

Erie-Ottawa

International Airport



FAA Identifier:	PCW
Lat/Long:	41°30.976220N 082°52.169207W
Elevation:	590ft / 179.8m surveyed
Variation:	07W (2010)
From City:	3 miles east of Port Clinton, Ohio
Time Zone:	UTC -4 (UTC -5 during Standard Time)
Zip Code:	43452
Telephone	419-734-6297
Fax:	419-734-5926

Sectional Chart:	DETROIT
Control Tower:	No
ARTCC:	CLEVELAND CENTER
FSS:	CLEVELAND
NOTAMs facility	CLE (NOTAM-D)
Attendance:	0800 - 1800
Wind Indicator:	Lighted
Lights:	ACTVT MIRL ALL RYS. REILS & PAPIs 09/27 CTAF
Beacon:	White-Green
CTAF/UNICOM	122.8
WX AWOS-3:	118.75 (419-734-9955)
Cleveland App:	126.35 (0600 - 2300)



Erie-Ottawa International Airport
(PCW) Carl R. Keller Field



SCHEDULE OF EVENTS

May 2, 2015

GRC "Soapbox Derby" NW Qualifier

At Liberty Aviation Museum
and Erie Ottawa International Airport

May 17, 2015

Seniors – Armed Forces Day Big Band Dance

2-5pm, see www.libertyaviationmuseum.org for details

May 21 - 25, 2015

"City of Port Clinton" EAA Rides

Relive history with a flight on a historic 1929 Ford Tri-Motor.
More info: www.flytheford.org

May 30, 2015

Toledo IPMS Model Show

Annual Northwest Ohio plastic model competition. Info:
www.toledoplasticmodelers.org

Yankee Lady B-17G Flight Experience

Fly on Yankee Air Museum's historic B-17G
More info: www.yankeeairmuseum.org

June 20, 2015

Lakeshore Corvettes Car Show

Annual Corvette car show
More info: www.lakeshorecorvettes.com

June 22-26 and July 13-17, 2015

Junior Pilot Camp

Call 419-734-6297 for more info.

June 24, 2015

Yankee Lady B-17G Flight Experience

Fly on Yankee Air Museum's historic B-17G
More info: www.yankeeairmuseum.org

June 27, 2015

Blue Grass Jam

Details to be announced

June 30 - 5, 2015

"City of Port Clinton" EAA Rides

Relive history with a flight on a historic 1929 Ford Tri-Motor.
More info: www.flytheford.org

July 15 and August 5, 2015

Yankee Lady B-17G Flight Experience

Fly on Yankee Air Museum's historic B-17G
More info: www.yankeeairmuseum.org

August 14, 15, 16, 2015

GPCAAC Appetite for the Arts

Greater Port Clinton Area Arts Council fine art show and
fundraiser. Info: www.ottawacountyarts.org

August 16, 2015

EAA 1247 Pancake Breakfast

Greater Port Clinton Area Arts Council fine art show and
fundraiser. Info: www.ottawacountyarts.org

August 22, 23, 2015

4th Annual Warbirds Over Port Clinton

Radio controlled model plane show & fly-in
More info: www.rcwarbirdsopc.com

August 23, 2015

Yankee Lady B-17G Flight Experience

Fly on Yankee Air Museum's historic B-17G
More info: www.yankeeairmuseum.org

August 27 - 30, 2015

"City of Port Clinton" EAA Rides

Relive history with a flight on a historic 1929 Ford Tri-Motor.
More info: www.flytheford.org

September 15 - 20, 2015

CAF Red Tail Squadron's "Rise Above"

Tuskegee Airmen Exhibit

More info: www.redtail.org

September 26, 2015

Annual Chili Fly-In

At Erie Ottawa International Airport Terminal Hangar.
Share some chili (secret recipe) and corn bread. Chili made in a
50 gallon cast iron kettle.

October 12 - 18, 2015

"City of Port Clinton" EAA Rides

Relive history with a flight on a historic 1929 Ford Tri-Motor.
More info: www.flytheford.org

October 24, 2015

Annual Apple Butter Day

At Erie Ottawa International Airport Terminal Hangar.
Airport staff makes apple butter the old fashioned way in an
1800's copper kettle.

