

AEROG RAM

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NEW ACQUISITION: 33-FT GAR WOOD



Virginia Dare in the museum



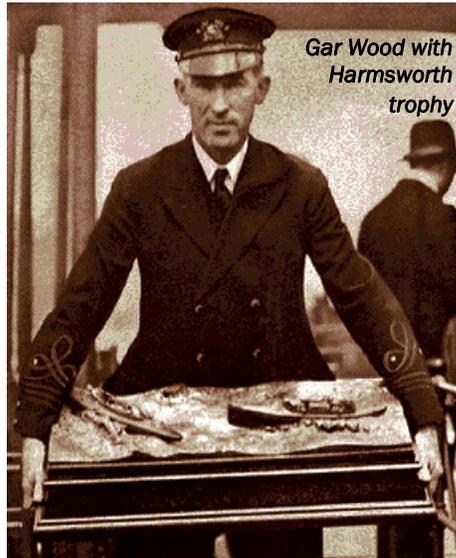
Interior shot

The Curtiss Museum has been most fortunate to receive as a donation, a 1927 33-ft. Gar Wood "Gentleman's Runabout", the *Virginia Dare II*, a gift of Mark Bennett of Connecticut. Originally owned by the Garrett Family, the boat ran for many years on Keuka Lake. Many local residents here have stories to tell about this magnificent boat. Purchased in derelict condition by Mr. Bennett in 1970, the boat was to undergo a restoration process that would stretch over 40 years, with Mark doing much of the work himself. It was an incredible undertaking!

Powered by a 550 HP converted Liberty aircraft engine, this boat was capable of approaching 60 MPH. In *Gar Wood* company literature, this boat is referred to as a *Baby Gar "55"* because it was guaranteed to do at least 55 MPH.

Garfield Wood - inventor, speedboat racer and manufacturer

Gar Wood was born on 4 December 1880 in Mapleton, Iowa, to a family of 13 children. His father was a ferryboat operator on Lake Osakis, Minnesota, and Gar worked on boats from an early age. In 1911, at age 31, he invented a hydraulic lift for unloading coal from rail cars. He established the Wood Hoist Co. in Detroit and soon became a successful businessman. Later he changed the company name to Gar Wood Industries, which built racing boats, but also capitalized on experience with coal unloaders to successfully produce and market Gar Wood truck bodies. He had a home in Algonac, Michigan, the same city as Christopher Columbus Smith, founder of Chris Craft boats, and is buried there.



In 1916, Wood purchased his first motorboat for racing and named it *Miss Detroit*. He went on to set a new world record speed for a boat, (74.870 mph) in 1920 on the Detroit River, using a new boat called *Miss America*. In the following twelve years, Wood built nine more *Miss Americas* and broke the record five times, raising it to 124.860 mph in 1932 on the St. Clair River.

In 1921, Wood raced one of his boats against the Havana Special train, 1250 miles up the Atlantic coast from Miami to New York City. He made the trip in 47 hours and 23 minutes and beat the train by 12 minutes. In 1925, Wood raced the *Twentieth Century Limited* train up the Hudson River between Albany and New York and won by 22 minutes.

As well as being a record breaker and showman, Wood won five straight powerboat Gold Cup races between 1917 and 1921. Wood also won the prestigious Harmsworth Trophy nine times.



MEMBERSHIP UPGRADES

Benefactor

Cameron Dunlap

Donor

Bob & Lynn Domras
Bill Schweizer
Cynthia Smith

Sponsor

John & Carol Sawin
Tom McCaffrey
Ken & Andrea Garasz

Contributing

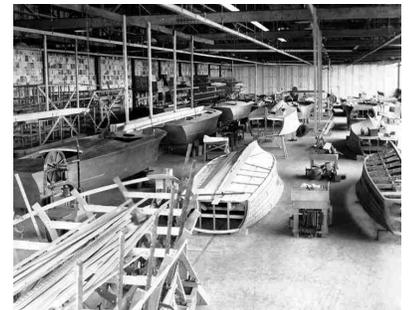
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GOLF CLASSIC SPONSORS

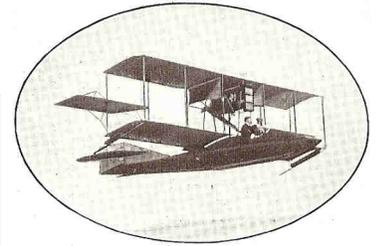
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Valicenti Advisory Group
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Gar Wood Factory



