

AEROGRAM

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MUSEUM STAFF

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Karen Trepes
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THE CURTISS AEROCAR



Brought about by his love for the great outdoors, aviation pioneer, Glenn Curtiss began tinkering with the idea of building a better camping trailer in 1917 as a diversion during World War One. In 1919 his half brother G. Carl Adams formed the Adams Trailer Corp. in Garden City, Long Island, and began producing some of these designs under the trade name

of *Motor Bungalow*. However, production was discontinued in 1922 to manufacture motor buses. During this time Glenn developed a version of the 5th wheel, utilizing pneumatics to compensate for the rough ride and poor control created by the conventional hitch. Today the concept of the 5th wheel is widely used not only for recreational vehicles but also in the transportation industry as a whole.

Expanding further on the two ideas, the Aerocar concept was born, with the first models being produced at the Curtiss Engineering Corp. on Long Island and at Hammondsport, NY. In 1928 Glenn incorporated the Curtiss Aerocar Company of Florida, Inc. with manufacturing set up there in Opa-Locka. Licensing to build was also granted to several companies including Briggs Body Corp., The Hudson Motor Car Co. and The Stutz Motor Car Co. Being high-end in price, these "land yachts" as they were nicknamed, were all built to order. Not only available as a stylish camper, the cars were also used as buses, traveling show rooms, offices, horse trailers for thoroughbreds and even a zoo on wheels.

Because of the high price tag, coupled with the poor economy of the 1930s, only a few hundred of the Aerocars were built. Efforts were made to keep the Aerocar in production, but stiff competition eventually brought about its end in 1941.

To this day, while the Aerocar may not be well known, Glenn's 5th wheel concept still is. This being just another of his contributions to the modern world.



2013 Fall Flying Festival - Art Wilder

The September 14th Fall Flying Festival was a success due to several factors. While we started out a bit chilly, the weather turned out to be ideal. We had a huge volunteer effort in all aspects of the event and good participation with 12 seaplanes and amphibians. The water games with the seaplanes were of real interest to the crowd, and everyone was happy to witness the Glenn Curtiss Salute again, where the planes flew north over the bluff, back over Hammondsport and the Curtiss gravesite and landed back at Depot Park.

The Museum exhibits at Depot Park of our Fledgling components, and the running of the OX5 engine were well received. During the day at Depot Park we had food vendors, sold event T-shirts, programs and raffle tickets (for a very nice painting of the Fledgling donated by Bonnie Barney).

In the evening we had 180 people for another fantastic dinner prepared and served by volunteers Christine and Scott Kolo, their kids, Elizabeth, Claire, James, and many of their relatives and friends. This was a huge undertaking, both before, during and after the event and we all appreciate the time and effort of so many. Before and after the dinner we were treated to wonderful appetizers and desserts which were also prepared by Museum volunteers.

After dinner we were fortunate to have an excellent and informative speaker, Chris Harmer. Chris gave a presentation on the situation in the Middle East, in particular, Syria which was the hot item at the time of our event. He was introduced by Michael Lopez-Alegria, last year's speaker, whom you will recall gave us a wonderful talk about his astronaut experiences. We're getting some real good speakers lined up thanks to our friend from Coronado, Patrick McMahon.

Tom Freeman made a special appearance in his helicopter. A great treat for the assembled crowd. →



Norm Brush demonstrates the Curtiss OX-5 engine. →



MEMBERSHIP UPGRADES

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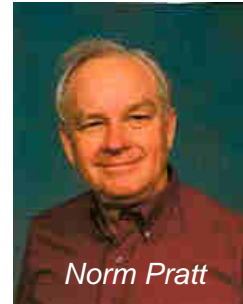
CONTRIBUTORS

Harter Secret & Emery
Valicenti Advisory Group
Stork Insurance



Curtiss Museum member, Frank Pratt, was introduced to the love of aviation by his father, Norm Pratt, who died earlier this year at his home in Sherman, NY.

Norm had been a life-long fan of aviation and had even hopped a train as a young boy to see the Cleveland Air Races. In 1955 Norm established his own airport, Pratt's Eastern Divide D-88, which now features a 75 ft. wide, 2600 ft. turf runway. Norm had cleverly enlisted the state highway department to lay down a runway for him in exchange for tons of dirt from his farm. This soil was used in the construction of the new I-86, which was taking shape close to his farm at the time. Frank remembers the many hours he and his sister spent helping their father clear and maintain the runway.



Norm Pratt

When not engaged in aviation pursuits, Norm had worked at North East Industrial Park as chief ammonia refrigeration engineer for many years. He had served in the U.S. Army Air Corp, and was a radio operator in the B26 Marauders 8th Air Force 386th bomber group in the European Theater at Boxted, England.