December 5, 2015

3rd Annual Holiday Stop & Shop

We have gathered your favorite artist, crafters, & vendors in
one spot, 9am - 4pm.

December 20, 2015

Santa Claus Fly-In

Santa will be taking Christmas lists from 11am - 2pm at the
Liberty Aviation Museum. Photos with Santa will be available
for a donation.

03/09/15

3515 E. State Road, Port Clinton, OH 43452
(419) 732-0234
www.libertyaviationmuseum.org

Spring



Fling

MEET-N-GREET COOKOUT

EAA CHAPTER 1247 MEMBERSHIP DRIVE

Saturday, May 16, 2015

7 – 10 p.m.

FBO Hangar at PCW

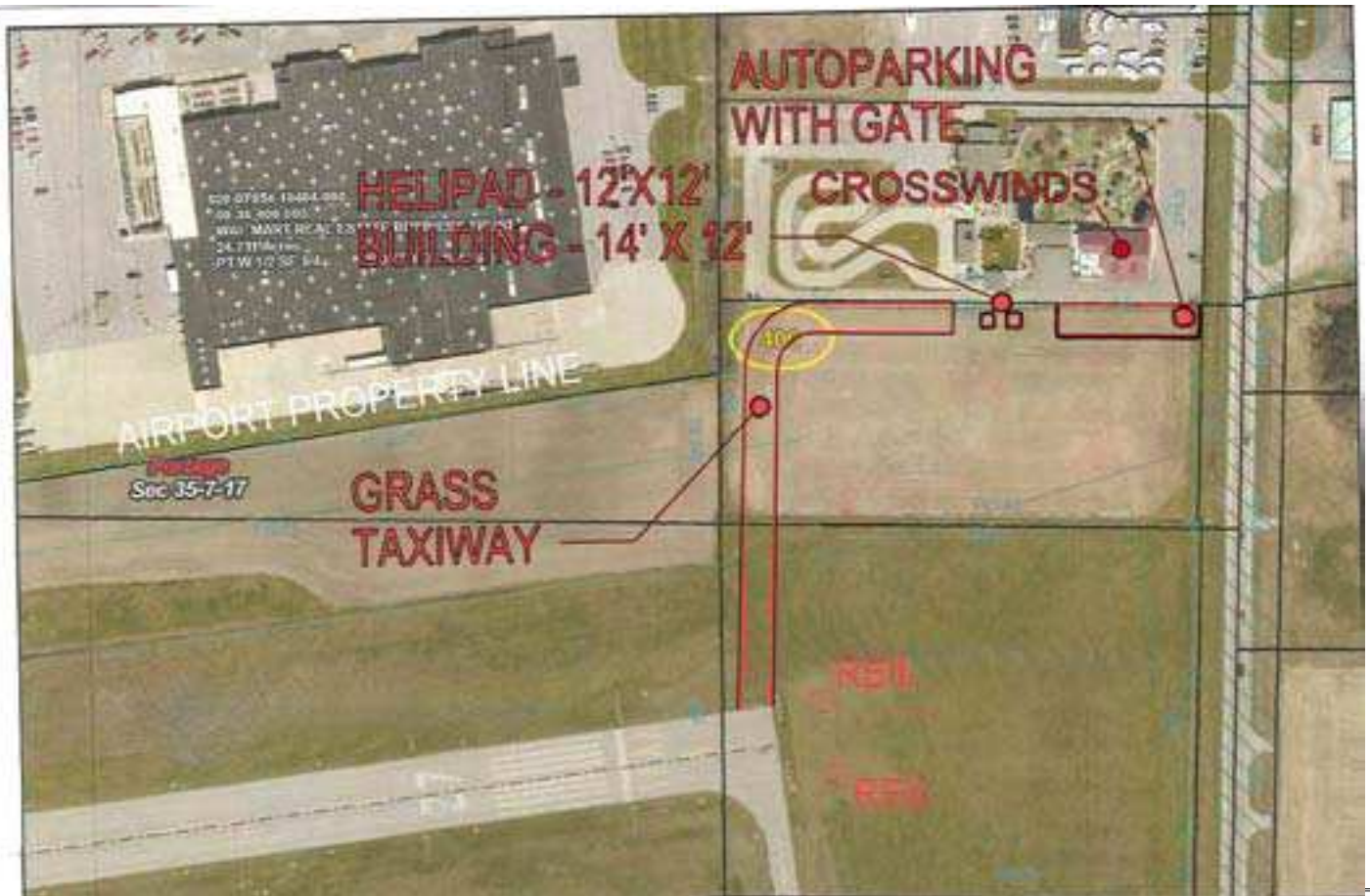


**Free Food, Drinks, & Ice Cream
Live Music**



**BRING YOUR SPOUSE
& FRIENDS!**

Coming Soon!



Procedures to Arrive and Clear Customs at Erie Ottawa International Airport

1. Call Customs at 419-732-4446 to schedule an arrival time. A minimum two (2) hours prior notification is required.
2. You must also file a flight plan with eAPIS.
3. All passengers must have a valid passport, or a passport with a visa if required due to the nature of the traveler's trip to the USA.

Also acceptable:

1. U.S. Green Card (not Canadian)
2. Nexus Card
3. Global Entry Card

When you use eAPIS to file your arrival, you must also call 419-732-4446 to notify us locally.

If you are unable to find the information you need, the CBP INFO Center is open Monday-Friday between 9 a.m. and 12 p.m. and then again from 1 p.m. to 4 p.m. Eastern time. You can ask your question by calling 1-877-CBP-5511. If you are outside the U.S. you must call 202-325-8000. (Telecommunications device for the hearing impaired: 1-866-880-6582)

Located on the field

These businesses and organizations are part of the airport infrastructure. Many associated activities are open to your participation. With a terrific location and friendly staff, discover Erie-Ottawa International Airport



Liberty Aviation Museum

To visitors who come through the new gallery at the Liberty Aviation Museum *this* object may raise a few questions. To some it may look like an archery target, to others it may look like it is some modern art (“Hey, is that an early Andy Warhol?”). And, no, it did not come off of Snoopy’s dog house... but you are close!

