You can support Tommy too!

I’d like to help get the Tommy Project off the ground by making a gift of:

$50.00 $100.00 $250.00 $500.00 $1,000.00

I’d like to make my gift as a(n) ______ contribution of $______

Please make your check payable to Ithaca Aviation Heritage Foundation, Inc. and mail it to 135 East Streets, Ithaca, NY 14850.

Your gift can also be made by credit card through our secure PayPal account by visiting our website, tommycomehome.org

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(AHF), Inc. is a 501(c)(3) non-profit entity; your charitable donation is tax-deductible under the 501(c)3 code.

I would like to recognize my name to the Tommy Project.

Thank you!

Incodema’s Owner, Sean Whittaker, Visits the Shop

On October 27th, over 100 supporters of the Tommy Come Home projectvisited the shop. We were thrilled to show off the progress on Tommy’s restoration and to share cider, coffee and donuts with our guests. Everyone enjoyed the opportunity to see Tommy so much farther along, and the encouragement and support of our guests was greatly appreciated.

Incodema, owner of Ithaca Aviation Heritage Foundation, Inc., added the prestige of the aviation industry to its business portfolio for Tommy, using its expertise in the rapid fabrication of metal prototype parts and the capability to create re-production parts that will keep Tommy in shape in the near future.

Incodema generously offered to fabricate the parts on needed for Tommy too! a donation is very much appreciated. We are so thankful to have community-minded businesses such as Incodema willing to help Tommy go.

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The major task of fabricating the fittings is airplane noises.

With seat, floorboards and rudder completion with all but the elevators attached installed, Tommy is beginning to look like an milestone. With the newly restored turtle deck, Being able to get Tommy back up on his hours, lots of hard (and some dirty) work. Restoration of the fuselage structure was a labor intensive job that took hundreds of man and yes, some surprises, we are able to check expected. In spite of numerous challenges, several major projects off the list.

This past summer was fast, fun and productive. Fullfilling Our Mission

In spite of numerous challenges, several major projects off the list.

Next time we will delve into next Tommy to the IAHF, resides in San Diego and other times by appointment Wednesdays from 9 am - 3pm, Trent in August. Dr. Thibault, who donated to visit the shop on our regular visitors are always welcome. We enjoy seeing what we are doing. have the pleasure of showing enjoying our visits to three generations of our progress to three generations of the Thibault family. This time we had the pleasure of showing the ailerons.

We were so privileged to host Dr. William Thibault, his son William and his grandson Stephan, grandson of Hans, Albert Heidt, Jim Rundle, William Thibault, Dr. Thibault and Trent in August. Dr. Thibault, his son William and his grandson Stephan, Hans Gebauer and his grandson Stephan, Hans Gebauer and his grandson Stephan.

We can now concentrate on the construction of the ailerons.

We are fortunate to have volunteers so willing and so vital to completing the restoration.

Visitors Welcome! This year we had a record number of visitors. We enjoy having them as much as they enjoy seeing what we are doing. Visitors are always welcome to visit the shop on our regular work days, Monday and Wednesday from 9 am - 5pm, and by appointment (call 275-7176).

Visitors, grandpud of Hans Gebauer, and Chris Smith (left) on the router

We believe this is the prototype T-2, the about the time of its first flight at the end of December, 1914, or beginning of 1915.

As seen in this letterhead from 1928, the T-2 remained as an engineering design for long after production had ceased (Lehigh Valley Carriers catalogue, Courtesy of the History Center, Ithaca, NY). The existing Bradley Street building is on the same block as it is today, the modest building holding over the right equity down town in the 1920s (Flight magazine, August 1914).

At the Bradley Street finish, the production run for the Royal Naval Air Service. The existing Bradley Street building is on the same block as it is today, the modest building holding over the right equity down town in the 1920s (Flight magazine, August 1914).