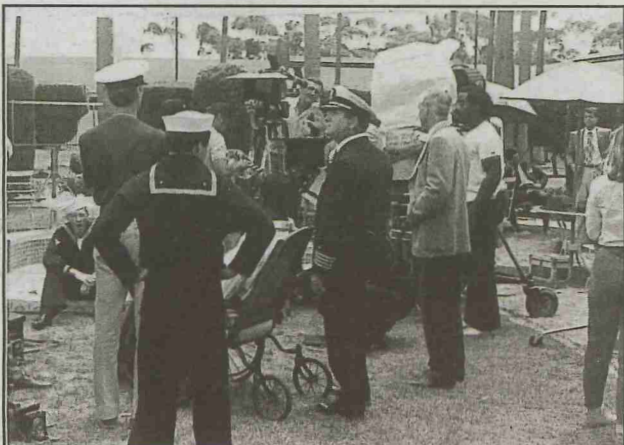
Join us for a beer and reminisce with members of the CHS Band as we tell fun stories about the CHS Band and Mr.

CHA Members \$10 | Non-Members \$15

Save the Date: Saturday, March 2
Grand Jubilee Gala

HISTORY MYSTERY

A monthly photo of Coronado's past for residents to guess. This month's History Mystery is a true mystery. Can you help us identify the film being made in this photo?
See Page 2 for more photos from the same film.



FROM THE EXECUTIVE DIRECTOR

Fall is in the air. Fall is perhaps my favorite time of year. Not because of the weather; we can all admit that "seasons" in Coronado are only represented by the different decorations we put up, but because of the community. This is the time of year when those of us left on the island can come together. Summer is great as we welcome the annual migration of guests, but fall lets us get to know our neighbors again, visit the restaurants that only a month ago had an hour wait or drive across 9th & Orange without wondering why blocking an intersection is not against the law in Arizona. Yes, it's our time again and I love kicking it off with our annual Christmas parade. Unlike its bigger brother in Summer, this parade does not require you to stake out a spot before the sun rises. It doesn't have bands from other counties and there are probably just as many local animals as people. Its fun, its small and it's just the way we like it. When the parade ends, who doesn't comment about how we should close down Orange Ave. more often. Let people be the traffic, not the cars. Let the kids safely run around and the restaurants and shops benefit from the communities desire to be uptown. Let the children be the highlight of the parade and let the community band spark the lighting of our grand old tree. In this spirit of community celebration, the Coronado Historical Association is inviting the public to join us after the parade. We will have refreshments in our Lecture Hall and plenty of kids activities. We hope to see you there.

Robin MacCartee

AIRSHIP SHENANDOAH'S PERILOUS PAST TOUCHES NORTH ISLAND

by Karen Scanlon

Rigid airships had a short and perilous career in the U.S. Navy. From 1921 to 1935 five lighter-than-air reconnaissance vessels sailed the skies then suffered catastrophic structural failure or were scrapped.

Yet, in their heyday, these flying monsters excited people across the country, including two visits of *USS Shenandoah (ZR-1)* to North Island in 1924.

The Navy in San Diego and elsewhere was successful with a number of non-rigid, smaller-sized blimps in the 200-foot range during the war years. But these are not the subjects of this article. The earlier, giant rigid airships were supported by internal framework as opposed to shaped by their lifting gas, as were these newer blimps.

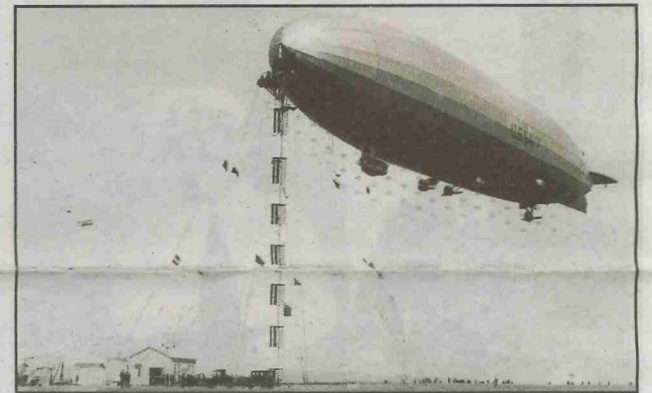
As early as 1919 a lighter-than-air, metal rigid aircraft carrier (ZMC-2) was contracted from Britain but crashed on its fourth trial in 1921 before the U.S. Navy could take delivery and assign it its ZR-2 designation. Next came the fabric-clad rigid 680-foot *Shenandoah*, the first American-built, at Lakehurst Naval Air Station, New Jersey in 1922-23. Behind it came the *Los Angeles (ZR-3)*, *Akron (ZR-4)*, and *Macon (ZR-5)*.