As we commemorate and acknowledge the Centennial of World War I, we remember this was the first war to use aircraft. Initially used continued on page 11



EAA “Tin Goose” Chapter 1247 was founded in 1995 by James Parker, a local private pilot who wanted to share his love of aviation with other like-minded individuals. Unfortunately, Jim passed away a short time later but the spirit and enthusiasm under which he started the group lives on. Today, there are nearly 50 active members and the chapter continues to grow. Membership is open to both pilots and aviation enthusiasts alike, with the main focus being on aviation. Whether your interest is in learning to fly, building an airplane or just hanging around the airport doing some “hangar flying”, our chapter has something for you.



GRIFFING Flying Service I think it’s safe to say that we are all happy to have the long, harsh winter behind us and if you’re anything like me, you’re looking forward to the coming months with the warm weather that reminds us why we live here through the winter! That being said, I wanted to tell everyone a little about what we do here at Griffing Flying Service during the spring and summer months.

As most of you that are around the airport know, our winter time business is very hectic and all-consuming. From the day that the ferry boats continued on page 8



Eagles Nest Aircraft Condominiums Last month in the Eagle’s Nest column we addressed our impending expansion, and it is very exciting to say the least. In considering that expansion, however, I started thinking about the airport at large, all that is happening here, and the people with which it is populated. It occurred to me that there is no better use of this month’s column than to describe this beautiful place through my eyes, the new kid on the field. continued on page 10

EAA "TIN GOOSE" CHAPTER 1247

Coming May Events

CHAPTER SPRING FLING
New Members Drive Outing
May 16 7-10 PM

TRI-MOTOR FLIGHTS/RIDES
Group Crew Volunteers Needed
May 21-24

TRI-MOTOR RIDE RAFFLE TICKET SALES AT BOTH EVENTS

VOLUNTEERS NEEDED FOR BOTH EVENTS

SPRING FLING— Membership drive! Providing free food & drink, including beer, for anyone who stops by. Will be providing information about our EAA Chapter, and a little music as well.

