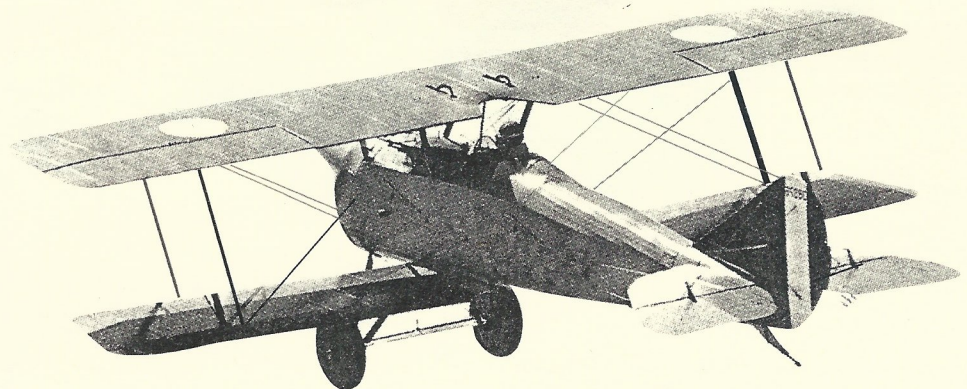
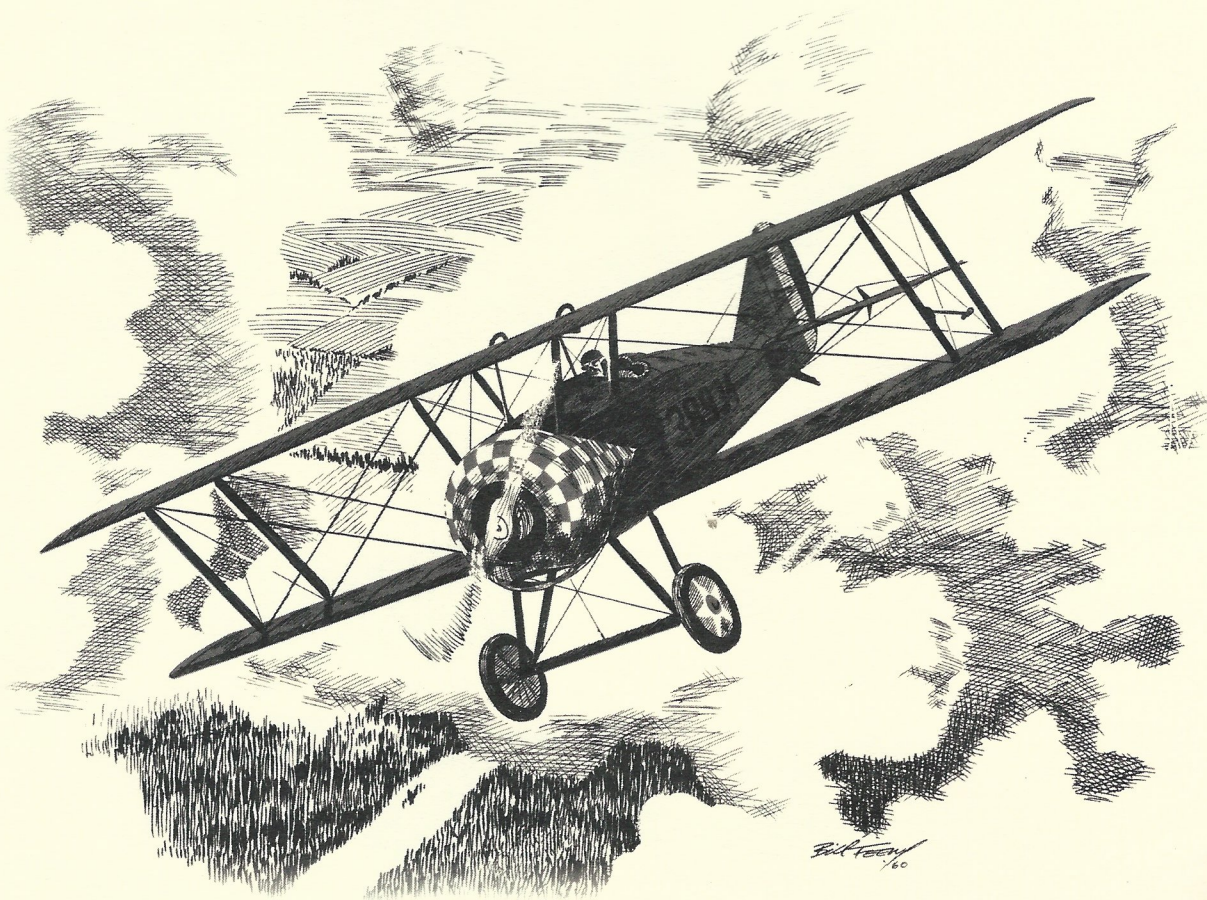


