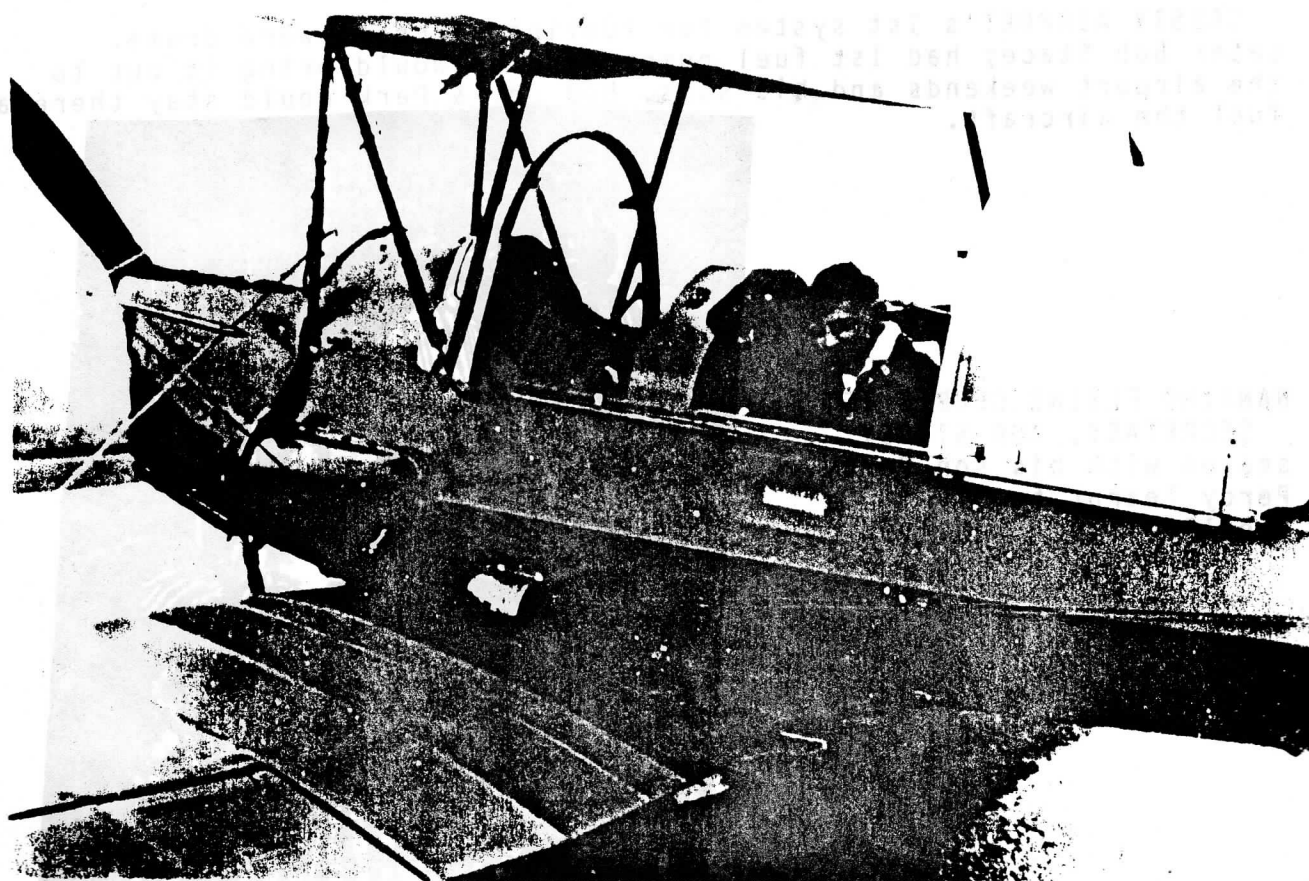