USS Shenandoah completed her first transcontinental flight at North Island on October 10, 1924. An ill-prepared mooring crew let the ship's rear gondola hit the ground bending a vertical girder. Repairs were made and within a week, *Shenandoah* rose over San Diego Bay to join her Battle Fleet in military exercises off San Pedro.

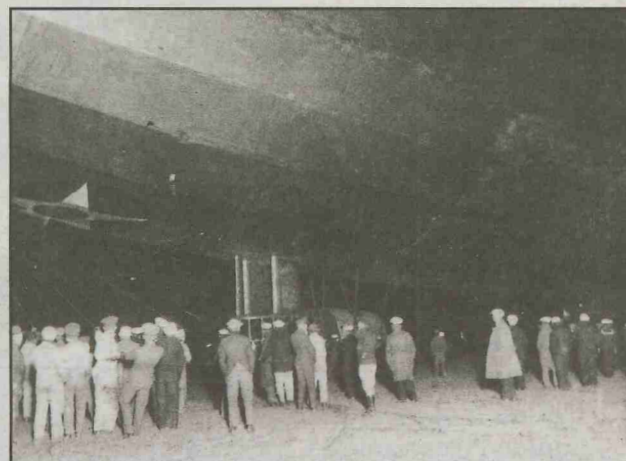
Imagine the skyward spectacle when the silver hull returned to North Island eleven days later, strutting her stuff once more before hundreds of gawking spectators. A day later, she took on 150,000 cubic feet of helium, topped off her 113-gallon gasoline tanks, restocked crew provisions, and departed eastward toward Texas.

When *Shenandoah*—her name meaning Daughter of the Stars—returned from the successful cross-country tour, she sat side by side at Lakehurst with the Navy's newest airship, *USS Los Angeles*. Her commanding officer, Zachary Lansdowne, had hoped to enjoy prestige upon his ship's return, but instead, found that the U.S. Navy had only enough lifting gas to maintain one airship. *Shenandoah's* helium was pumped into *Los Angeles*, and the newer ship roamed the skies; *Shenandoah* stayed in her shed.

But alas, the *Los Angeles* turned home to Lakehurst from the scheduled publicity tour, her German-made gas cells leaking badly. Helium was then bled back into *Shenandoah* and she continued the flight over the American heartland, against the experienced judgment of Lansdowne. Summer's midwestern thunderstorms were too dangerous for an airship. Furthermore, proper



Shenandoah moored to her mast on North Island, October 10, 1924.