ITHACA AVIATION
HERITAGE FOUNDATION, INC.

Case Statement

TOMMY COME HOME PROJECT





TOMMY COME HOME PROJECT

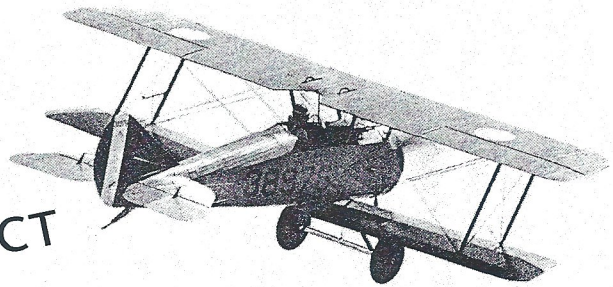


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Executive Summary

The Ithaca Aviation Heritage Foundation, Inc. (IAHF), a 501(c)(3) not-for-profit corporation, has been given and is restoring to flying condition a 1918 Thomas-Morse S4 Scout airplane. This airplane is a pursuit trainer in which the aces of the World War I era first learned how to fly. From its origin a century ago, this plane has affectionately been known as "Tommy." The Tommy was originally manufactured in Ithaca, New York by the Thomas-Morse Aircraft Corporation, and it played an enormous role in the early years of aviation. The restoration is being accomplished by members of the local chapter of the Experimental Aircraft Association (EAA). Some of the work has taken place in the original building where the Tommy was built nearly 100 years ago. The significance of the Tommy in early aviation history, together with the important role the Finger Lakes region played in the development of the aviation industry, has kindled a broad desire to celebrate our area's historic past by undertaking the *Tommy Come Home* restoration project.



Our Mission

TO PRESERVE the heritage of aviation and of the aviation industry in Central New York.

TO PREPARE the future of aviation by exposing today's youth to the science, excitement and thrill of flight.

TO INSPIRE people of all ages to discover the excitement of aviation through hands-on programs that will promote learning through doing.

TO ENCOURAGE the participation of all community members, especially our youth, and allow them to touch, smell and hear the history of early aviation.

Our Vision

To tell and relive the story of early aviation here in the Finger Lakes Region by bringing to life an original example of the airplane built in Ithaca that was known affectionately throughout the world as the "Tommy." The generous donation of an original 1918 Thomas-Morse Scout by Dr. and Mrs. William N. Thibault to the Ithaca Aviation Heritage Foundation, Inc. will enable us to achieve this goal by restoring Tommy to flying condition for the celebration of its 100th birthday and providing it with a permanent home in Ithaca, NY.

History of Early Aviation in Ithaca

The Finger Lakes Region of New York, and Ithaca in particular, became a center for the newborn aviation industry almost as soon as the Wright Brothers had flown at Kitty Hawk in 1903. Glenn H. Curtiss of Hammondsport began tinkering with airplanes after successful ventures with bicycles and motorcycles. Having developed powerful lightweight motorcycle engines, Curtiss was well-positioned to supply the power needed to propel man into the air.

In 1910, Curtiss hired William T. Thomas, an Englishman educated in fledgling field of aeronautical engineering, to assist in the development of more advanced aircraft. William's brother Oliver soon joined Curtiss as well. Interested in producing their own airplanes, the Thomas Brothers left Curtiss and started their own firm, first in Hammondsport and then moving to Bath, New York. The Thomas Brothers' success as airplane manufacturers became widely known.