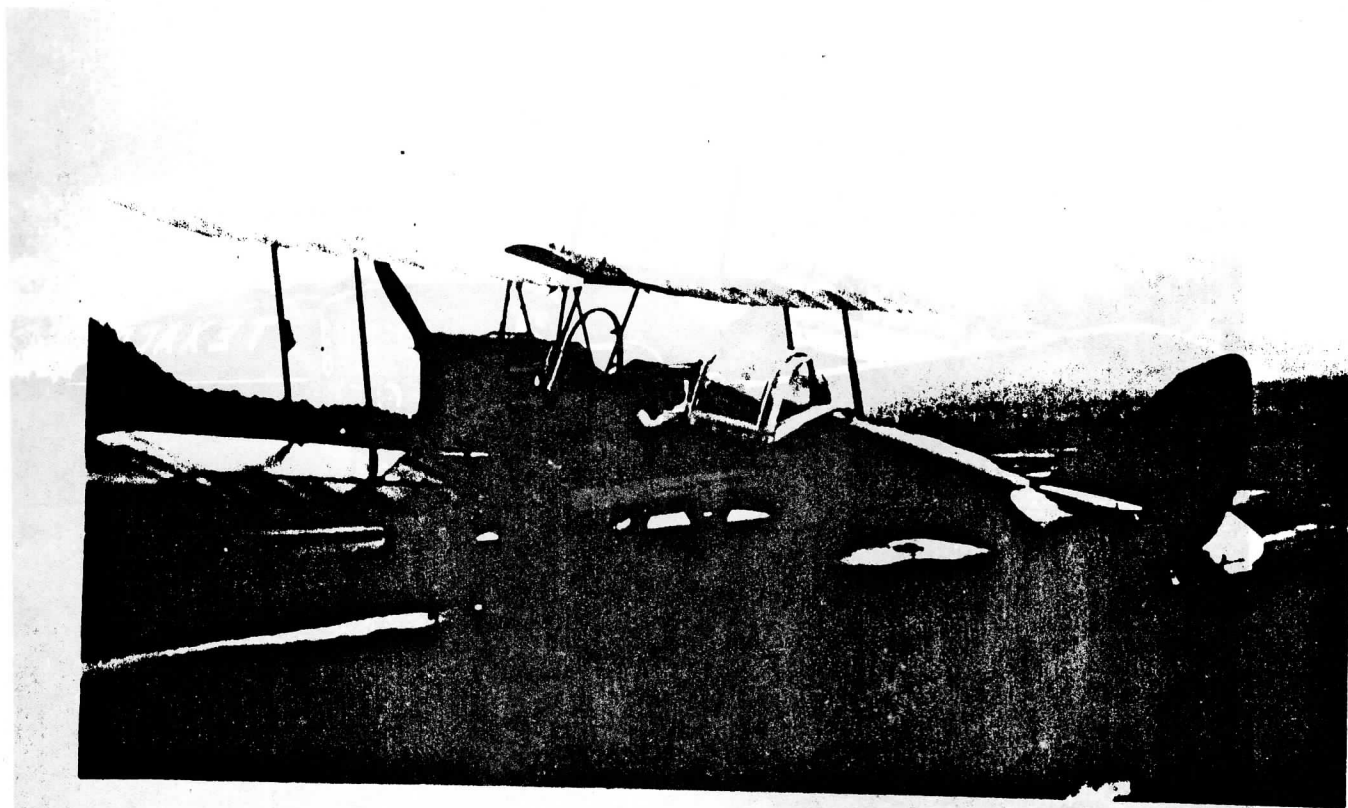


