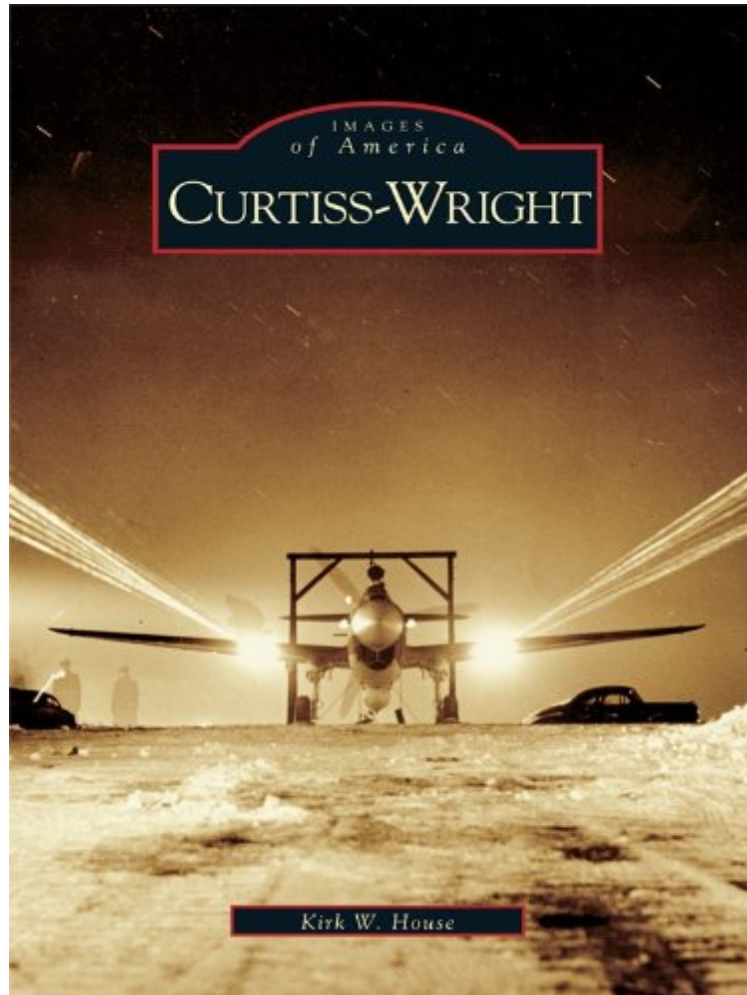


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## Curtiss-Wright (Images of America)

*Kirk W. House*

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**Kirk W. House : Curtiss-Wright (Images of America)** before purchasing it in order to gauge whether or not it would be worth my time, and all praised Curtiss-Wright (Images of America):

3 of 4 people found the following review helpful. Interesting but disappointingBy BillH"Curtiss-Wright (Images of America)" is a collection of black and white photos and advertising from the company archives and Curtiss-Wright museum. Unfortunately, the reproduction is muddy at times when it should be sharp and clear in this age of digital imaging. There's no longer any excuse for poor quality work like this, it seems to me. The text is mostly very brief and sometimes rather uninformative captions under each photo. The author, who was curator for the museum, should have been able to provide much more information for the illustrations, many of which are fascinating to see, or many would be if the reproduction had been better. The only reason I give this book three stars is due to the uniqueness of the images. It's certainly of interest to anyone who enjoys aviation history, but perhaps better borrowed from a library than purchased. 3 of 5 people found the following review helpful. Corporate whitewashBy Phyllis HerringThe book was

recommended by the American Aviation Historical Society. I cannot. The book opens with a frontispiece photograph that looks like it was salvaged from the darkroom floor. Dirt specks, scratches and partially reversed tonality. Depicted is a mundane scene of a P-40 on a compass rose. Try as I might, I cannot see anything significant about the subject that would cause this photo to be used. Anyway, the book goes from there. Especially in the coverage of the WW II era. Some of the captions are just plain lies. The C-76, for example, is considered by history to be a very poor design. Few were built. One crashed during testing, killing its crew. The Army cancelled the remaining contract in 1943. The book baldly states that the war ended before the plane was ready for service. The SO3C observation aircraft lasted less than a year in service before it was declared obsolete due to unresolved aerodynamic problems and an unreliable engine. The SB2C dive bomber took over four years worth of development before the Navy put it into service, desperate for a replacement for the aging SBD. The SB2C did not stay in Navy service for long, either. In short, the book doesn't mention the general decline C-W went into during the war and when it does, it seems to try and gloss matters over. I've only mentioned a few examples here and there are plenty others. As the previous review declared, this is a book you might read in a library but I could not recommend owning it. 0 of 1 people found the following review helpful. My parents worked at Curtis during the war. The ...By RongMy parents worked at Curtis during the war. The company has historic ties to Buffalo, NY. I also collect Images of America Books.

The oldest names in aviation joined forces in 1929, when Wright Aeronautical and Curtiss Aeroplane formed the giant Curtiss-Wright Corporation. Curtiss airplanes were already "the best things with wings," while Charles Lawrance had made Wright powerplants the leader in American radial engines. Aviation founding father Glenn Curtiss, along with superstars Charles A. Lindbergh, Jimmy Doolittle, Admiral Byrd, and "Wrong-Way" Corrigan, all blazed skytrails with Wright engines and Curtiss wings. Tiny Sparrowhawk biplane fighters flew from airborne dirigibles. Huge factories poured out war birds in tens of thousands for World War II. Pilots flew them everywhere, from the African desert to Alaskan ice, South Sea islands, and even the Taj Mahal. Relive those days when women, old men, and teenagers kept the factories roaring, and follow Curtiss-Wright clear into the 21st century.

About the Author Kirk W. House, a noted aviation historian and former director curator of the Glenn Curtiss Museum, has authored or coauthored six Arcadia books, including *Flying High: Pioneer Women in American Aviation* and *Glenn H. Curtiss: Aviation Pioneer*. He is a historian member of the OX-5 Aviation Pioneers and lives with his family in western New York.