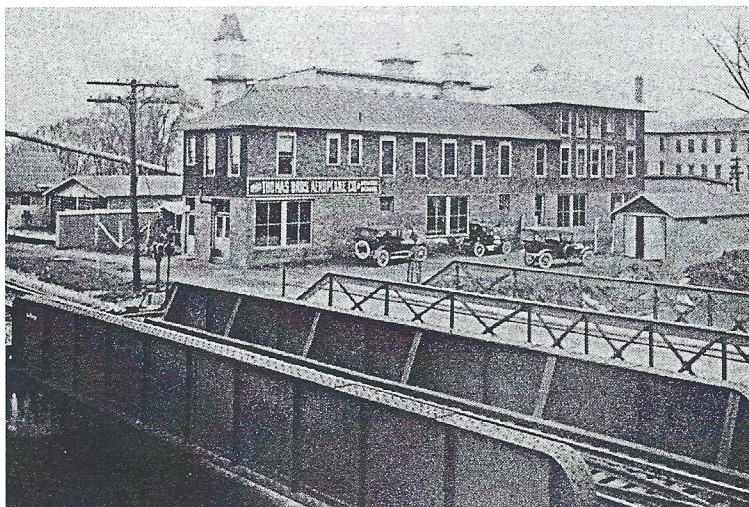
Ithaca's city fathers recognized the potential for the airplane industry and invited the Thomas Brothers to move their operations to Ithaca in 1914. Ithaca was soon home not only to an airplane factory (which building is still prominent in Ithaca's West

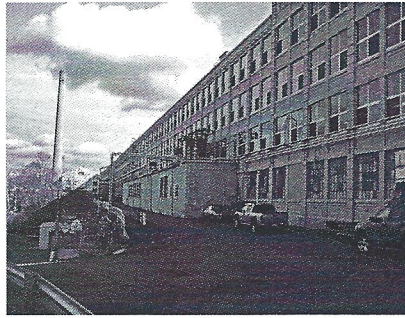
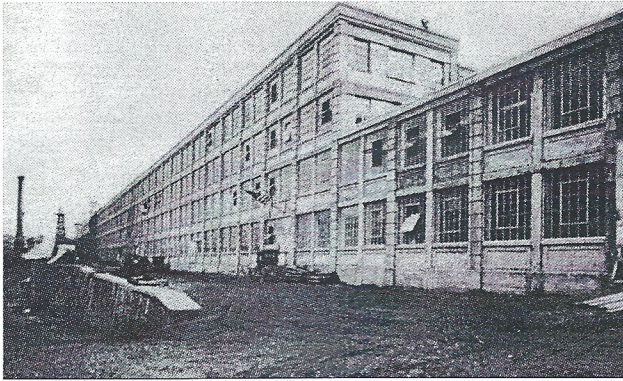
THEN AND NOW

Below: Original Plant on Brindley Street, Ithaca, NY

Above, right: Expanded Factory on South Aurora Street, Ithaca, NY

Below, right: Research and Development Facility on Center Street, Ithaca, NY





End), but also to a flying school – one of the first in America – and an aircraft engine design and manufacturing plant, all under the name of the Thomas Brothers.

As World War I escalated in Europe, airplanes were used for the first time in military applications. Aircraft manufacturers such as the Thomas Brothers realized the potential for expanding production for these purposes. To provide additional resources for such expansion, the Thomas Brothers entered into an alliance with Frank Morse of Ithaca's Morse Chain to form the Thomas-Morse Aircraft Corporation. To assist in designing more sophisticated airplanes, the new firm was able to hire B. Douglas Thomas (no relation to the Thomas Brothers), who had previous experience designing military aircraft for the Sopwith firm in England.

Thomas-Morse soon had a contract with the U.S Army – the Air Force had not yet come into existence – for 100 planes to be used as pursuit trainers for pilots heading to Europe. The success of this model, the S4 Scout, affectionately known as “Tommy,” led to orders for several hundred more airplanes, making Thomas-Morse the fourth largest supplier of airplanes in the U.S. during World War I.

Tommy's career did not end when the hostilities in Europe were over. During the post-war years, Tommys were used throughout the country in barnstorming shows, and Tommy became a movie star, playing leading roles in such early motion pictures as Howard Hughes' “Hell's Angels.”

The IAHF has brought a Tommy home to Ithaca to be restored and displayed in order to preserve the rich heritage of the early aviation industry in Ithaca, New York.