CASSIY AIRPORT's 1st system for fueling aircraft were drums.
Later Bob Stacey had 1st fuel pumper and he would bring it out to
the airport weekends and his sons, Bob Jr. & Perk would stay there and
fuel the aircraft.

NANAIMO FLYING CLUB'S 1ST
SECRETARY, BOB STACEY
seated with his son Percy.
Percy learnt to fly in
the 1960's. Feb.1996



Percy (Perk) Stacey in the Tiger Moth



BOB STACEY JR. in Nanaimo Flying Club's Tiger Moth. 1946

Leo LePas

July 176

dies at 80

Leopold F. (Paul) LePas, a well-known and respected citizen here, died suddenly at his 311 Hemlock Street home Saturday at the age of 80.

Mr. LePas was born in Mission and moved to Ladysmith as a child. His parents owned the hotel formerly known as the Queen's Hotel, which had been moved from Wellington to Ladysmith.

He moved to Nanaimo in 1929 and was self-employed in the insurance and real estate fields, operating the business of Leo F. LePas and Sons until 1958.

He also established a printing business known as Perma Printers, now known as Perma Action Printers.

He was active in the Ladysmith Collieries Band and played piano at the old Rialto Theatre and at old-time dances in the district.

He was also a well-known sports figure.

Mr. LePas was affiliated with the Moose, IOF, Nanaimo Golf Club, Eagles, Native Sons of B.C. and was also a member of Branch 10 of the Legion. He was a founding member of the original fisherman's co-operative which is now known as the Nanaimo and District Credit Union.

He was also secretary of the original Nanaimo Flying Club and took his first flying lesson at the age of 52.

He is survived by his wife Louise, daughter Mrs. Lee Seccombe, sons Oscar L. and Thad L., sisters Mrs. Marie Muylaert, California, and Mrs. Leonard (Denise) Thibault, also of California, grandchildren, nieces, grand nieces and grand nephews, all of California.

Funeral services will be held at the Mount Benson Funeral Chapel on Wednesday.



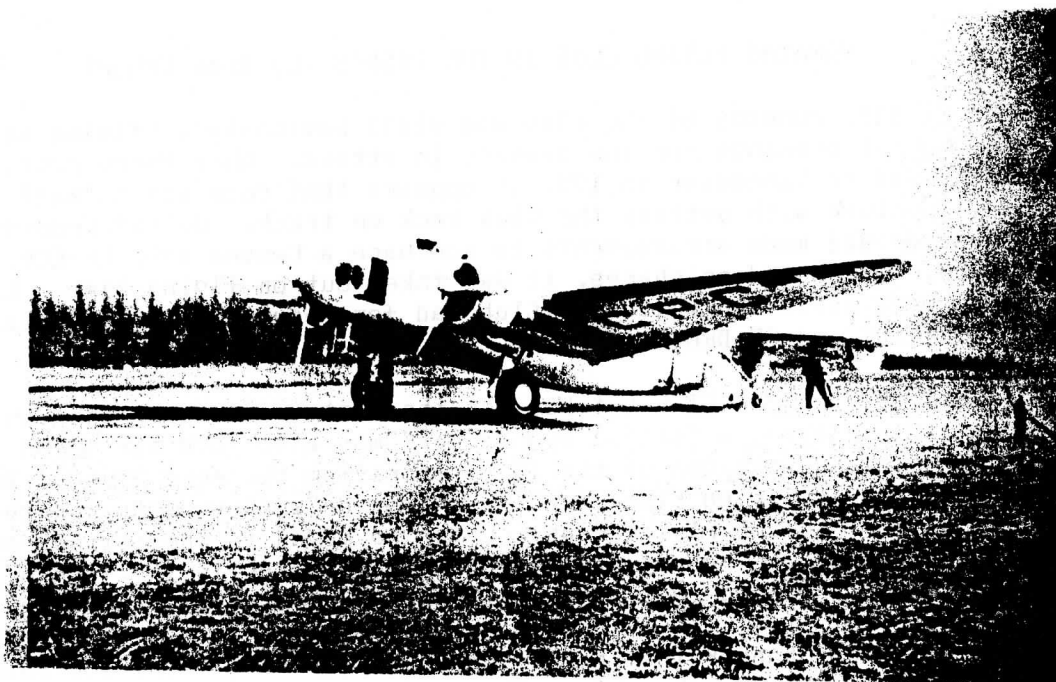
LEO LePas
... well-known here

It says that LEO LEPAS was a NFC Secretary. Does anyone know WHEN? It appears that he would have learnt to fly 1948.