COME ON OVER— FBO HANGAR, MAY 16, 7-10 PM

TRI-MOTOR RIDES— Need ground crew volunteers for:
Thurs., 5/16, 2-5 PM, Fri., Sat., Sun., 5/22-24, 9-5
Safety training will be provided

Next Meeting— Wed., April 15th— Liberty Aviation Museum

April Chapter Meeting— New Chapter EAA Website

Power Piston & R/C Show
Raffle Ticket Sales

Spring Fling Event Planning

Tri-Motor Ride Ground Crew Help

Tri-Motor Project Update

New Officer Plans & Chapter Activities



COMING IN JUNE— SUMMERTIME EVENTS

Liberty Aviation's B-25 and PT boat, EAA 1247's Tri-Motors, and Brian Dee's RC Warbirds were in adjoining spaces enticing, tempting, and gently harassing people into our booths and to hear our stories. We handed out lots of information, promoted the upcoming RC event, the museum and diner, and of course the Tri-Motor project. We sold Tri-Motor models and raffle tickets, and talked to lots of people. In all we generated \$152 in sales and donations for the Tri-Motor Heritage Foundation, and \$305 in raffle ticket sales for the chapter. A great "job-well-done" to organizers John Culp & Tony Cianciola, and to all the volunteers who helped.



Fifty Years Ago - 1965

Expand PC Airport?

Assistance Of Industries Sought

PORT CLINTON - A proposal to beef up Port Clinton's municipal airport with both private and government funds was studied last night by the Airport Committee, Mayor Gordon Cooper, Port Clinton Planning Commission and representatives from Thompson-Ramo Wooldridge Co. Part of the mayor's program to attract industry to the Port Clinton area includes enlargement of airport facilities, additional runways and 24-hour service. At present the airport provides only daylight service and facilities for nighttime emergency landings. Runway lights, a new beacon and additional help would be the minimum required for night service. Since the enlarged facilities would benefit local industries, the committee is hoping to obtain funds at the start from Port Clinton and Sandusky areas firms. TRW and Gypsum Co. are mentioned as possible contributors. Aid from the federal government through combination loan and grant would follow. Representing TRW at the meeting were Tony Jones, administrative manager of ordinance development, and Steven Dardick, engineer.

Sandusky Register May 7, 1965

From the Desk of the Director

Greetings,

I'm pleased to share some exciting news about upcoming promotions for the summer season. The first promotion is for a leather bomber jacket. With each purchase of 15 gallons of fuel you will be given a ticket for the monthly drawing, with the winning ticket being drawn on the first of the month, May through September. It goes without saying, but the more fuel you buy, the better your chances of winning become! While there's only one jacket-winner a month, we would like to show our appreciation to all who purchase fuel from us, so with each purchase of 20 gallons or more of aviation fuel we will give a \$5 off coupon to the Tin Goose Diner. We hope these promotions show at least a small part of our gratitude for your business, and keep you coming back!

Progression is the name of the game this summer. We are successfully becoming one of the few airports nationwide with not only 1, but 2 fly in restaurants. To add to the Tin Goose Diner, Crosswinds Restaurant will become a part the field as soon as the grass taxiway is completed this spring. Speaking of Crosswinds, this summer Piratus Air will be offering not only helicopter rides, but also helicopter flight instruction (just south of Crosswinds).

Along with progress, we are making upgrades in conjunction with the FAA. Beginning around April 20 (weather permitting) the pavement south of 9/27 on 18/36 will be milled and repaved as well as on Echo between Bravo and slightly east of 18/36. A temporary taxiway will be constructed around the work area to facilitate aircraft movement from east to west.