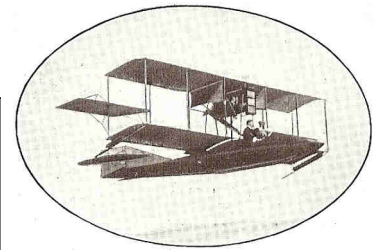
Pratt's Eastern Divide runway

In 1967 he bought his first plane, a Piper J3 Cub. He was an A and E mechanic. He also worked as a crop duster, and using his 180 Cessna, he would provide air service for skydivers.

WE WELCOME KAREN TREPES TO OUR STAFF

Karen began work at the museum as our new bookkeeper in November. She replaces Robin French, who is leaving us to take a full-time position with Xylem, Inc. Karen comes to us with a wide variety of business experience, and a great appreciation for museums and the arts in general.

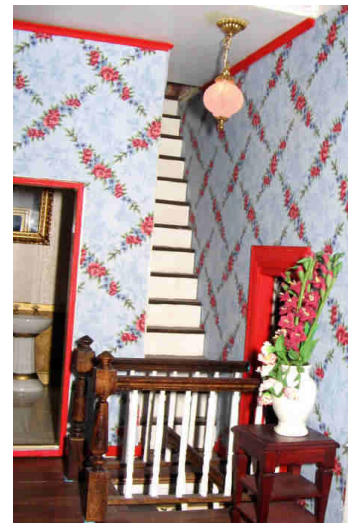
Karen and her husband, Paul, live in Hammondsport and are the parents of two grown daughters, Mahria and Nyssa.



CALENDAR OF EVENTS

Nov.16, 2013-Feb.17, 2014

23rd Annual Dollhouse and Miniatures Exhibit



February 1-28, 2014

Monsters in the Museum (Just when you thought Halloween was over!)

February 22-23

Wintercycle Therapy Motorcycle Event

March 7 - Sept. 1, 2014

Warehouse 53 - an exhibit of Adventure in the Cinema

May 10, 2014

Old Engines Day

From the Director - Trafford L-M. Doherty

This is an interesting business! In the last couple of years, we have received as donations some significant items including a motorcycle, a 1942 Jeep, a 1927 Gar Wood, several beautiful model airplanes, a number of paintings, and a carousel. What was that last one? – *a carousel?* Several weeks back, I received a call from a fellow who was seeking a home for a miniature carousel that his parents had constructed about 20 years ago. I asked for a photo, liked what I saw, and with the

upcoming Miniatures and Doll House Exhibit in mind, I accepted his offer. He and his two sisters, brought the carousel along just in time for the exhibit and we were quite amazed at what we found. In the first place, it's fairly large – about five feet tall overall and about two feet square.

Beginning in 1989, Clifford and Anna Sawyer spent three years building this lovely miniature. This was not a kit - Clifford engineered and built the entire thing from scratch. And it's complicated – not only does the carousel



Sawyer Carousel

revolve, the twelve horses (well actually, ten horses and two tigers) go up and down *and* rock back and forth! Another clever feature is the sound system. He took a simple cassette tape player and wired it into the main on-off switch. Start the thing up and it sounds like an amusement park. To "imagineer" such an intricate machine and then to actually build it was quite an accomplishment. And then there's Anna's contributions; she did the all of the painting and decorating. Carousels tend to be very elaborate in their decorations and this one is no exception. It is literally festooned with silver foil, gold accents and mirrors. But, what is most impressive are the miniature nature scenes, hand-

Painted on the eight header panels. She also made the eight-sided cloth canopy that forms the tent. It's a perfect fit and represents quite a piece of sewing. Clifford and Anna spent three years on this project, completing it in 1992. They were 83 and 81 years old, respectively. This was indeed a labor of love. Miniatures are like that. Imagine building a model of *Boldt Castle* out of 20,000 toothpicks - but that's another story.



Boldt Castle by Patrick Ferriter

NEW MEMBERS

Donor

Dale Stoner
Les & Bonnie Schweizer

Sponsor

Gordon Tichell

Contributor

Fran & David Hall
Charles Bliley
R D Miller
Tom & Cheryl Vis
Christopher Basty &
Angela Gonzalez
Louis & Judy Casey
Elizabeth & Charles Houser
Mary Ellen Griffiths
Fran & David Hall

Basic

Stanton Smith
Cynthia Miner
Ellen & Michael Chirco
John Ward
Barbara Morten
Patty & David Kahl
Ken Schultz



Museum member and volunteer, Claire Schnipelsky, looking very "witchy" during the quilt show in late October.