CALENDAR OF EVENTS

Sept. 13 - Nov. 4, 2013

Quilt Exhibit



September 14, 2013

Fall Flying Festival

Nov. 16, 2013-Feb. 17, 2014

23rd Annual Dollhouse and Miniatures Exhibit

November 30, 2013

18th Annual Dollhouse & Miniatures Vendor Show and Sale



Gar Wood —continued—

During the winter of 1921-22 the rules governing the Gold Cup Races were changed dramatically by the American Power Boat Association. The changes limited engine size, length and configuration of hulls. The rules committee said that they wished to encourage "Gentlemen's Runabouts" that could be used for family recreation as well as racing. However, the intended target of these changes was Gar Wood whose advanced technology and use of aircraft engines had totally dominated the Gold Cup since 1917. It was clear the rules were designed to frustrate Gar Wood. Gar Wood was always ready for a challenge. In this case he and chief designer Nap Lisee developed an entirely new boat as their version of the Gentleman's Runabout. The result was the legendary 33' "Baby Gar" Runabout.

The new Baby Gar was a superb design. It was a comfortable, safe runabout with 3 cockpits and a bottom that incorporated all of the characteristics of the Miss Americas with the step. So great was the performance of this Baby Gar, that from the time it was introduced, some of America's wealthiest sportsmen appealed to Gar Wood to build one for them. Edward Noble, William Randolph Hearst, John Dodge, Col. Vincent and P. K. Wrigley were among the first to purchase Baby Gars. Soon Gar Wood had to set up a whole section of his Algonac plant to build Baby Gars just to fill special orders. By 1924 Howard Lyon of New York City had convinced Gar Wood that he should place Baby Gars in regular production and he would sell all he could build. Two years later Howard Lyon ran a double page ad in *Motor Boating* magazine that listed the names of 60 of the world's most prominent sportsmen who were already Baby Gar owners.

What began as an attempt by the APBA to end Gar Wood's domination of the Gold Cup competition resulted in an entire new line of runabouts that became the playthings of millionaires.

In 1923 Chris Smith and his sons separated themselves from Gar Wood and decided to operate their own boat building company under the name "Chris Craft Boats".

Wood retired from racing in 1933 to concentrate on his businesses. Garwood Industries continued to build wooden racing boats until 1947. Garwood Industries also built truck bodies and winches that were used extensively by truck manufacturers such as International Harvester, and were an OEM supplier to both the civilian and military market. Many trucks built during World War II came equipped with Garwood bodies and winches. One of the biggest contributions by Garwood Industries was the development of the now-ubiquitous garbage truck, which was originally built and sold under the name Garwood Load Packer

Gar Wood was known as an inventive genius who, at one point, held more US patents than any other living American. In addition to the profitable hydraulic hoist for dump trucks, at age 17 he invented a downdraft carburetor which enabled his inspection boat to outrace the other inspectors. At one point he had a job selling lightning rods to farmers and, to demonstrate their effectiveness he invented an induction coil device to mimic lightning. In the 1930s he designed a launch for the US Navy and demonstrated it for Franklin D. Roosevelt, but the Navy turned it down. The design was the forerunner of the PT boat.



FROM THE DIRECTOR - *Trafford L-M. Doherty*

This has been a very quick summer – I know, they all seem that way, but this one has really been something! We have enjoyed excellent attendance numbers that are on track to surpass those of last year and 2012 was a record year! It can get a little hectic here during the summer months, but our staff and volunteers always do their very best to enhance the museum experience for our visitors. I hear positive feedback (complimentary to the point of gushing) on a daily basis and I especially like hearing someone from Washington DC say that they like our museum better than the Smithsonian – this has happened twice in the last month. This, of course, is very flattering and perhaps a *little* subjective, but these statements are still worthy of consideration. One advantage that we *do* have over these principal national attractions is that we, by virtue of our location and the general nature of our clientele, can provide a more friendly, open environment for our visitors. Obviously, we don't advocate manhandling our artifacts, but they can indeed get "up close and personal" with the exhibits. Oh sure, liberties are taken once in a while (fingerprints on black cars and disrobed mannequins come to mind), but we *are* watching and I must say that my experience has served only to heighten my appreciation of the fact that, with very few exceptions, our visitors are very respectful of what we have here. That having been said, it's interesting to note that when someone occasionally rings the (large) school bell (with definite attention-getting qualities), we trot back there only to discover that it's an adult (looking sheepish), and *not* his child, who is responsible. The excellent manner in which our staff and volunteers interact with the visiting public is indeed a major factor in our current wave of high public acceptance. We are blessed with people who genuinely enjoy sharing their knowledge with our visitors in order to enhance their museum experience. A building full of fascinating artifacts and friendly people – how can we miss with a combination like that?