I had a nightmare a couple of weeks ago. I sat up in bed, drenched in sweat. The nightmare was that I came to the airport and there were not pilots left! All of us baby-boomers had left this world and no one took our places. As I regained my senses I began to realize the nightmare could become reality if we don't act. It's no secret; the number of people taking an active interest (that means learning to fly and flying) in aviation is on the decline. I can't accept that, we have to act! My interest in fishing started when my grandpa took me at age 5. My interest in flying started when my neighbor took me for a ride in his

cub as a youngster. Anecdotally speaking, we need to share what we enjoy! As Lou Holtz, Woody Hayes said, "pay forward, you may not get a chance to pay back". Our EAA 1247 is working on an outreach program to engage our young people, our future aviators. Our Pilot Camps are designed to attract and involve people in aviation. I commend and thank those of you involved in those outreaches, as I know many of you are "paying forward" every chance you get. To you, I say great job! Let each of us be cognizant of the opportunity to grow our next generation of pilots right here at our airport, I can think of nothing more gratifying, rewarding or necessary. Please, help me keep my nightmare relegated to just a nightmare. Get involved in our EAA chapter, volunteer to assist in our pilot camps, pay forward and you will sleep like a baby (and so will I)! Keep your airspeed up!

Stan Gebhardt
Director, EOIAA

Spread the word, encourage someone to
participate

Adult Pilot Camp - April 28, 30 and May 2

Aero-Modeling - May 2, 9 and 16

Junior Pilot Camp - June 22 thru 26

Junior Pilot Camp - July 13 thru 17

Griffing..... continued from page 5

get tied up for the winter until the day that they begin their new season, our business to the islands is non-stop. Just how long this will last of course varies greatly from year to year as it is predicated on the weather. We have had many years where we get our fleet prepared and pilots ready just to have warm weather and ferry service all year. The last 2 winters have been on the opposite end of the spectrum with what we consider a "good" winter. Our aircraft average between 2 and 3 flight hours per day, per aircraft. I know that 2 to 3 hours doesn't seem like very much but the flights are only 5 minutes each way so each pilot ends up with 25-30 and sometime 40 landings per day. We only have a handful of days that we cannot fly so our pilots end up battling some pretty extreme conditions along with the already short runways and heavily loaded aircraft. I always tell everyone that if there is one thing that our pilots are good at, its landings,



I jokingly add that if we ever have to fly any further than where we can see, we might get lost! As you can imagine, the cold winter weather and the starting and stopping of the aircraft pose some unique challenges for our maintenance crew as well. We do our best to keep the aircraft flying during the daytime to service the island residents and it is not at all uncommon to perform 100 hour inspections and even perform engine changes at night, during the only time they are not needed. My family couldn't ask for a better group of pilots and mechanics as they do an outstanding job carrying out some very difficult tasks in a very professional and safe manner. We thank them for all that they do!

The day the ferries begin their season, our business slows as fast as it starts—like the flip of a switch. Between now and Memorial Day, we work to get our aircraft ready for our summer business flying to Pelee Island. This season will typically last until Labor Day and longer if the weather stays nice into the fall. Almost everyone that flies to Pelee either owns a home or knows someone that does and they use the weekends to escape to their own quiet island paradise. During the summer months, we also continue to offer service to all of the U.S. islands. We don't publish a schedule since we are an "on-demand" airline. If you are interested in flying to any of the islands, give us a call and we will be thrilled to take care of you.

Another lesser-known service that we offer year-round is sightseeing tours and aerial photography flights. Many people never get the chance to fly in a small airplane and the north coast of Ohio, particularly in our area, has some of the most beautiful scenery from the air. Many people enjoy taking these tours during the different seasons so that they can see the leaves change or the snow-covered ice on the lake. The summer season here is a wonderful time to take friends or family up for a tour. If you or anyone you know needs aerial photographs of their property or maybe even of their boat out on the lake, we have aircraft that can be flown with the door removed to facilitate

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Tin Goose Diner
Coupon \$5.00 Off



Monthly GiveAway



Aviator Jacket

Griffing.... continued from page 8

photography with no glass in the way. Pricing on these flights vary depending on length so give us a call or email us for more details.