Restoration Philosophy

Restoring the Thomas-Morse S4 Scout

The objective of the Ithaca Aviation Heritage Foundation's *Tommy Come Home* project is to restore Thomas-Morse S4-B Scout, serial number 4358, production number 183, to its original configuration as delivered by the Thomas-Morse Aircraft Corporation in March 1918 from the manufacturing facility on South Aurora Street in Ithaca, New York. The Thomas-Morse S4 Scout was affectionately referred to as "Tommy".

Designed as an advanced pursuit trainer, the S4 Scout was used extensively by the Army Air Corps as a trainer for those pilots going "over there" to fly in World War I. Nearly 600 were manufactured in Ithaca during the War years.

The Thomas-Morse S4 Scout airplane donated by Dr. and Mrs. William N. Thibault in December 2009 to the IAHF will be restored to flying condition by a volunteer work force comprised of individuals who have an appreciation for and a dedication to the preservation of the aviation heritage of Ithaca, New York. This work force will be comprised of members of EAA Chapter 811 of Ithaca, NY and others. A close liaison with the Director of Restorations for the Glenn H. Curtiss Museum in Hammondsport, NY will be maintained, taking advantage of their broad experience in restoring and replicating similar types of aircraft. In addition, the professional services of Mr. Fred Murrin, an expert in the restoration of antique aircraft, will be secured for those areas determined to require additional expertise.

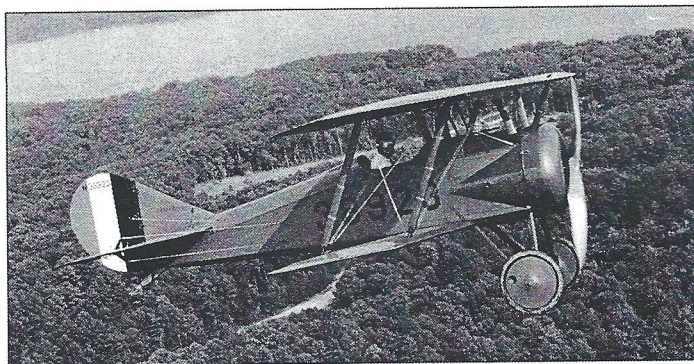
Much restoration work has already taken place in the original facility used to manufacture the Tommy, until recently the home of Emerson

Power Transmission (EPT). The carpenter shop at EPT has been retained over the years for the fabrication of mold forms for casting large gears and sprockets and for box making for shipping industrial products. Some of the facilities and tools date back to the time of the Thomas-Morse Aircraft Corporation. The historic relevance of this facility is remarkable given its heritage as an airplane manufacturing facility dating back to the WW I era. EPT is to be commended for making the facility available for the IAHF's restoration of Tommy in the very location that it was originally built nearly one hundred years ago.

The preservation of the IAHF's Tommy will be as close to original as possible. The approach is to use as many original parts as can be restored or re-used. Conformance to original form, fit, function and materials will be the guiding precedent of the restoration process. The same philosophy will be used in the fabrication of all wood parts. To the extent possible, the same type and grade of wood will be used in all applications and where applicable will meet Military Specification, MIL-S-6073 L.

The IAHF's restoration activities commenced before we received our Tommy with construction of the wooden wing assemblies. We had anticipated that they would be required regardless of the condition of any original airplane that IAHF acquired. As it turns out, the decision was a good one, as the lower wing panels of the IAHF's Tommy are not suitable for restoration. The upper wing panels are currently being evaluated.

Thanks to The Smithsonian, The Glenn H. Curtiss Museum and other supporters, the



restoration will be completed in accordance with original drawings and specifications, when available, supplemented by drawings made from original parts by Jim Kriger and detailed photos of original aircraft.

Quality control is of foremost importance. A thorough inspection will be performed on every component and of all materials used in the restoration to make certain that every part of the Tommy will be of equal or better quality than that of the original.

Use of modern-day materials for convenience of availability will be strongly resisted. An exception would be the type of glue used. Instead of the original animal glues, we plan to use a two-part epoxy glue.

It is our intent to have Tommy certified as an Experimental Aircraft under Federal Aviation Administration Regulations. Thorough documentation for both historic purposes and compliance with FAA requirements will be generated.

