

Feb. 9, 1946

Nanaimo Gets Cassidy Airport For \$1.00 A Year Under New Lease Plan

Mayor Muir Notified Agreement Forms Due For Five-year "Renewable" Term; Police Getting Data On "Squatters" There

WILL PROVIDE FLYING CLUB HOME

Nanaimo now has its airport!

Within the next few days Department of Transport agreement authority papers will be here for City Council signature and under them Nanaimo will hold Cassidy Airport at \$1 per year for the next five years, with provisions in the agreement for term renewal at the expiry of the first period.

Official information to this effect was telephoned to Mayor George Muir this morning by W. S. Lawson, Transport Department head in the west. Mr. Lawson assured the mayor that the department would do all possible to aid and assist Nanaimo in getting the airport into first-class operating condition as soon as possible. While the City of Nanaimo holds the airport in tenancy it will be subject to Department of Transport periodical inspection as to operation and condition inasmuch as it will be used for commercial airline or "feeder" type flying as well as for Nanaimo Flying Club headquarters.

Negotiations with the city were tentatively started some time ago by the newly-formed Nanaimo Flying Club which already has quite a membership, and with facilities for Tiger Moth planes arranged for. This club plans a hangar and an ultimate club building.

Local B. C. Police detachment has been asked to at once investigate conditions at the airport, where, it is said, some "squatters" have been utilizing old buildings, presumably to offset the housing shortage. The police will submit their findings to the City Council, which in turn will decide what course shall be adopted to acquire the premises under the tenancy agreement with the Department of Transport.

Securing Cassidy Airport is fruition of the efforts of the 1945 City Council.

FLYING CLUB FEB 14 1946 HEARS EXPERT

Members of Nanaimo's new Flying Club, Frank Honey, president, were represented by their executive Wednesday at a joint Plaza Hotel dinner with members of the civic aviation committee. The gathering was to hear former Group Captain J. St. Pierre, R.C. A.F., and former commanding officer of Sea Island Station. The aviator is now a staff member of Imperial Oil, and his personal appearances before various flying clubs enable him to give helpful and practical hints and advice to obtain best results from these organizations.

Feb. 18, 1946

FLYING CLUB MOTH TAKES 15 ALOFT

Between nine o'clock Sunday morning and five in the evening the Nanaimo Flying Club's Tiger Moth plane went into the air no less than 15 times, at each flight giving a passenger a fine "birds-eye view" trip of the country from aloft. Expert handling on all the flights made the trip for each passenger a delightful experience and many have made reservations for repeats.

Wind variations at Cassidy Airport were closely studied during the Sunday flights with the result that decision was reached to augment runway facilities forthwith. The original north-south runway is to be augmented by an east-west runway. Plans were laid, a contract has been awarded and the new runway should be ready for next Sunday's flights. Two of Sunday's passengers found their initial experience so invigorating that they signed up for dual control instruction.

Quite a crowd of spectators was on hand during the day and the Flying Club bids fair to become a popular place.

DEC. 6, 1945

TRAINER PLANES ARE DUE HERE EARLY IN YEAR

Frank Honey, president of the Nanaimo Flying Club, is in Vancouver today making arrangements for the delivery early in the New Year, of two training planes which will be used for club purposes, at the Cassidy Airport premises being taken over by the club. These trainers are of the Tiger-Moth two-seater trainer type. As membership and training demands increase the club proposes to secure as many additional machines as are needed, if and when these are made available.

Actual training will be started early in the new year, and at the same time will be launched a strong drive among all the known "air-minded" progressives of this community, to build up the present membership standing. Preliminary membership efforts have proven so encouraging that the club is now convinced that a very strong local organization will be developed. Plans are afoot for suitable hangar accommodations which are expected to be in preparedness by the time the two initial trainers arrive.