The front page article mentions local residents having stories to tell about the *Virginia Dare II*. I have one! When I was a little boy, my father told me about this fellow, Rod Pierce, who used to roar up and down the lake at 60 mph looking for small boats to swamp (Those were the days!). Apparently, Rod (who used to race the boat for the Garretts), bought it from them and took great pleasure in cruising the lake at high speed. One day, my father was out in a canoe when he spotted Rod coming down the lake in the *Virginia Dare* moving very fast and, sure enough, Rod started turning towards him. This was the early 30's, so my father would have been a teen ager at this point and those of you who knew him will believe this next part. He proceeded to stand up in the canoe and gave Rod an exaggerated salute. Rod apparently saw this and turned away – saving my dad from an almost certain dunking. Now we have this beautiful boat in our museum and I think about my dad's story every time I walk by.



NEW MEMBERS

Benefactor

Cameron Dunlap

Contributor

John & Gail Moran
 Les & Sue Friske
 James Malloy
 Emerson Klees
 Roy & Sandra Hepler
 Terry Northrup
 Jim McDonough
 Kathleen & Richard McDonald
 Tracy Marisa
 Dick & Brena Parsons
 Anthony Simon
 Jim Salviski
 Frank Pratt
 Arnold Harrington
 Tom Gilmore
 R. D. Miller
 Carl & Gayle Livecchia
 Charles Bliley
 Mike O'Neill
 Arnold Herrington
 Larry & Brenda Burton
 Doug & Jennifer DeCroix
 Matt Hereford
 Laura & Mike Lumbard
 Teodoro Mariano
 Doug Manhire

Basic

Peter Holbus
 Jennifer Bower
 Ronald & Ann Woodhead
 John R. Williams
 Richard & Marsha Senges
 Thomas Moore
 Manuel Galas

GALA CONTRIBUTORS

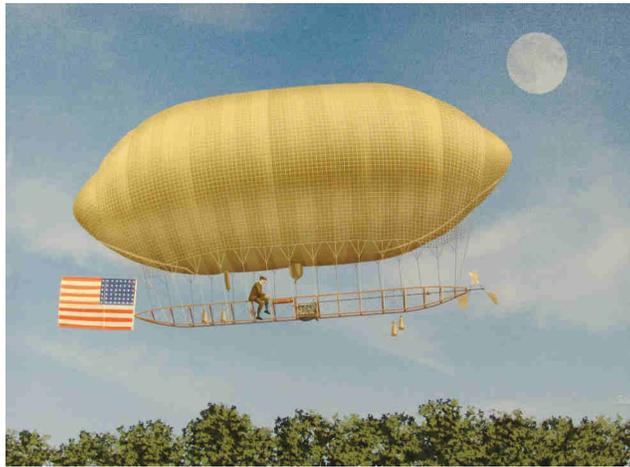
Carol Jenkins
 Alise Irwin
 Janet Page & Robert Childs
 Deke Johnson
 Robert & Barbara Swift
 John & Carol Talmage
 Elfriede & Roger Tompkins
 Richard Kniffin
 Robert & Lynn Domras
 John & Katharine VanZanten
 Elizabeth Casey
 Geoff & Lynne Heath

CURATOR'S CORNER - RICK LEISENRING

As predicted, the summer has been very busy for us here so far! And speaking of BUSY, I'm pleased to announce that I have an intern working with me this summer. Ceilidh (pronounced K-Lee) Clark hales from Springwater, NY, and is working with me two days a week as a College project. He is helping with several projects, including cataloging, newspaper research and just about anything else "curatorial" I can throw at him.

Our NEW YORK..... *GETTYSBURG!* Exhibit was featured recently on YNN's show *The Getaway Guy with Mike O'Brian* and has been very popular. We continued our guest speaker series on July 4th with author and historian Mark Dunkelman who presented a fascinating story entitled "Sgt. Amos Humiston, Gettysburg's Unknown Soldier".

