In July, the Ithaca Aviation Heritage Foundation (IAHF) held an event for our sponsors so they could visit with Tommy, as well as hear about how the renovation is going. It was a record-breaking temperature that day. The local paper mentioned that Ithaca had not broken the 100 degree mark since 1936. It was a brutally hot day but our supporters were real troopers and came to spend a few hours visiting with the IAHF and Tommy.

We had a silent auction of various items including glider rides and a ride in a Ferrari around the track at Watkins Glen on Labor Day weekend. There were also a few collectible items from historic aviation.

Our caterer was Corks and More and, as always, they provided us with wonderful food and drink to keep us sustained during our “warm” event.

We are planning on holding another event, most likely in the spring, to show progress, in Tommy’s restoration, that we were able to accomplish over the winter.

If you have anything you would like to see us address as we put together the next event, we would be happy to hear your ideas.

This story can fit 75-125 words.

Your headline is an important part of the newsletter and should be considered carefully.

In a few words, it should accurately represent the contents of the story and draw readers into the story. Develop the headline before you write the story. This way, the headline will help you keep the story focused.

Examples of possible headlines include Product Wins Industry Award, New Product Can Save You Time!, Membership Drive Exceeds Goals, and New Office Opens Near You.
Did you know:

1.) The first edition of William Struck’s “The Elements of Style” was a private printing? It was printed in Ithaca, NY (Geneva, N.Y. : Press of W.P. Humphrey), in 1918. Physical details: 43 pages; 19cm.

2.) Ithaca was on the final tour itinerary for the circus touring as Ringling Brothers Circus in 1918. Ringling Brothers Circus has several mergers after this date.

3.) WW1 ended.

4.) Thomas-Morse Aircraft Corporation produced the training/scout plane affectionately called the “Tommy”.

Of course we were full of excitement when this information was discovered. Knowing now that Tommy was assigned to the U.S. Marines, we are able to connect many of the previous missing dots. As this is being written, we are learning more. We have high hopes that the National Museum of the Marine Corps will be able to help us with further information. More to come…………..

S-4B in the Miami River Canal: The Thomas-Morse S-4B was a tricky aircraft to master. Here, one of the ten Marine S-4B (all hand-me-downs from the US Navy) trainers is recovered from the canal adjacent to the Miami Flying Field. (Courtesy of the National Museum of the Marine Corps)

Continuing research of Tommy’s provenance uncovered a previously overlooked document in our files which turned out to be a gem in putting the puzzle together and answering the question ‘where did A-4358 serve as a trainer?’ The article tells of a young 2nd Lt. botching a landing at what was the “old Curtiss Flying Field” and then the Naval Air Station just outside of Miami. It reports that after a couple bad bounces, he landed long and ended up in the canal at the end of the runway. Evidently the engine was salvaged but the airplane was retired from service. This early retirement explains why we were not able to find record of A-4358 in the reported inventory of Tommy’s at the end of the War.
Our LeRhone 80 engine made a trip to Western PA where it was completely disassembled, inspected, cleaned and found to be in remarkable condition. Tolerances were found to be within limits on major components and with some minor valve work it is now airworthy. Accessories such as oil pump, magneto, carburetor and distributor ring will be completed over the winter.

We plan to begin work on the fuselage in the spring.

Our new shop facilities are now fully functional with all of the 440 volt, three phase equipment converted to 220 volt and powered by our custom phase converter. Having this spacious and well lit facility allows us to multi task several projects which has allowed us to recover the schedule affected by the move from EPT last winter. ‘Wings and things’.

The forth wing panel (upper left) is on the lay-up bench and well on the way thanks to the strong response of our fine volunteers. All four wings are scheduled to be completed and ready for covering by the end of the year.
If you have any prices of standard products or services, you can include a listing of those here. You may want to refer your readers to any other forms of communication that you’ve created for your organization.

A question and answer session is a good way to quickly capture the attention of readers. You can either compile questions that you’ve received since the last edition or you can summarize some generic questions that are frequently asked about your organization.

A listing of names and titles of managers in your organization is a good way to give your newsletter a personal touch. If your organization is small, you may want to list the names of all employees.

If you have any prices of standard products or services, you can include a listing of those here. You may want to refer your readers to any other forms of communication that you’ve created for your organization.

You can also use this space to remind readers to mark their calendars for a regular event, such as a breakfast meeting for vendors every third Tuesday of the month, or a biannual charity auction.

If space is available, this is a good place to insert a clip art image or some other graphic.

This story can fit 175-225 words.

If your newsletter is folded and mailed, this story will appear on the back. So, it’s a good idea to make it easy to read at a glance.

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