EAA Chapter 811's Authorized Technical Advisor is consulted regularly on the construction and regulatory issues. The process is very well documented by EAA which when followed

insures compliance with the FAA. We will be working with the FAA through the Rochester, Flight Standards District Offices (FSDO).

Another item of importance is 'networking' with other organizations or individuals who have accomplished similar projects. IAHF is already in contact with several organizations and individuals who will be of great value to us.

The Ithaca Aviation Heritage Foundation's goal is to re-create a safe, authentic, airworthy flying aircraft, as originally produced by the Thomas-Morse Aircraft Corporation in 1917-18.

Although our goal is to complete the restoration with volunteers, IAHF has developed a backup plan should the project not continue in accordance with the specified time line. In that case, IAHF will secure the services of a professional vintage aircraft restoration facility. We will also retain the option of having certain tasks performed by a professional when the situation warrants.

A high priority will be placed on making Tommy's restoration a community project. Giving our youth the opportunity to learn from their elders who have the skills to perform the work is a significant part of our purpose.

RESTORATION TIME LINE

12-31-10	12-31-11	12-31-12	12-31-13	9-30-14
<i>4 Wing panels finished less covering</i>	<i>Engine refurbished & test stand run</i>	<i>Fuselage restored less covering</i>	<i>Airplane recovered and painted</i>	<i>Test hop</i>

BUDGET

For the restoration budget, we are using the quote IAHF received from Mr. Fred Murrin who operates a professional antique aircraft restoration facility. Any cost savings achieved by our volunteer work force will be put toward Phase 2, Permanent Display Site.

BUDGET FOR PHASE 1 – RESTORATION OF TOMMY

Acquire Restorable Air Frame & Engine \$ 250,000

Restoration Work Expenses:

Engine Rebuild	\$ 4,500
Fuselage	32,800
Wings / Ailerons	38,750
Tail Surfaces	17,150
Landing Gear / Wheels / Tires	3,000
Metal Parts / Fittings / Rigging	6,450
Instruments	6,500
Covering Materials / Paint	4,560
Propeller Rework	1,500
Tools / Jigs	1,000

Restoration Work Total: 116,210

2-years Shop Rent	30,000
Insurance	5,000
Transportation & Travel	7,500
Contingency	21,290

Total Phase 1 Goal \$ 430,000

Donation of Tommy -\$ 250,000

REMAINING PHASE 1 GOAL \$ 180,000

BUDGET FOR PHASE 2 – PERMANENT DISPLAY SITE

Site selection and construction of exhibit space \$ 250,000

TOTAL PHASE 2 GOAL \$ 250,000

BOARD OF DIRECTORS

Donald S. Funke – President; retired manager of Field Engineering for NCR Corp.; member and past President of the Experimental Aircraft Association (EAA) Chapter 811 and for many years has headed up EAA's Young Eagles program where school age youth are taught the fundamentals of flying and taken for their first flight; holds a private pilot's license.

Randall B. Marcus – Vice President and Treasurer; practicing attorney in Ithaca, NY at the law firm of Barney, Grossman, Dubow, Marcus & Orkin, LLP; member of the Tompkins Trust Company Business Development Board; former President of the Tompkins County Public Library Foundation Board during the fundraising and construction of the new Library; antique automobile historian and co-chair of the Ithaca Old Car Club.

Arthur A. Muka – Professor Emeritus at Cornell University; WWII naval aviation veteran; member of Ithaca-Cayuga Rotary, serving as past President and Treasurer; served as a volunteer fireman with the Cayuga Heights Fire Department for 25 years; pilot for 50 years, holding a commercial certificate and a glider pilot rating; built an experimental aircraft, Jodel D11; member of the Experimental Aircraft Association (EAA) Chapters 811 & 486.

Stephen Romaine – President and CEO of Tompkins Financial Corporation, a \$3 billion publicly traded financial services company, parent of The Tompkins Trust Company; member of the Development Committee for the Food Bank of the Southern Tier of NYS; pilot with instrument and multi-engine ratings; member of the Experimental Aircraft Association (EAA) Chapter 811.

Michael D. Shay – retired President and Chairman of the Board of Evaporated Metal Films Corp.; private pilot; involved in automotive and aircraft restoration; member of the Experimental Aircraft Association (EAA) Chapter 811.