DOT Aircraft, Stagger Wing Beech
at Cassidy Airport 1946

For future events

FLYING CLUB IS NOW LAUNCHED LIVE PROGRAM

Gen. Pearkes Guest At An
Executive Dinner; Officers
Approach City Council

EAGER TO GET GOING

Although still in its swaddling clothes, Nanaimo's Flying Club, shows every promise of being a lusty infant and ultimately a powerful local influence. With Dr. Larry Giovando as chairman, supported by President Frank Honey and Howard "Buster" Matthews, the club chalked up two public appearances last night. The first was a complimentary dinner to Maj. Gen. G. R. Pearkes, V.C., M. P., and prominent local townsmen. The second was the appearance of President Honey and Mr. Matthews as a subsequent City Council meeting.

At the Plaza private dining room at 6:30 p.m. Flying Club executive members and their guests enjoyed an informal dinner and chat, during which progress made in club formation was reported upon. It was stated that the Club now has hangar accommodation ready for two Tiger Moth planes, and all that remains in order that the club start active operations is proper authorization and arrangement for tenancy of Cassidy Airport premises. By fall it was expected that a clubhouse would be built for guests and visitors, while personnel had been arranged for to handle initial flying instruction.

Pearkes Approves

General Pearkes, himself an ardent disciple of aviation and an air passenger across oceans and Dominion, to say nothing of north and south flying from the Aleutians to Mexico said he was delighted at the local progress being made, and gave assurance that no city will be able to go ahead in the aviation future unless it has an airport reasonably close to it. He considered Cassidy reasonably close and favorable, and he gave a brief picture of the future prospects of air travel. Nanaimo must be ready with accommodation for "feeder service" civil aviation connecting fields, and also accommodation for the "charter line" flying concerns which will constitute the "air taxi" of the future, he said.

Later, at City Council meeting, President Honey outlined to the Mayor and Aldermanic body the great deal of work already accomplished by the Flying Club at Cassidy. This location was essential as a "home" for the club, he said, and he sincerely hoped that difficulties which had delayed action in the Dominion's turning Cassidy Airport over to the city, would be speedily ironed out.

The club, said Mr. Honey, has now 40 paid-up members, application for its charter was now in the mails, a board of seven comprised the directorate while first officers were already elected and in office. Services of an ex-R.C. A.F. instructor and engineer had been secured, and he had already passed his examinations as an instructing pilot. A deposit of \$250 had been made on the first of the Tiger Moths to be secured and the balance will be paid when the question of the airport is settled.

The Council agreed that its aviation committee would meet with Flying Club officials for a round-table discussion of all angles, and the presentation to the city of definite suggestions and proposals.

Received 6/2/46
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JAN Co

DRAFT FORM OF LETTERS PATENT WITHOUT SHARE CAPITAL

Name unobjectionable *See letter Rec 10th 19 45.*
Draft prepared AP. Jan. 31st. 19 46. Compared P.S./Feb. 19.....
Approved 19..... Entered in Register Feb. 4th/46
19.....

Feb. 5/46
WMC

R.d Pd Feb 8/46

CANADA

By the Honourable JAMES JOSEPH, McCANN, Acting---
of Canada, Secretary of State

To all to whom these presents shall come, or whom the same may in anywise concern
GREETING:

WHEREAS, in and by Part II of The Companies Act 1934, it is amongst other things in effect enacted that the Secretary of State of Canada may, by Letters Patent under his seal of office, grant a charter to any number of persons, not less than three, who having complied with the requirements of the Act apply therefor, constituting such persons, and others who thereafter become members of the corporation thereby created, a body corporate and politic without share capital, for the purpose of carrying on in more than one province of Canada, without pecuniary gain to its members, objects of a national, patriotic, religious, philanthropic, charitable, scientific, artistic, social, professional or sporting character, or the like, upon the applicants therefor establishing to the satisfaction of the Secretary of State of Canada due compliance with the several conditions and terms in and by the said Act set forth and thereby made conditions precedent to the granting of such Charter.

