

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)

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

Volunteers Needed

“Nothing is stronger than the heart of a volunteer” is a notable quote of General Jimmy Doolittle. That phrase is just as meaningful today at the Liberty Aviation Museum as it was during WWII. During the first two years of operations of the Liberty Aviation Museum many guests and members were eager to step up and doing something to help the mission of the museum.
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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

For the first newsletter, I spent quite a bit of time trying to decide exactly what direction to go with my article. Although I realize that it is a work in progress, I wanted to work on some sort of theme going forward. Then it dawned on me- there are many people that this newsletter will reach that are either somewhat or completely unfamiliar with the history of our family business. I thought that a little background would get things kicked off nicely.

My family got bit with the aviation “bug” around 1935 in South Bend, Indiana. My grandfather, Harry Griffing, Sr. had a job as a truck driver hauling cargo between Cleve-

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Eagles Nest Aircraft Condominiums

Beginning the spring of 2015, we are building to the south of our existing complex with 2 exciting options. We have implemented new codes and added amazing details such as garage doors, additional storage and windows, creating a well--thought out hangar that is completely versatile.

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Liberty volunteers..... continued from page 2



The first priority was to ensure we had a good depth of volunteers to cover the Reception Desk and Gift Shop and group tours who were in need of a tour guide/docent to talk about the collections of the museum and the restoration project of the Ford Tri-Motor.

Many volunteer applications expressed an interest to help in other ways such as wood working, mechanical or restoration work on vehicles, boats or aircraft. Work on aircraft is pretty much controlled by Chef Mechanic and the EAA Chapter 1247. Work on the PT Boat has been conducted by contractors and subcontractors. Admittedly, one of the challenges has also been lack of room to handle multiple projects. Believe it or not as big as the museum's facility was initially it was still not big enough for multiple workshop areas. Some volunteers working off site were able to craft some display cases and bases and bring them over to the museum.

The Hangar 2 project now permits more space to conduct multiple projects. The museum has now become a munitions factory!



Volunteers under Larry LaFleur's direction not only made

a set of torpedoes for our PT Boat Project, but are making a set for the National World War II Museum in New Orleans. In addition Larry and Ed Pickard worked on a prototype display case that will be large enough to include full sized mannequins and other large objects.



The museum received a donation of a DUKW from another museum which unfortunately was closing its doors. This 2 ½ Ton GMC amphibian truck will need restoration. "We've got enough projects to keep our volunteers busy for 10 years" stated LAM President and CEO Edward Patrick. "With our expanding facilities we can now accommodate those restoration projects".

This year opportunities continue to expand for volunteers, members and friends around the Erie Ottawa Internal Airport to become more active in programs around education for the next generation of general aviation professionals. The numerous school tour requests give us an excellent chance to interact with young people who might be that next Wright, Wilbur, Armstrong or Glenn. The tours are a good start, but programs such as the Junior Pilots Camp, and S.T.E.M programs for area schools will make a bigger and long term impact on a lives of a few students.

Events in and around the museum and airport continue to grow. With each additional event comes a growing need to engage volunteers who want to help out with taking tickets, helping to set up safety barriers,

and parking.

If any of these expanding opportunities to volunteer at the museum and airport interest you, and you would like to participate in these opportunities please stop by and complete a Volunteer Application at the museum's front desk, on your next visit, or download an application at www.libertyaviationmuseum.org

Griffing, continued from page 2 land, Ohio and Chicago, Illinois. Before all of the major highways and Turnpike, the main road between these two hubs was Route 6. His interest in aviation was sparked after many times passing the Sandusky Airport on his route. He decided to take flying lessons in South Bend, Indiana. He learned to fly in an Aeronca C-3 from a gentleman named Rudy VanDevere, who later went on to form Stow Airport which is now Kent State University Airport. While driving truck, my grandfather frequented the Cadillac Restaurant in South Bend and it was here that he met my grandmother, Tekla. As a side note, for those of you that knew my grandfather well, you will appreciate this: My grandmother was of Russian decent and my grandfather did not like the name Tekla. He began to just call her "Sue" and she eventually changed her legal name to T. Sue Griffing. During his visits he was able to convince my grandmother not only to marry him but also to found Griffing Flying Service, Inc. with him in 1937.