CURATOR'S CORNER - RICK LEISENRING

The fall season has been absolutely grand this year. The beautiful colors and warm days moved people to get out and travel. Our NEW YORK..... *GETTYSBURG!* Exhibit was a great hit with the visitors over the summer and the quilt show, *A Passion for Color!*, was absolutely beautiful. *The Iron Quilter* competition on October 5th had five contestants with some very creative pieces coming out of it. These were not only a great addition to the exhibit., but the money raised from the silent auction of these wonderful works of art will be used to purchase more decorative and professional "quilt racks" for future shows and other exhibits.

We are into the 23rd Annual Dollhouse and Miniature Show now for the holidays with a slight twist this year. The lobby portion of the exhibit features trains, steam engines and other "boy stuff" as my daughter calls it. Now for the dollhouses, Ray Poehlein has created two new cases for the exhibit that are absolutely beautiful and WOW do they show off the dollhouses! As usual, I just know you will enjoy the variety of childhood memories found here. So don't miss it. It will definitely put you into the Christmas spirit!

Our 2014 Events schedule is now set and the summer exhibit will feature actual screen-used adventure movie memorabilia. The exhibit will be titled *Warehouse 53 – A Museum Exhibit of Adventures in the Cinema!* and will run from March 7 to September 1, 2014. This will be followed by the Embroidery Exhibit for the fall. Stay tuned for more information as these develop.

New displays and exhibits update - the Florida Years display fireplace is progressing and an additional display covering Curtiss' passion for Archery –Golf is being designed. We've added a great mannequin to the P-40 exhibit. I nick-named him "Buck" and he sits in the 1942 Jeep conversing with John "The Duke" Wayne, seated in the P-40 cockpit. What a great vignette! You really need to check this out.

Again, a hearty "thank you" to all of you who graciously support and encourage us through the years! Happy Holidays to all!

Marketing Report — Dennis Carlson

We cannot say enough about the activity and visitors to the museum this year and the estimate is that it will be another record year. The visitor mix has ranged from tour groups, schools, day trippers and visitors to our area attractions that have put the Curtiss Museum on their list as well.

The Fall Flying Festival in September was a success both with visitors to Depot Park to view the visiting aircraft and displays as well as the dinner and speaker held that evening at the museum.

Although time is getting tight, plans still call for the marketing team to begin addressing updates to our website before the year is over. Our objective is to make the site more dynamic while still providing comprehensive information about upcoming events and displays. What we would like to see is to have site visitors remain connected for longer periods of time and hopefully increase their interest in visiting the museum.

Stay in touch with the website, since in the Spring (at a date to be determined) we will have the premier introduction of a new addition to the boating area of the museum which should be a very worthwhile experience.

Again, thank you for your support and stay in contact with our website for current and future events information.

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Robert Turissini
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Peter Baker, Esq.
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Restoration Shop - Art Wilder

After returning the Fledgling components to our Restoration Shop we have assembled the fuselage and wings. The center wing section is in place supported by its cabane struts and the wings are positioned at proper dihedral and angle of incidence. The wiring is started.

Travel Air progress is the lettering and N numbers completed by Tony Vickio, and the painting of struts, cowlings and landing gear done by Gary Loucks at his Shop.

The P-40 tail wheel assembly is installed and the retracting and extending cylinder is ready to fasten in place.

A recent plan to convert the storage building to additional restoration shop workspace is essentially complete, with a new (lowered) ceiling, insulation, wiring and lighting. The completed ceiling has been insulated using used 4' x 8' foil covered urethane sheets and the walls have been foam-in-place covered. We also installed a new furnace, so we have plenty of heat. A larger gas line to accommodate both the shop and the storage building furnaces has been installed. The original purpose of converting the storage unit was to move the restoration shop processes that produce a lot of noise, dust and sparks, out of the main building. In keeping with this plan, we also moved the P-40 project to this new location and it's working out very well.

We're sorry to report that we lost a good friend, Lee Schwoerer "Uncle Lee", recently. Lee was a great financial supporter of our aeroplane projects over many years. In addition, he hosted the annual "Uncle Lee Free Lunch" for shop volunteers since the early 90's. We all valued his advice and counsel.