Along with these flights, we also offer flight instruction for anyone who is interested in becoming a pilot. Our instructors are thorough and professional, teaching to the highest standards. We have aircraft to rent after your license is obtained, or we can teach you in your very own aircraft if that is an option that you like. We have instructors that are qualified to teach Private, Instrument, Commercial and Multi-Engine students and they are available on a one-on-one basis to meet your schedule. If you have ever thought about learning how to fly, don't put it off any longer, now is the time!

Speaking of buying your own aircraft, we also offer services to help you buy the right aircraft at the right price. We have decades of knowledge in aircraft purchasing and sales and we really enjoy helping people get that first aircraft, upgrade to a new aircraft or sell their existing aircraft. With our on-staff capability to inspect aircraft before they are purchased, we have the know-how to get you into a safe and reliable aircraft that you will enjoy for years to come. If you or someone you know is not a pilot but wants to have an aircraft, we also offer aircraft management services as well. Some of the aircraft that we manage are even in our charter fleet which helps offset the cost of ownership. We have the capability to fly just about any aircraft you can imagine and we would love to fly yours. Once you have your own aircraft, you will wonder how you ever got along without it!



If you aren't ready to take the plunge into aircraft ownership yet but you still have traveling needs, consider chartering our Cirrus SR-22 or Beechcraft King Air B200. They are both available for charter 7 days a week, 24 hours a day, including overnight stays. These aircraft are great to charter for weekend getaways and business trips alike. If you have a group of people or need to fly to a destination that is not close to a large city, you will find that chartering can be very competitive to airline pricing without security lines or the risk of missing your flight. Please call or email us for a free quote- you have nothing to lose.

The spring season is also a booming time for our maintenance department. A lot like the boating season, when the weather gets nice, we all come out of "hibernation" and want to get our airplanes ready for the summer season. Annual inspections usually keep us the busiest but we are a full service shop and we can do almost everything that your airplane will need right here at our facility.

As we head into this summer season, remember that we also offer gift certificates in any amount for any of the services that I mentioned above. It makes the perfect give for that friend or family member that that is interested in aviation or would benefit from our services.

In the next few newsletters, I will focus a little more on each of our departments; I wanted to give everyone a general overview of the many products and services that we offer. We launched our new website last week- www.flygriffing.com. We encourage you to check it out and let us know what you think. It is still a work in progress but it will give you more details and contact information for each of the departments, along with photos of our fleet. Enjoy the weather and safe flying!

Harry (Thomas) Griffing III
Vice-President
Griffing Flying Service, Inc.
Port Clinton, Ohio

Eagle's Nest.... continued from page 5

As a precursor I should mention that until I began working for Dave Winters at Eagle's Nest, my only experience with aviation was commercial and I was positive that there were only a handful of pilots, probably in the entire world. I also thought 'general aviation' simply meant talking about commercial flights 'in general', that a Cirrus was only a type of cloud and that 'FBO' was acronym meaning 'feeling beautiful and outstanding'. What a crash course!

There are immediate things one notices when new to PCW, even with no other general aviation experience to compare, but I have to wonder if those things are the details that people who have always been here, or who have been here for a long time have not noticed or forgotten. It's my surmise that the small details that happen daily are the heartbeat of this place; it is in them (and those who do them) that the tone is set and met by everyone else.

I began working in our office on the airport last June, and as I drove around the building I was shocked by all of the grass. I grew up on quite a bit of acreage, 8 of which had to be mowed, so I had an appreciation for the maintenance. As the summer progressed, I'm sure there wasn't one day that I didn't see it being mowed, it is in a state of constant care. As a matter of fact, that care has already resumed: just last week I noticed that the lawn was being rolled. In speaking with Stan I mentioned that I was impressed that the lawn gets rolled, and he took a moment to explain the reason. He informed me that PCW likes to keep 18/36 as smooth



as smooth as possible for people who like to land in the grass as it saves a great deal on tires and other parts of the planes. It's not a necessity, but it certainly is a thoughtful, costly gesture. To me, that is a prime example of the level of thought that goes into the daily operations of PCW.