Their first aircraft was a Piper J-3 Cub which he used to teach her how to fly in 1943. She also attained her Instructor's rating and they both began to recruit students for flying lessons. Early on, they also became a Piper Aircraft dealer and added aircraft sales and maintenance to service their growing customer base. My grandfather began

to teach airmen how to fly under the Civilian Pilot Training Program in a Waco UPF-7 that he acquired before World War II. My grandmother would run the business while he was in Toledo doing this training. During the 1940s, they gave birth to a daughter, Melodie and a son, Harry, Jr. whom most of you know as Tom.

In 1945, they moved their operation from the Sandusky Airport to an airport that they founded on Columbus Avenue on the south side of Sandusky. The Sandusky Airport was then run by Ralph Dietrick (of Island Airlines in Port Clinton) and Bill Hinde (of Hinde Airport in Huron). My grandparents continued to build their business at the Columbus Avenue location. They added on-demand charter services to the area and strengthened their aircraft sales and training business. After 17 years at this location, they were able to work with private investors to buy the Sandusky Airport property back from Ralph. They quickly paid off the investors that helped them acquire the airport and they re-named the property the Griffing-Sandusky Airport.

Around this same time, their son Harry, Jr. (Tom) and daughter Melodie both learned to fly. Tom moved up from Line Service to a pilot in the operation after learning to fly from my grandmother. Melodie also attained her Private License but decided not to fly professionally. Instead she opted to work alongside her mother in the office. The airport and company continued to attract customers and friends throughout the next several decades which made the privately-owned airport have a distinct "family" feel that so many airports lack. In the 1970s, Melodie gave birth to two sons, Tom (Tommy) and Rick. Tom worked Line Service, along with learning to fly and eventually flew for the Griffingcontinued on page 7

Eagle's Nest continued from page 2

Eagle's Nest is an all-inclusive package. We offer the same ground maintenance used by the airport (snow removal in the winter, grass cutting during the summer) and expedited, in-house service calls. We boast a security gate and have 24-hour service available through a simple phone call. On top of these features, our hangars come with water, sewer, natural gas and electricity.

When you buy in Eagle's Nest Hangars, you are actually buying into a condominium complex. While uniform on the outside, all of our units are easily customized: we have built lofts as simple as a deck to magnificent as a space with it's own restroom, rest area and kitchenette. Our condominium concept is completed with a lounge area that has restroom facilities, a shower, a living room, kitchen and boardroom table as well as our entire complex having Wi-Fi.

What sets Eagle's Nest Hangars apart is the 99-year renewable (forever) lease with the airport that is completely transferable upon sale with a warranty deed.

What we offer cannot simply be built. Hangars can be built, but when you build in our expansion project you will save money, eliminate hassle while adding all the amenities including a social experience. We are a community of pilots, designed by pilots with atten-

Option 1, \$99,500 (pre-construction price) Option 2, \$129,500 (pre-construction price)

- Hangar shell 44' x 56' with a 42' x 16' clear Higher Power door to include:
 - 44' x 56' concrete floor and a 20' x 44' ramp
 - Two Windows and a service door
 - A 100 A service and basic power package
 - The hangar will also have a shared (with the adjacent hangar) 30' x 76" stoned side yard
 - All additional utilities are available
- 44' x 56' with a 42' x 16' clear door
 - 44' x 56' concrete floor and a 20' x 44' ramp
 - Two Windows and a service door
 - 100 A service with complete lighting & electricity
 - Large 16' x 16' garage door
 - Natural gas heat
 - 2nd rough plumbing for a full restroom with utility sink
 - Completely dry-walled and super insulated

**To make reservations or for more information, call Dave Winters at
419--351--4752**



EAA "TIN GOOSE" CHAPTER 1247

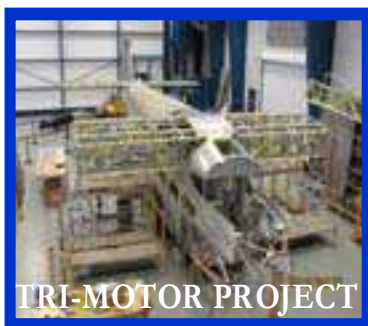
March & April Activities & Events

PISTON POWERED SHOW
Cleveland I-X Center
March 20-22

WEAK SIGNALS R/C MODEL SHOW
Toledo Seagate Center

TRI-MOTOR RIDE RAFFLE TICKET SALES AT BOTH EVENTS

Next Meeting- Wed.. March 18th- Liberty Aviation Museum



COMING IN MAY
SPRING FLING!
NEW MEMBERS DRIVE EVENT



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)



LIBERTY AVIATION MUSEUM



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

Fifty Years Ago - 1965

This month in history. February 13, 1965 Dottie Patrick of Lakeside was building an airplane in her living room. The den. And the recreation room of her home. The pieces will be assembled at the Port Clinton airport. Dottie was rushing "full time" and some extra evening hours trying to get the Buecker Jungmeister ready to fly to the annual nationwide Experimental Aircraft Association meeting at Rockford, Ill., in August.