AND WHEREAS FRANK HONEY, Sales Manager, LORENZO GIOVANDO, Doctor of Medicine, JACK VICTOR BATEMAN, Farmer, HOWARD BRUCE MATTHEWS, Merchant, WILLIAM HUGH POWER, Chartered Accountant, ROBERT LAWRENCE STACEY, Manager, _____, and NORMAN TRESIDDER CORFIELD, Automobile Agent, all of the City of Nanaimo, in the Province of British Columbia, -----

have made application for a charter under the said Act, constituting them and such others as may become members in the corporation thereby created a body corporate and politic, under the name of

500-834

NANAIMO FLYING CLUB

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for the purposes hereinafter mentioned; and have satisfactorily established the sufficiency of all proceedings required by the said Act to be taken, and the truth and sufficiency of all facts required to be established previous to the granting of such Letters Patent; and have filed in the Department of the Secretary of State a duplicate of the Memorandum of Agreement executed by the said applicants in conformity with the provisions of the said Act.

Acting---

NOW KNOW YE, that I, the said JAMES JOSEPH MCCANN, /Secretary of State of Canada, under the authority of the hereinbefore in part recited Act, do, by these Letters Patent, constitute the said

FRANK HONEY,

LORENZO GIOVANDO,

JACK VICTOR BATEMAN,

HOWARD BRUCE MATTHEWS,

WILLIAM HUGH POWER,

ROBERT LAWRENCE STACEY and

NORMAN TRESIDDER CORFIELD,

and all others who may become members in the said corporation, a body corporate and politic, without share capital by the name of

NANAIMO FLYING CLUB

with all the right and powers given by the said Act and for the following purposes and objects, namely:—

(a) To acquire, hold, operate and maintain all manner of lighter-than-air and heavier-than-air craft;

(b) To promote flying and aviation in general and to teach and train persons in the art and science of flying and navigating and operating all manner of lighter-than-air and heavier-than-air craft;

(c) To teach and train persons in the rigging, maintenance and repair of air craft and in the care, maintenance and repair of all motive power used in the propulsion of air craft;

(d) To acquire and hold land for the purpose of establishing and maintaining flying and landing fields, airports, airharbours, depots and hangars for the care, housing, reception and dispatch of air craft for the purposes of the corporation and of the members thereof;

(e) To make, use and conduct experiments in connection with flying and aviation generally and the training of persons therein and to promote race meetings, speed and trial tests and other exhibitions of air craft and to offer for competition and to distribute prizes in connection therewith or for any other purpose or purposes likely to tend to the advancement of the art, science and practice of flying, aeronautics and aviation in general;

(f) To establish, maintain and conduct or to assist in the establishment, maintenance and conduct of any organization, association or society formed for the purpose of advancing the study and practice of flying, aeronautics and aviation in general.

The operations of the corporation to be carried on throughout the Dominion of Canada and elsewhere.

will be

The head office of the said corporation / situate at the City
of Nanaimo,

in the Province of British Columbia.

X And it is further ordained and declared that, if authorized by by-law duly passed by the directors and sanctioned by at least two-thirds of the votes cast at a special general meeting of the members, duly called for considering the by-law, the directors may from time to time:

- (a) borrow money upon the credit of the corporation;
- (b) limit or increase the amount to be borrowed;
- (c) issue debentures or other securities of the corporation;
- (d) pledge or sell such debentures or other securities for such sums and at such prices as may be deemed expedient;
- (e) mortgage, hypothecate, charge or pledge all or any of the real and personal property, undertaking and rights of the corporation to secure any such debentures or other securities or any money borrowed or any other liability of the corporation;

Nothing in this clause contained shall limit or restrict the borrowing of money by the corporation on bills of exchange or promissory note made, drawn, accepted or endorsed, by or on behalf of the corporation.

And it is further ordained and declared that the business of the said corporation shall be carried on without the purposes of gain for its members and that any profits or other accretions to the corporation shall be used in promoting its objects.

That the said FRANK HONEY, LORENZO GIOVANDO, JACK VICTOR BATEMAN, HOWARD BRUCE MATTHEWS, WILLIAM IUGH POWER, ROBERT LAWRENCE STACEY and NORMAN TRESIDDER CORFIELD, --

are to be the first directors of the said corporation.