RECENT ADDITIONS TO THE BOARD

Thomas B. Colbert

Deborah A. Franks

James Rundle

FORMER BOARD MEMBERS

Peter H. DeGraff

David G. Flinn

VOLUNTEERS

Gerry Stasavage
David McKenna
Dale Anderson
Larry Avery
Jud Bailey
Jerry Bentkowski
Ralph & Dee Bowles
Carroll Cook
Doug Cross
George Dew
Stephen Estes
Tim Fallon
Bob Goss
Bill Klein
Mark Mann

Peter Middaugh
Andy Morehouse
Will Newman
Tom Paolangeli
Roger Pellerin
Jim Rundle
Gary Schultz
Doug Smith
Dave Smith
David Solomon
Rich Steinacher
Ernie Walker
Jim Wells
Gary Wojcik

Special thanks to Taughannock Aviation Corporation for their generous assistance with the Ithaca Aviation Heritage Foundation's Tommy Come Home project, to Emerson Power Transmission Corp. for having allowed LAHF to use the original factory building in which the Tommy was manufactured as the initial site of the LAHF's restoration work, and to Al Heidt for providing shop facilities for the LAHF's ongoing restoration work.

Very special thanks to Dr. and Mrs. William N. Thibault for their generous donation of Thomas-Morse S4-B Scout 4358 to the LAHF, and for sharing the LAHF's vision of bringing Tommy home to preserve Ithaca's heritage in the early aviation industry.



Council of Friends of the Glenn Curtiss Museum

Mrs. Glenn Curtiss, Jr.
Honorable Amory Houghton Jr.
Former Representative
David Lasky
Chairman & C.E.O. (Retired)
Curtiss-Wright Corporation

Joseph F. Menade, Jr.
Chairman of Mercury Aircraft Inc.
Charles Champlin
Author
Rudy Fraica
President of Fraica International, Inc.

Dr. Joseph G. Burke
President Knickerbocker College
Honorable John R. Kuhl, Jr.
U.S. House of Representatives
Elinor Smith
Record-Setting Aviator:
"Best Woman Pilot in the U.S." (1930)

October 4, 2007

Ithaca Aviation Heritage Foundation

Let it be known that the Glenn H. Curtiss Museum has offered to assist the Ithaca Aviation Heritage Foundation on their 'Tommy Come Home' project.

Assistance in the way of coaching and the offering of shop facilities, when available, is offered by our Director of Restorations.

The Glenn H. Curtiss Museum will not be financially responsible in any way for this project which is the rebuilding of a WWI era Thomas Morse "Scout" aircraft. This includes, but is not limited to, raw materials, supplies, and purchased components.

The actual labor to complete this project will be primarily supplied by volunteers associated with the Ithaca Aviation Heritage Foundation.

The Curtiss Museum sees this as a collaborative effort to further the preservation of the heritage of our local aviation pioneers. Glenn Curtiss and the Thomas Brothers shared common goals and the talents of certain individuals who contributed to the development of American aviation in support of WWI.

It is fitting that The Glenn H. Curtiss Museum of Local History support the Ithaca Heritage Foundation in this worthy project.

Trafford L-M. Doherty
Executive Director

Arthur H. Wilder
Restoration Shop Director



The Leader In Recreational Aviation

November 8, 2007

Ithaca Aviation Heritage Foundation

Dear Sirs:

On behalf of the nearly 170,000 member of EAA, I wish to congratulate the members and supporters of the Ithaca Aviation Heritage Foundation on the launch of the "Tommy Come Home" project. Since its inception in 1953, EAA has been a great supporter of the preservation of aeronautical heritage. The "Tommy Project" – to restore an authentic Thomas-Morse Scout and return it to its roots in Ithaca, New York, where it was manufactured between 1917 and 1918 - is an outstanding contribution to the Ithaca community and aviation history.

The vision of the Foundation to acquire, restore to flying condition, and preserve a Thomas-Morse S4C Scout, to fly the Tommy on the centennial anniversary and establish a permanent historical display in Ithaca is outstanding. This vision will involve the current generation while honoring past generations and educating future generations.