We have also added two wonderful paintings to our collections: "Glenn's First Flight" by Ted Williams, portraying Glenn piloting a Baldwin dirigible, and a powerful image by Brett Steves of the NC-4 seaplane flying over the Atlantic. Ted's painting can be seen next to his other works in the front hall, while Brett's NC-4 is on the seaplane wall. Brett is now working on the Florida Years display fireplace.



The Quilt Exhibit opens on September 13th. A great way to kick off the Fall! So, don't forget to put it on your schedule! this will feature 150 quilts and will prove to be very colorful! There will also be a special competition called *The Iron Quilter* taking place on October 5th all day at the museum.

Our continuing project of upgrading and creating new displays and exhibits is progressing nicely with the addition of the new Trophy case for a few of Glenn's awards we are fortunate to have here at the museum. I'm keeping Ray Poehlein very busy with these new cases.

The 1942 Jeep has been restored and in place on exhibit next to the P-40 Warhawk. It is complete with a new mannequin dressed as a WWII pilot having a conversation with John Wayne in the pilot's seat of the P-40. It really brings the display to life!

New items are always on display in the museum, so if you think you saw it all - Guess again!



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Restoration Shop - Art Wilder

The Curtiss Fledgling will be on display in major component stage for the Saturday, September 14th Fall Flying Festival. The fuselage, two of the four wing assemblies, and the central float will all be in uncovered condition.

At this stage, the Curtiss Challenger engine is on the Fledgling fuselage. An engine mounting section was made, this section putting the Challenger 28" from the front end of the

fuselage. The main struts of steel streamline tubing are complete. Cabane struts (supporting the center wing section from the fuselage) are ready to weld. The tip floats are being fabricated.

The vertical and horizontal tail is installed and control cables connecting these to the cockpit controls are in process. Cowling pieces have been installed and prepped for painting.

The sides of the main float are temporarily installed. We will be taking this float to our friend Bill Parker's shop in New England as a winter project for him.

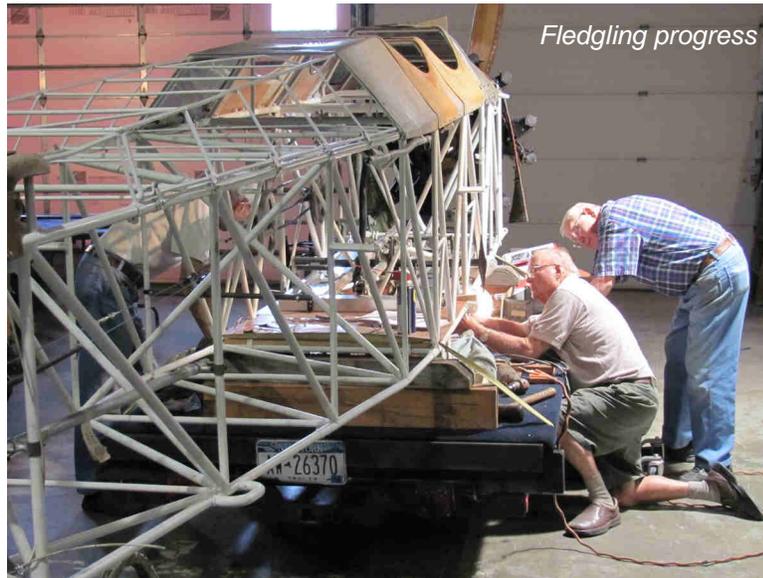
Work progresses slowly on our P-40. Our short term objective is to complete the skin repair in the area of the star and bar insignia and restore these markings, painted lightly, following the original pattern.

The Travel Air has main gear and tail wheel installed and some mysteries in the cockpit have been solved. We expect to finish this project this winter. The Curtiss Airships International boat is out of the shop's dusty environment for varnishing.

The WWII Jeep restoration is on display next to the 3/4 scale P-40. Lou Fell and Norm Brush steered this project from incomplete to a nice looking addition to the Museum collection.

Duncan Springstead is spearheading the construction of a very large cradle for the *Virginia Dare*. Many thanks to new volunteer and expert welder, Dave Roddy, who welded up the base frame. Ray Poehlein has completed a 20-ft.-long viewing platform for the *Virginia Dare* so that visitors will be able to get up high enough to see inside the "cockpits".

Many thanks also to new museum member, Frank Pratt, who hails from Sherman, NY. Recently, Frank made a large donation to the restoration shop in the form of sheet metal-working tools and supplies. Frank's donation will be put to good use.