My draft
Ass't U. S. S.

Given under my hand and seal of office, at Ottawa, this -thirtieth-
day of January, 19 46

A. AND IT IS HEREBY ORDAINED AND DECLARED that the conditions of membership in the corporation shall be as follows:-

1. (a) Sustaining Members

Sustaining Members shall be persons admitted as such by the Board of Directors, who have paid the entrance fee fixed by the Board of Directors, which shall not be less than the sum of \$25.00, and who pay such annual fees as may be fixed, from time to time, by the Board of Directors. Each Sustaining Member shall be entitled to one vote at each meeting of the corporation.

(b) Life Members

Life Members shall be persons admitted as such by the Board of Directors, and who have paid the entrance fee fixed by the Board which shall not be less than the sum of \$100.00. Each Life Member shall be entitled to one vote at each meeting of the corporation.

(c) Honorary Life Members

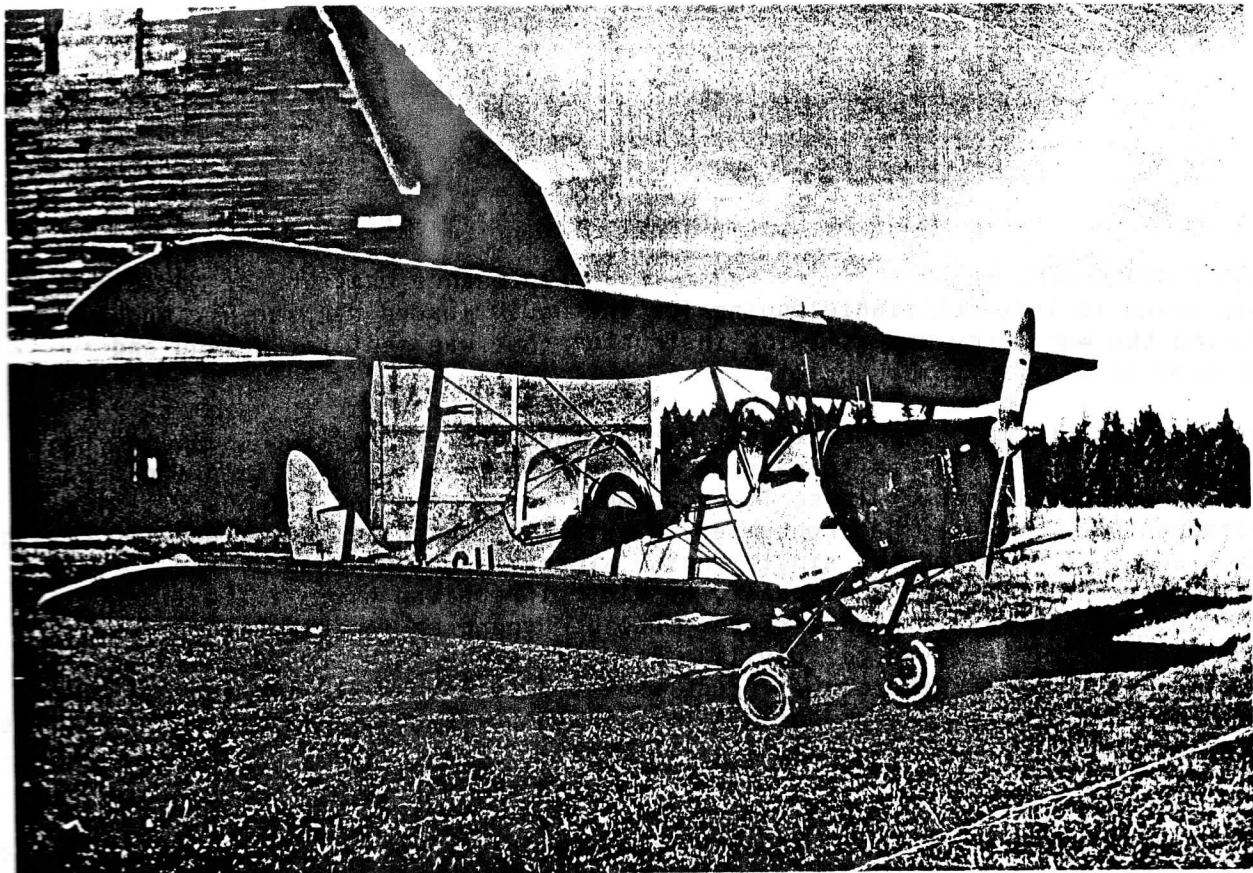
Honorary Life Members shall be persons admitted as such by the Board of Directors; provided, however, that the number thereof, at any one time, shall not exceed three. Each Honorary Life Member shall be entitled to one vote at each meeting of the corporation.