The Tommy was a significant aircraft in the United States' development of aeronautics as it served as a World War I trainer. The Finger Lakes area should be rightfully proud of their involvement in this history and a celebration and preservation of this artifact will commemorate that contribution. We are proud that EAA Chapter 811 will be providing volunteer support for the planning of this project and the restoration efforts. Thanks to all of the members of the Heritage Foundation for their dedication and volunteer contributions of time and talent to make this worthy project a reality.

Sincerely,


Tom Poberezny



Chapter 811

Ithaca, NY

Your Friend in Recreational Aviation

Ithaca Aviation Heritage Foundation
%Don Funke
125 Groton Rd.
Freeville, NY 13068

October 24, 2007

Subject: 'Tommy Come Home' project

This letter will confirm that EAA Chapter 811 is actively supporting the Ithaca Aviation Heritage Foundation's "Tommy Come Home" project by setting up a committee to recruit volunteers with the skills necessary to restore a Thomas-Morse Scout aeroplane to flying condition.

This committee will be chaired by Peter DeGraff, and will be made up of members of Chapter 811, as well as non-members who are interested in becoming involved with the restoration work.

EAA Chapter 811 is enthusiastically supportive of the Ithaca Aviation Heritage Foundation's "Tommy Come Home" project and is looking forward to working together with the Foundation in preserving our area's role in the history of aviation.

Very truly yours,

Handwritten signature of Joan Portzline in cursive script.

Joan Portzline, President

Handwritten signature of Peter DeGraff in cursive script.

Peter DeGraff, Chairperson
'Tommy Come Home' Volunteer Committee



Dedicated to the Preservation of Tompkins County Landmarks

November 16, 2007

Ithaca Aviation Heritage Foundation
C/O Donald S. Funke, President
125 Freeville-Groton Road
Freeville, New York 13068

Re: The Ithaca Aviation Heritage Foundation's "Tommy Come Home" Project

Dear Sirs,

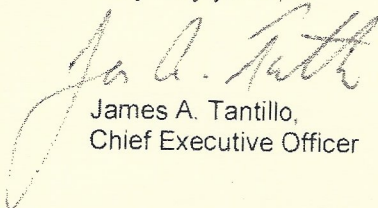
I am writing to let you know that Historic Ithaca fully supports Ithaca Aviation Heritage Foundation's "Tommy Come Home" project.

As you know, Historic Ithaca's building at 212 Center Street, currently occupied by our "Significant Elements" program, was used by the Thomas-Morse Aircraft Corporation as a research and development facility for the World War I training plane that became known as the "Tommy." Given the historical significance of the 212 Center Street building for the Tommy Come Home project, and given the fact that this building still exists largely in its original configuration, Historic Ithaca understands your organization's interest in conducting some portion of the work of restoring or re-creating a Tommy aircraft at that location.

As your plans for restoring the Tommy progress, Historic Ithaca would be willing to work with Ithaca Aviation Heritage Foundation to make available space at our 212 Center Street building for performing some work on the Tommy project, provided, of course, that HI continues to own the building.

More generally, I would like to say that Historic Ithaca fully supports Ithaca Aviation Heritage Foundation's work to preserve the heritage of early aviation in Ithaca and to publicize our community's contribution to aviation history. Historic Ithaca endorses the Ithaca Aviation Heritage Foundation's efforts to return a Thomas-Morse Scout home to Ithaca, and we will do what we can to work together with the Foundation to assist in preserving our area's role in the history of aviation.

Very truly yours,


James A. Tantillo,
Chief Executive Officer

Cc: Jessica Evans, Preservation Director, Historic Ithaca
Randall B. Marcus, Ithaca Aviation Heritage Foundation ✓



Closeup in flight of a restored Thomas-Morse Scout

**ITHACA AVIATION
HERITAGE FOUNDATION, INC.**

Please visit us at www.tommycomehome.org

The Ithaca Aviation Heritage Foundation, Inc. is a not-for-profit corporation which has 501(c)(3) status. Your donation to IAHF will be tax deductible in accordance with the IRS Code.

Please make donations payable to IAHF and mail to:

Ithaca Aviation Heritage Foundation, Inc.
c/o Randy Marcus, Treasurer
119 E. Seneca St., Ithaca, NY 14850

Thank you for your support!