MEMORIALS

In Memory of Henry Rise

Gayle Strittmatter
Rebecca Nelson

In Memory of Zeke Mendel

Jan Mendel

In Memory of Marcia Meade Coon

Nancy Tuttle
John & Barbara Lawrence
John & Katie Van Zanten
Sam & Marilyn D'Angelo
Jayne Honeyman
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Betty Reagan
Tom Snow & Karen Meriwether
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Greg Hintz
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Art & Kay Wilder
Grigsby Family
Jerry & Jeanne Madden

In Memory of Janice White

Tonya Whaley
Marge Beers
Terri Beers
Lynne Mason
Charles & Victoria Lamendol
Jim & Janet Hallahan
Virginia Krieg
Ray & Wilma Poehlein
Daniel & Eleanor Boutwell
Art & Kay Wilder

In Memory of Hope Hereford

Millie Barclay
Nesbitt Financial Services
Richard & Janet McCandless
Leanna Landsman
Art & Kay Wilder
Margaret & Edward O'Neill
Luann Brinkerhoff

In Memory of Dr. Edgar Sanford

Betty Reagan

MARKETING COMMITTEE REPORT

Visitors to the Museum are setting records versus previous years and, as indicated before, word of mouth is one of the strongest influences for new visitors. We thank everyone for passing on their positive experiences.

Efforts are ongoing to improve our communication with Facebook (which increases daily with the number of visitors) and our PR activity with press releases and expanded efforts in communicating to potential visitors not only through previous/conventional means but also with the more current communication links.



Our new Billboard has been launched (SR 54 North of Bath) and has received very positive feedback. The timing was perfect since the Billboard across from the Museum has been removed due to the town sign ordinance.

The entire Museum volunteer team is all set and ready to go with the Fall Flying Festival on September 14, at Depot Park in Hammondsport. It is hard not to speak with someone in the area where they do not pick up on the Fall Flying Festival.

Again, thank you for your support and stay in contact with our website for current and future events information. As stated above, your word of mouth and influence is our strongest tie to repeat and new visitors.

FROM THE EDUCATION DIRECTOR - DON RUMSEY

Hello everyone! Summer is almost over and along with it, our busy tour season. School tours will pick up again once school is back in session. I am already getting calls and emails to set up archeological digs and tours. It is proving to already be a busy fall, which is a very good thing.

This summer was filled with many tour companies scheduling tours, both guided and unguided. Many new tour companies scheduled tours with us this year for the first time and they say they are anxious to come back again! On August 5th, we had our last In-Flight group for 2013 from Watson Homestead, and, as always, Bill, Scotty, Brad and Jack did an awesome job with their program!

On a not-so-happy note, as some of you may know, one of our docents, Kevin House, had a serious accident in June and has been in rehab due to a broken shoulder, ribs, pelvis and vertebra. I am happy to say that he is in walking therapy now and doing as well. All of us here at the museum wish Kevin a quick and speedy full recovery.

Speaking of docents, I would also like to welcome Bob Brown to our group. Bob has been working in the restoration shop for the past couple of weeks and would also like to volunteer as a docent for guided tours. He will be following some of our current docents around for a while until he feels comfortable with being on his own. He is a wonderful addition to our corps of volunteers. WELCOME, BOB!

In closing, I hope everyone has had a safe and wonderful summer and that everyone is well. I hope to see you all soon.

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Jim & Doris Lally
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8419 State Route 54
Hammondsport, NY 14840

Phone: 607-569-2160
Fax: 607-569-2040
Email: info@glennhcurtissmuseum.org
Web: www.glennhcurtissmuseum.org



LATE SUMMER 2013

MUSEUM HOURS

WINTER

Nov.1-Apr. 30
Mon.-Sun. 10-4

SUMMER

May 1-Oct.31
Mon.-Sat. 9-5
Sunday 10-5

Museum closed on the following holidays:

New Year's Day
Easter Sunday
Thanksgiving Day
Christmas Eve
Christmas Day

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Basic \$35 Sponsor \$125 Patron \$500
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Signature _____

Additional tax-deductible donations will be used for museum improvements including up-grading facilities, restoration shop and new exhibits.

My additional donation _____

Membership Benefits:

Unlimited free admission • Invitations to exhibit openings and receptions • Guest passes
Subscription to the museum newsletter • Volunteer opportunities
Discounts on museum programs and events • Discounts in the museum shop