(d) Flying Members

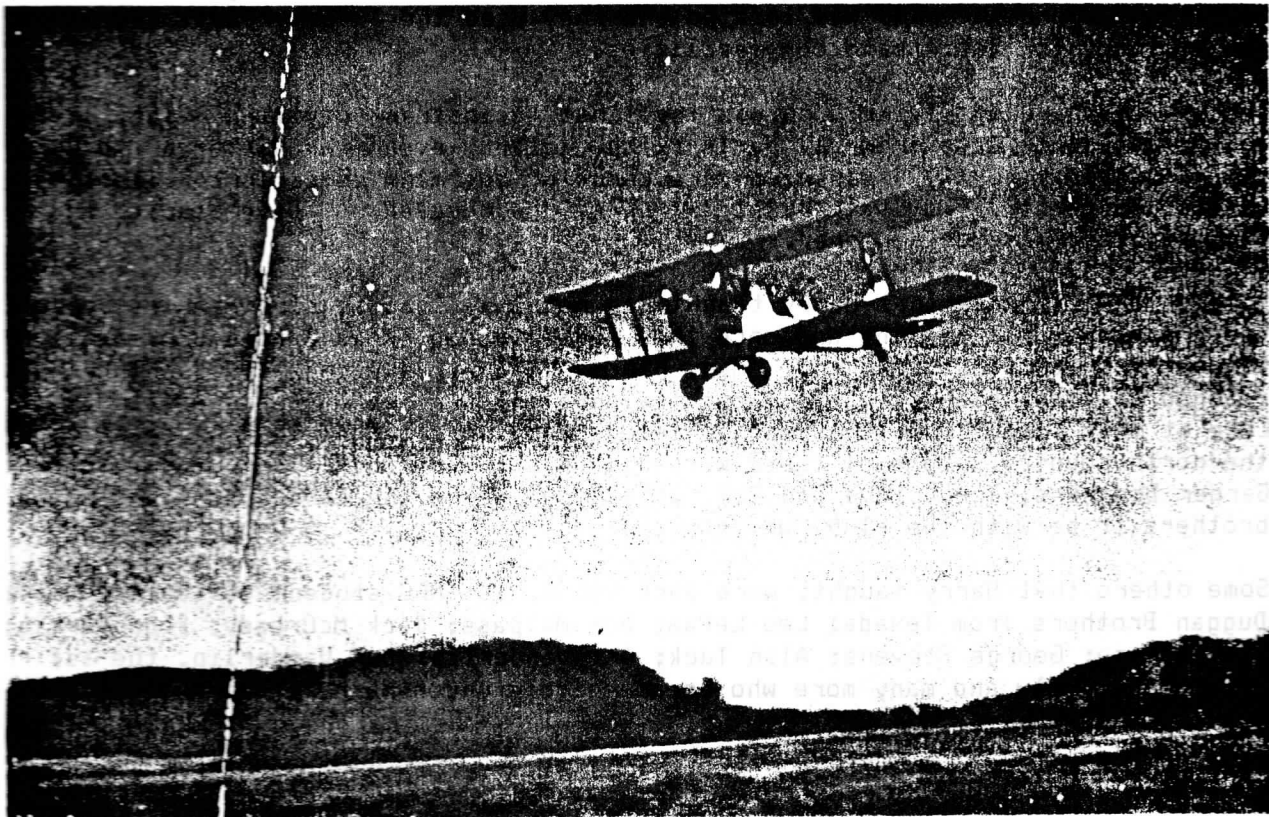
Flying Members shall be persons admitted as such by the Board of Directors for the purpose of receiving instructional training and who have