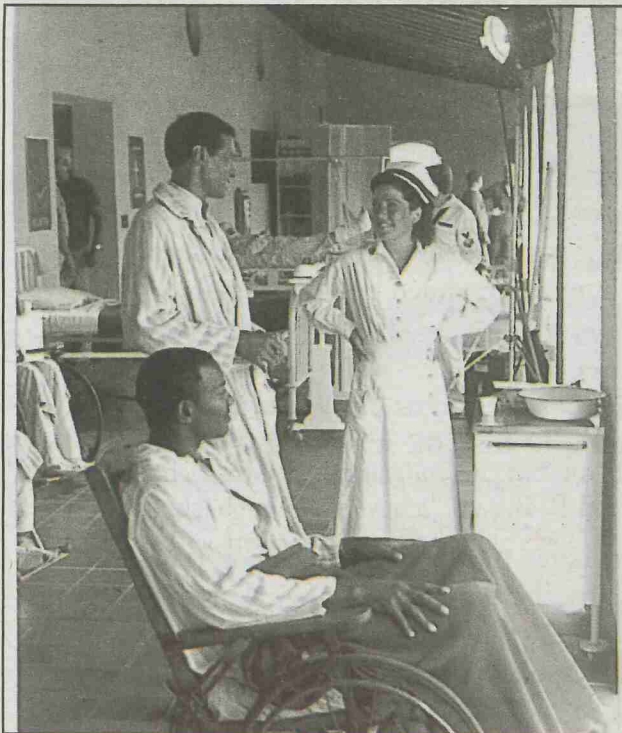
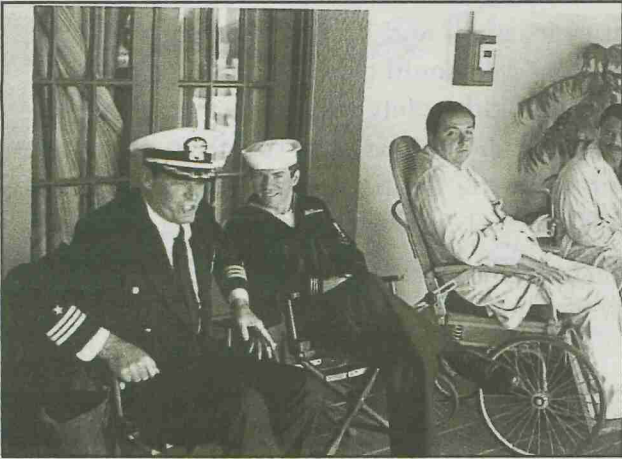


An inexperienced ground crew at North Island let the rear gondola hit the ground. Uh oh!

Shenandoah, Continued on Page 3.

HISTORY MYSTERY

If you know anything about these photographs, please contact Christine Stokes at 619-435-7242. Thank you!



FROM THE COLLECTIONS: WHAT DOES IT TAKE TO BE A FLAPPER GIRL?

by Karen Perlman, Ph.D

In my first article last month I “unboxed the glamorous past” of the 1920’s, where I showed you some garments from CHA’s collection. I invited you to reflect on a family heirloom from the 1920’s. What was your discovery and thoughts? I think of the infamous “Flapper Girl” who rebelled against prevailing fashion and social norms. I think of my grandmother’s flapper metal mesh purse of enameled flowers. This generation of women were referred to as the “flapper girl”, who consciously rebelled against the values of their Victorian mothers. The societal factors of the Spanish Flu of 1918 and the post-World War I years resulted in a shortage of male suitors. These young women felt restless to enjoy life and not “wait life out” as a spinster. The flapper girl culture was popularized by the Hollywood film, *It* (1927) starring Clara Bow, who became the role model for the “It Girl”. Amazingly, the term “It” as a distinctive personality feature has survived in popular culture.

The flapper girl had certain “essentials” for fashion style and attitude. She had to have the right “look” to go to Speakeasy parties, where the smoke-filled rooms were infused with Jazz music and endless alcohol. These young women adopted the “garconne” or little boy look promoted by the French designer, Coco Chanel. The floor length gowns and corsets of the Edwardian era were gone!

These now “modern woman” wore a straight, loose-fitting dress, where the hips defined the waistline, and the hemlines ascended to the knees. One type of flapper dress is the Tabard, which is distinguished by open side seams, where a slip would be worn underneath. These Tabard dresses are known for their sheer silk netting material that is heavily embellished with glass beads. A glass-beaded sash belt could be worn at the waistline for decorative purposes. Strips of cloth were wrapped around the breasts, which replaced the suffocating corset. What a feeling of liberation for the flapper girl to dance freely! The hairstyles underwent a radical change from the “Gibson Girl” bun to the short “Bob” cut. A flapper girl’s ensemble required jewelry, especially layers of long beads. These long necklaces would swing joyously during the Charleston dance. Other essentials for the flapper ensemble was a close-fitting hat, called cloche, and a long tubular cigarette holder. Is this exotic flapper girl now ready for a Soiree or Speakeasy party?