I was warned in August about the winter here, and no warning could prepare me for this that I endured. As a matter of fact, 30 some years of Lorain's lake winters and 4 of Bowling Green's flat, gale-forced windy winters had absolutely nothing on this winter at PCW. I shuttered just this instant as I reminisced about the wind pulling the door

out of my hands and literally blowing through my body. I have never been in an open wind zone like this before, but the wind compounded with inches of snow is another story all together, especially when you drive a car that is pretty low to the ground. Though warned, I was categorically unprepared. You see, the snow problem isn't just inches and low car for me, it's exceptionally early hours, which means I sometimes am first on the scene. Well, I thought I would be first on the scene, I should say. The first major snowfall, as I was coming across the Bay View Bridge, I considered the hangars, and how dark it was and really was nervous. To my amazement, though, when I pulled in the entire complex had been plowed. Triage is necessary, and the metaphor that comes to mind is an emergency room: the airport is like walking into the emergency room with chest pains whereas the hangars are probably more like walking in with a broken bone—we still need the attention but realize there are others who need it immediately. I was amazed when I realized that Stan, Denny and Paul didn't really see my metaphor in the same way, I suppose in their emergency room the modus operandi is divide and conquer. This is not the most unbelievable part of the story, though. What I didn't account for in this situation was the drifting (as aforementioned, this is an unparalleled wind-zone). I turned the corner and drove into about 6 inches of snow that completely stopped me. To complicate the situation, it was 6 am, -5°F and pitch black. I couldn't get out of my car, the snow was so deep, and the wind had actually piled up snow over 3' in front of our office door. I immediately began to panic, it's the situation you read in the newspaper that should never have happened but did: 'woman freezes to death in car 20' from safety'. I'm a guest in Port Clinton, I have no friends or family here, I actually live in Oberlin, which made my resources limited. My first line of defense was all the way in Sandusky, my boss, and he wasn't answering his phone. I waited for a return phone call, but even with the heat on, my car was still freezing. After 10 more minutes I decided that I was having what qualified as a legitimate emergency, and called Stan. Perhaps that doesn't sound like a big deal, but he is the director of the airport, I really don't know him, it was frigid, early and I was the idiot who didn't see the snowdrift in which I was stuck. Stan's response, however didn't merit any of those thoughts, and I now know I should have called sooner. In less than 10 minutes he called Denny who came over and dug our office out by hand, and once inside asked me if I wouldn't mind if he came back and dug my car out by the light of day. I was treated so graciously, it was my mistake and I wasn't criticized at all, just helped. After that, rest assured that I began a list of how everyone likes their coffee as well as their favorite snacks, a meager food offering is the least I could do (and if the spirit moves you, the airport staff loves pork rinds and any dip). I am so appreciative of Denny, Paul and Stan, all 3 plowed all winter, not only making sure our

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Eagle's Nest.... continued from page 10

office area was clean, but that the mailbox was plowed out, too. When I hear their trucks I am up and running to move my car and make way!

While Bev and Rhonda didn't rescue me from an evil snowdrift in arctic temperatures at ungodly hours of the morning, their contribution to the airport is as significant on the other side. If I email them with a question or need, I can count on a response within the hour, and every time I walk in the airport they smile, ask about my children, inquire about me and laugh easily. They are beyond pleasant, they're a joy. When I call with anything, they both ask how I am with specificity. That is really a testimony to the culture here: though perhaps not all a part of each other's respective businesses, we are all connected here as if on one team. There is a spirit of helpfulness, kindness, and a desire to see everyone succeed.

As I sit here typing, I heard what sounded like snow plow trucks. I looked out the window to see our pavement being cleaned. No sooner did I type that line than Stan returned my phone call to answer a trite question. And speaking of Stan, we here at Eagle's Nest marvel at how he markets PCW, his fresh ideas and willingness to work with us. Most recently Stan has gone out of his way to help us lease new ground for development. He understands that to be a successful airport we must reach beyond the piloting community and into the community at large. Dave calls him the ultimate promoter, and I would have to agree. As a matter of fact, in February a pilot flew in that we hosted, and he couldn't stop singing the praises of PCW. As it turns out, his family owns a regional airport, and he knew precisely what he was talking about. He was blown away by the airport, the diner, the activity here, all of the new construction, the kindness of ground and hospitality of all inside the airport. It really is an amazing place.