paid such annual and other fees as may be fixed, from time to time, by the Board of Directors, but who shall not be entitled to be present or to vote at any meeting of the members.

2. The interest of a member in the corporation shall not be transferable and shall lapse and cease to exist upon the death of such member, or when such member shall cease to be a member by resignation or otherwise in accordance with the by-laws from time to time in force.



Civilian registered War Surplus Tiger Moth CF-CIL purchased by the Nanaimo Flying Club after March 17, 1946, the opening date of the Club. The old barn behind, was converted into a Hanger to hold the two Tiger Moths, CIL and CF-CHZ. CIL was later looped into trees on the local Indian Reserve and CHZ was converted into a crop duster
Harry McCracken



FLYING TIGER MOTH OWNED BY NANAIMO FLYING OVER NANAIMO AIRPORT
at that time known as Cassidy Airport 1946-47.

HARRY MCCRACKEN, an ex-airforce pilot, and maintenance engineer of World War 2, was asked to instruct single engine for the newly formed Nanaimo Flying Club. During the war Harry was a flying instructor that was sent to England and trained as a heavy bomber pilot.

Airforce pilots who had been taught during the war required two hours in civilian aircraft and had to pass an exam before they would qualify for their private pilots licence. These licences were not issued until January, 1946. Although Harry already had consented to being "on salary" for the Nanaimo Flying Club as instructor on the single engine aircraft and he would do the maintenance on the club's aircraft, he did not received his private licence before the first Tiger Moth arrived. Another young ex-force pilot, Bruce Tait, who had already received his civilian licence, would take the first few people up for joy rides for the club. Bruce went off to university the fall of 1946 and did not became a member until 1989. Bruce has rebuilt a Tiger Moth, and has it hangared at the Nanaimo Airport.

Harry's logbook reveals his first flight recorded in the Club's Tiger Moth, was March 17, 1946. Harry would be with the club for the next 7 years, from 1946 to 1953. First on salary for a year or two, then he purchased the two Tiger Moths from the club and managed the club business of instructing by himself including the maintenance. This, with the help of his wife Audrey, who was also a member.

Harry and Audrey lived in a little house on the airstrip. The house was located about the middle of the field, and the entrance road was close to where it is now in 1996. No electricity in it. The only electricity on the field there was in the club house. No plumbing in their little home. Water was gotten from the pump house where the pump was located and they used the 3-seater left behind by the military for their bathroom facilities.

Because the Nanaimo Flying Club was the first to instruct civilian pilots on the island, students came from all parts of the island, even from Victoria, so Harry instructed many to fly. Included were checking out many ex-airforce pilots so they could get their private pilot licences. He checked out Dave Stupich and Ken Wright who became a member.

Some of the students that Harry taught did not stay long as club members because their business was logging and once they had attained their land endorsement they went on to float training. Many places in their business could only be reached by float planes. Some float training was done at Duncan's Quamichan Lake at that time. Once this was achieved, they were off flying the coast or in the north country. Some of these were Jim Bonar; Olie Buck; Scot Cossman; the Garner Brothers, Joe, Lloyd and Tom, with Lloyd being the longest of the three brothers to be with the club, which was 3 years.

Some others that Harry taught, were Jack Beban, 1st NFC student to learn to fly; Duggan Brothers from Texada; Leo LePas; Bob Malpass; Jack McCready; John Morris; George Race; George Stevens; Alan Tuck; Art Vanderlip; Dot Vanderlip, the 1st NFC women to fly and many more who became pilots under Harry's supervision.