In continuing to unbox the glamorous past at CHA, I found costumes and accessories from the 1920’s, although they are not from the same collection. I spontaneously discovered a Tabard dress! My eyes widen as I experienced joy and excitement to see the beaded embellishment of colorful beaded round circles covering the dress. The gold metallic thread patch on the upper bodice adds a glimmering touch. What I love about this dress is the multi-color circles that is quintessentially Art Deco. I stumbled upon some blue marble glass beads with filigree balls that matched this Tabard. Although I did not find a classic flapper metal mesh purse, I did discover a small ivory crocheted coin purse with beaded fringe. These small coin purses would hang from belts. Then there was a box of Ostrich feathers, and a lavender fan surfaced. Just the type of fan a flapper girl wouldn’t mind fluttering for attention. I did not find a cloche hat or cigarette holder, so I may have to dig deeper into the vaults of CHA.

Please enjoy these images of “what it takes to be a flapper girl.” Are there any essentials you would bring to a 1920’s soiree? Let your imagination take you to a late-night Speakeasy party, and notice how you may feel different in your 1920’s Flapper ensemble. Also, think about an antique or vintage piece of clothing or textile that needs repair or conservation. Remember to look deep into your closets! Continue this journey of discovery of unboxing this glamorous past. I will be showing more treasures of CHA that need special attention. Watch out for an upcoming issue of *History Matters* where I will present my final article in this series.



Come One, Come All To The CHA Holiday Party

Friday, December 7th - 6:30 - 9:00 pm
1013 Park Place (Behind the Museum)

After the Holiday Parade come join CHA members and non-members for a Holiday Party. Adults will enjoy holiday music & beverages in our Lecture Hall, while kids will ring in the season with face painters, balloons, arts & crafts.

Event is open to the public
Adults are free
Children of members or Junior Historians: \$5
Children of non-members: \$10

Come celebrate the holiday season with the Coronado Historical Association at our

HOLIDAY PARTY!

Friday, December 7, 2018
1100 Orange Avenue, Coronado CA
after the Holiday Parade

Adults Free
KIDS: Member \$5 | Non-Member \$10



Don't Forget To Check Out The New Exhibit

This year marks the 60th Anniversary of the filming of *Some Like it Hot*. In honor of this special film anniversary, the Coronado Historical Association is excited to announce its newest exhibit: Coronado's Golden Age of Film, open November 2018 to 2019. The exhibit features a retrospective of Coronado's fascinating film history, including a Coronado Hall of Fame of the many cinematic Coronadans, like Johnny Downs and Anita Page.



"Wicked, Wicked", James Mead, Diane McBain, Edd Byrnes, Tiffany Bolling. MGM 1972. "Wicked, Wicked," is a mystery thriller written, produced and directed by Richard L. Bare, with William T. Orr.

The exhibit's premiere jewels are pieces from the world's largest Marilyn Monroe Collection. The Coronado Historical Association is honored to host The Marilyn Collection. The Marilyn Monroe Collection comprises a lifetime of memories, both Marilyn's and the collector's. On loan to the Coronado Historical Association are a selection of Coronado-centric pieces from the collection consisting of items from Marilyn's personal wardrobe, including a dress she wore off the set during filming of *Some Like it Hot*, cosmetics, books from her personal library, numerous personal and professional documents, a Marilyn Monroe signed bank check made payable to her acting coach Paula Strasberg, and other items directly from her estate.

Coronado's film history is rich and vast beginning with a short documentary filmed by the Edison Company, through the golden age of silent film, into Hollywood's golden age, to today. Visit the Coronado Museum to view some of Coronado's earliest films, explore Coronado's Cinema Hall of Fame, and get to know Marilyn Monroe by viewing her clothes, photographs, and papers. The Coronado Museum is located at 1100 Orange Avenue, open Monday-Friday 10-4 and Saturday & Sunday 10-2, and Free thanks to the support of community members like you.

Shenandoah, Continued from Page 1.

landing facilities were not yet in place.

On September 2, 1925 Shenandoah lifted away from Lakehurst and headed west into a threatening sky and to her demise.