From the Desk of the Director

Another winter almost behind us! We are happy to park the snowplows for few months. Hopefully, that will be soon. We hope all of you are satisfied with the effort put forth in keeping our airport open. Many times we started plowing in the wee hours to make certain runways and taxiways were cleared shortly after the snow stopped. We have two dump body plow trucks and two pickup plow units. Typically, it takes about 8 hours and 4 staff to plow all the paved surfaces at PCW. We are adding another unit for next season, a 4 wheel drive Kubota tractor with a 10 foot snow box. Hopefully, this will help us push snow back between lights to prevent the snow piles from getting too high near traffic areas. On average, it takes about \$1,800 in fuel and labor costs per plowing. As always, I am open to ideas or suggestions to improve. Next time you see any of our staff please say "thanks" for the job they do.

We hope you enjoy our attempt to better communicate at PCW with the advent of this newsletter. If you have an interest in helping please let me know. If you have airport or aviation news, feel free to submit an article to Tom Kowalczyk, Editor. Email it to: info@portclintonairport.com

On behalf of the Airport Authority, I want to thank Tom



for his efforts in making this news letter happen!

Next time you are in the terminal check out our celebrity wall. We have added Bill Cosby. He visited us in early February.

We held our first Adult Pilot Camp in February. We had seven eager, bright and attentive attendees. Thanks to all of you who helped with the instruction of our future area pilots. We plan to hold another class commencing on April 28th at 7PM. Prior registration encouraged.

Well, the sun is shining and I'm going flying. Hope to see you all around the airport. Keep your airspeed up.

Stan Gebhardt
Director, EOIAA

Griffing continued from page 3

company full time. He has since moved on to fly for NetJets and has been a leader in their addition of the Global Express to their fleet. Rick also worked Line Service and did solo but ultimately decided not to pursue a career in aviation. In 1978, Harry, Jr. (Tom) married Kelly Palmer who began to work in the office and they had three children; my sister Aubrey, myself and my brother, Lee. Their first born was Aubrey, who decided not to pursue aviation but began working in the restaurant at the airport in Sandusky and eventually moved up to manage the majority of the accounting following Melodie's retirement in 2006. As for myself, I worked Line Service like everyone before me and attained my Private License in 1999. I attained my Instructor's rating in 2001 and worked my way up to Chief Pilot. I continue to work alongside my parents and sister to this day. Lee also worked Line Service, learned to fly and became a full time pilot and Instructor. He moved on recently to fly for PSA Airlines and is currently flying a Regional Jet.

During the 1980s, our family ran in competition with Island Airlines with each company trying to acquire the majority of the island service business. Our company ran mostly to Pelee and Kelleys where Island Airlines specialized in Put-In-Bay, Middle Bass, North Bass and Rattlesnake. With the passing of my grandmother in 1990, the company management was handed over to my father, Harry, Jr. (Tom) and my aunt, Melodie. We were able to acquire Island Airlines in 1992, making us the sole provider of services to the Lake Erie Islands for many years to follow. In 2001, Harry, Sr. passed away at the age of 91. He was at the airport every day until the last week of his life. In 2013, we made a family decision to move our operation to the Erie-Ottawa International Airport when our flying service could no longer support the ownership of the airport itself. We have already made so many new friends here and are so thankful that the majority of our friends from Sandusky came with us to this airport. I will always cherish my memories of the airport in Sandusky, as will the rest of my family. We are hopeful that the future of our company at this airport will be mutually beneficial for us and the airport itself. We continue to offer aircraft sales and brokerage, aircraft maintenance, charter, flight instruction and aircraft crewing services.

In conclusion, I hope that this has been informative for those of you that had no idea where we started, with a little extra for those of you who know us well. I will strive in the coming months to make my column more concise and informative with respect to what we are doing right now but I thought a shot of the past would get things going! Please stop in and see us anytime, whether you have business or not. We enjoy making new friends, reminiscing with old friends and look forward to making Port Clinton our new home with that "family" feel. Harry (Thomas) Griffing III, Vice-President