Fledgling progress



Insulating the storage building

MEMORIALS

In Memory of Henry Rise

Patricia Keller
Jeanette Jackimowicz
Gayle Strittmatter

In Memory of Lee Schwoerer

Art & Kay Wilder

In Memory of Marcia Meade Coon

Linda & Ronald Beyer

In Memory of Jane Bowdy

Janet Hallahan

In Memory of Hope Hereford

Colleen Smith
Margaret & Edward O'Neill

In Memory of Marcel "Bud" Rouin

Jim & Janet Hallahan



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Barrington Cellars
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Chateau Renaissance
Dr. Frank Wine Cellars
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Hunt Country Vineyards
Keuka Spring Vineyards
McGregor Vineyards

Rooster Hill Vineyards
4 Chimneys Farm Winery
Atwater Estate Vineyards
Chateau Lafayette Reneau
Fulkerson Wine Cellars
Hazzlitt 1852 Vineyards
Hector Wine
Hickory Hollow Wine Cellars

King's Garden
Lakewood Vineyards
Leidenfrost Vineyards
Prejean Winery
Red Newt Cellars
Seneca Shore Wine Cellars
Torrey Ridge Winery
Wagner Vineyards

EDUCATION - Don Rumsey

Welcome to fall, everyone! I hope you are all well and enjoying the rather quick transition from Fall to Winter! Here at the museum it's business as usual. We completed the last of our archeological digs for the season. Our Bath and Hammondsport students come for the Native American digs every year and they thoroughly enjoy it. Diane Albright and Rick Leisenring do a wonderful job with guiding the kids and making it a wonderful experience for all.

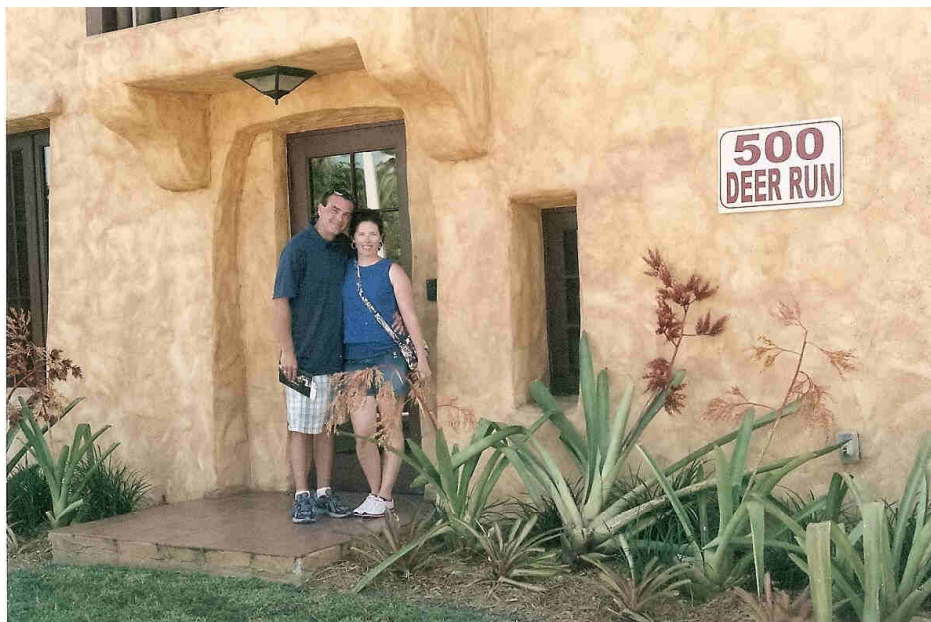
The tour season has slowed down a bit. Due to the weather that we have here in the Finger Lakes, a lot of tour companies are leery of scheduling tours during the winter months since they cannot predict whether or not we are going to have a foot of snow. On the other hand, we have several school groups that are scheduled to visit during this period.

The 2014 year is shaping up to be very busy, with several tours already scheduled. I have some scheduled all the way out to October of 2014. I am positive we are going to have a super busy year.

On another note, my wife, Vanessa, and I went on vacation to Orlando, Florida, in the middle of October. We took a day and went to visit the Curtiss Mansion in Miami Springs. The mansion is completely restored and open to the public. They have restored the outside to its original condition. On the inside they have made numerous adjustments to accommodate an elevator, its mechanics, a sprinkler system, and have lowered some of the ceilings. They have also opened up the upstairs area where there were 2 bedrooms with closets and bathrooms to make a nice size banquet room. Vanessa and I got a wonderful private tour from JoEllen Allen, who is actually one of the people who spearheaded the restoration project. JoEllen even took us out to Glenn's BBQ pit, which is still standing, but has not been restored as of this moment. There is so much to tell about the experience and the visit that I just don't have room to describe it here. I recommend, if you are able to get to the area, that you stop by and see the mansion yourself. They have done an absolutely beautiful job and truly have as great a connection to Glenn Curtiss as we do.

Best wishes to everyone for a happy and safe holiday season.

Don



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John Wilder

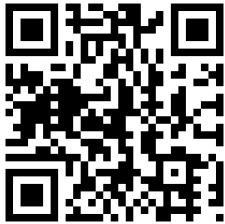


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Web: www.glennhcurtissmuseum.org



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