Flashes of lightning lit the morning horizon. Shenandoah's five Packard engines struggled and she slipped sideways over the hilly Ohio landscape. A powerful air current that thrust her upward at too great a speed, conditions no airship was designed to endure, captured the skyship.

Lansdowne didn't wait for the plunge to begin, but quickly ordered the release of water ballast in hope of slowing the fall. She rose again when the updraft current caught the ship. Again and again she rose and fell. Navigation was pointless. The rigid structure was being twisted and wrenched by the force of the storm.

Then, the snapping of struts—the girders that held the control car in place were breaking. Shenandoah broke in two.

The severed sections held another 90 seconds, then the bow section separated. Steel cables holding the control car to the ship let go and the gondola fell to the earth, taking Lansdowne and his crew to their deaths. The stern section, with 22 survivors on board, leveled and floated to earth one-half mile from where the ship split. Drifting several miles to the southwest (near Ava, Ohio), the nose section climbed to nearly 2000 feet again; the crew vented helium. Lines were thrown to earth and all but one survived. Of 45 crew, 14 died on that September day (a number far fewer than the fate that met her sister ships).



Crash site in Noble County, Ohio, showing Shenandoah's stern section, September 2, 1925.

A publicity tour intended to tout the merits of the Navy airship program, and justify its huge costs to taxpayers, ended when USS Shenandoah fell from the sky. Four of the five Navy Zeppelin-size airships crashed. The fifth, USS Los Angeles, was retired from service and scrapped in 1932.

Monuments in rural Ohio stand today to commemorate the three sites where Shenandoah last touched the earth.

News From The Past



The following 1916 article reviews a quirky Thanksgiving memory from Coronado resident, Judge Anthony. Speaking of quirky, Judge Anthony was a well known judge in Coronado, who appeared in our early newspapers often—always as Judge Anthony.

ECHOES OF THANKSGIVING

Judge Anthony tells this one. Says he used to buy turkeys back in Missouri, and the custom there is to hang the turk up by their feet, slit their neck and let 'em bleed, and pull the feathers while the bird is still warm. Dry picking, they call it. One year the Judge bought a flock of turkeys from a man, and the usual procedure was gone through, with satisfaction to all concerned, except one turk, whose neck was not cut deep enough. The feathers were pulled toff this bird, but he managed to wriggle his feet loose, and fell down in the feathers, and was later discovered by the man that sold him in the first place. The turk was taken home, a suit of flannel pajamas fitted to his form, and he lived and prospered till the next year when he was sold again to the Judge. After the man got his money, he told Judge Anthony that he had paid for one bird twice, and explained the circumstance.

1916 was an exciting year for Judge Anthony. Here we share one of his more colorful cases from early Coronado:

BIRDSEYE B. LEWIS PAYS \$15

Birdseye B. Lewis, who started east in an aeroplane a few months ago, and got as far as Los Angeles, where he stopped flying, was pinched Thursday night by Marshal O'Donnell for speeding, and appeared before Judge Anthony Friday to tell about it. The Marshal read the warrant to Lewis after Judge Anthony arrived at 2:25, (the case was set for 2:00, but it's always 2 till it's 3), and Birdseye took the stand, plead guilty, and said that he rode fast 'cause it was dark, and he didn't think anybody was up. Birdseye drives that claret red car that Miss Richards has been hurling around the corners for several weeks past. The Judge asked Lewis if he wasn't rather a fast driver, and hadn't exceeded the speed limit most of the time since he had been here, but B. B. said no, he was a careful driver, and back in N'Yawk, where he lived, hq was a crank on making people observe the law, and thought they should do it here, and he would be good hereafter, or words to that effect. It was really quite moving, the way he said it, and made this reporter wonder, seeing as how that car has been flashing around the streets at about 60 for some time past. When the Judge said \$15, Birdseye asked if he could go down to the bank, but the Judge said "no, your cheek is good," and B. B. said "I haven't got a check, and a friend of Lewis' who had come to court with him, lent hm ten bucks, and then the marshal read a few sections of the Motor Vehicle Act to Lewis, and (Lewis foned about getting a temporary California license, and the reporter went back to the shop, and that's all we know about it. Selah.