So may I say thank you? Thank you. Thank you to the board for helping us as we try to further develop these grounds and bring in more people. Thank you to everyone who has been kind to me, and taken the time to show me the ropes, if you will. Thank you to everyone who has welcomed me. But especially thank you to Stan, Bev, Denny, Rhonda and Paul, they are the heartbeat of this airport, it is through their effort, hard work and creativity that this place is booming. It's truly an amazing thing to watch and of which to be a part.

PS- I have to believe I have the only job in the world where you can turn the corner in your car and be face-to-face with a bomber! This combined with the windows of our office looking onto 18/36 are real bragging points for me, a former English teacher who had a completely interior room. Tracy DelMonico

Liberty continued from page 5

for scouting enemy positions, aircraft into a means to drop bombs on the enemy and then as a fighter plane capable of shooting down the other guy's airplanes. In 1914 the typical ground soldier had a nasty habit of taking no chances with aircraft, and would shoot at any aircraft. The reaction of the air forces on all sides was to mark their aircraft with national insignias thus, friend from foe. The British air services used their national flag the Union Jack. By 1915 the British followed the lead of their French allies by using a series of three concentric circles of red, white and blue, called a cockade. The Brits changed the sequence of colored rings and what would become known as a roundel was used by their Army and Naval Air Services.



This particular roundel comes from the fuselage of a **Short 184 Seaplane** serial # 9067 which was shot down on August 20, 1916, off the Belgian coast. The aircraft was a part of the Royal Navy Air Service operating out of Dunkirk. She had been assigned to serve as a spotter aircraft for the monitor HMS General Crauford, and was piloted by Flight Lt. Benjamin Cecil Tooke with Observer, Temporary Lt. Oswald Hubert Crowthier.

The 24 year old Flight Lieutenant had been credited with sinking of a German submarine. On March 30, 1915, "In a Short Seaplane after patrolling for 2 ½ hours in enemy water, attacked a Submarine 7 miles off Ostende. Two 65 lb. Bombs were dropped from 1000 ft. The explosion caused a great commotion in the water, & 3 streaks of oil were observed, & this claimed the destruction of the Submarine." ... and on April 24, 1916 on a Dover

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Liberty continued from page 11

Patrol “:- Mentioned in Despatches for Meritorious Service in attack on dock & lock gates with 2 100 lb. Bombs at Zeebrugge, in Short Seaplane 8383 at an altitude of 3000 ft., & whilst under heavy Anti-Aircraft fire. On returning, the Pilot made a perfect landing in the dark without the use of any flares or lights. I consider this an excellent performance as the weather was misty with rain squalls & (?) was under continuous fire from Shore batteries at low altitude. “



The significance of the Short to utilize torpedoes against from a donation from Nancy Grandpapa, Russel Crudge Air Service. Having some engines Russel became an Temporary Pilot Officer with

Luck would run out for Tooke and his observer for on August 20th their aircraft was reported as missing. Reports came in from the front a few days later that the seaplane was forced to land on water off the Belgian Coast. On August 23rd a “French pigeon returned carrying message in German stating that This Officer is a Prisoner of war... machine catching fire, wounded in both hips and right hand picked up in the water..” Temporary Lt. O.H. Crowthier was killed in this action “Machine was hit by A.A. Shell Lieut. Crowthier being mortally wounded.”

* - Fl. Lt. B.C. Tooke 2nd from Left while a POW at Clausthal



Seaplane is that it was the first aircraft enemy shipping. This object comes Nicholson of Dresden, Ohio, whose Hawken, was in the Royal Navy knowledge of the internal combustion engine mechanic and later in the war a the blimp service.