CF-EKO with instructor Harry McCracken (facing camera, and pilot John Morris, who he taught how to fly. John became a member of the Nanaimo Flying Club in 1949. John moved away and later rejoined the club in mid 1970's.

CP Air Passenger Plane at Cassidy
Locheed-14 Air Force VGM910N
Hudson



Ron Cook's Tiger Moth at Cassidy Airport

NANAIMO FLYING CLUB IN THE 1950'S by Irma Erhart

THE NINETEEN FIFTIES running of the club was still basically a "flying school" with lots of social evenings for the members to attend. When Harry McCracken sold out and moved to Vancouver in 1953 it appears that once again "Bus" Matthews was involved with getting the Club back on track. He and Fred Vey went over to Vancouver and made arrangements to purchase a Cessna 120, CF-ECP, which cost \$2,200.00. Purchased on shares, it was taken out on flying time. Later two Luscomes were purchased which the Club had for about five years. Call letters were CF-IDT and CF-DRO.

All members had to join the Club but besides the sustaining membership which cost \$40.00, at that time, a "social membership" was also sold for \$5.00. John Blackham (now deceased) was one of the instructors for the Aero Club of BC (then known as the Vancouver Flying Club). He came over on week-ends to run the satellite school for Nanaimo Flying Club. Later he moved to the island, and continued to instruct. He helped raise funds for the club in the form of an auto race as he was an "auto race enthusiast".

In time the club had a hangar that housed the club aircraft. The log beam installer was given a free membership. There was another T-Hangar on the field, owned by Bob Heindmarch and John Hebert.

Some of the presidents during that time were: Cliff Syme; John Hebert; John Fraser; and Ralph Hatheway. Ralph had joined the club in 1956 and he was the last president before the club disbursed in 1959 or 1960. Jerome Harrison was secretary from 1952 - 1957. He looked after the aircraft and bookings as well as all the secretarial work. Treasurer's names are not known.

Sometimes there were rental problems that Jerome had to face. On occasion he found the aircraft engine warm when he arrived in the morning?? No one had registered the booking or ever confessed to the act. Another time, also without a booking, a member flew the aircraft at night to Boston Bar. When he landed he hit a snow bank and flipped the craft, damaging the prop. He phoned the club and an aircraft had to be retrieved both, he and the aircraft. One time a visiting aircraft ran into the Club's plane damaging the wings spares so badly that it needed a complete new wing.

The Club would hold "Field Day's" which involved flying events such as Spot Landing, Flour Bombing and Ribbon Cutting. In 1957 after five years of service to the club, Jerome was presented with a pen holder as a "Perfect Secretary". It had been purchased by John Hebert.

Some of the other members of that time were: Dave Garbutt; Doug Greer; Hap Hackwood (also a member, 1969-1981, now deceased); Pete Hanna (deceased); Bob Hindmarch; Jim Krall; Fred Krog (deceased); Bob Malpass (deceased); John Morris (also member ca. (1975-1992); John Parker; Bill Powers (member 1945-1959, deceased); Hans Wrieter; and Albert Wong.

It is doubtful if membership ever reached 50 members during this era. By 1959 it had dwindled to about a dozen. When the aircraft was involved in an accident, it was decided that the club would disperse. The Clubhouse which had been near Madill's Hangar, (now housing Joyce Clarke's and others aircraft), was removed to the Auto Wrecker's property, just south of the airport. This is how the Club ended the era of the 1950's.



BOB HASLAM
designed NFC
Wings (above)

The Nanaimo Flying Club
August 13, 1952 to September 2, 1957

I joined the Nanaimo Flying Club about August 13, 1952, when it was operated by H. McCracken, C.F.I., who owned the aircraft ECP, a Cesna 140.

At this time I was preparing for a flight test for a commercial license, also at that time I went to Vancouver every Saturday morning on the early CPR boat to write off a subject of the ground school part of the exams. In this way I completed the ground school course for commercial pilots and passed.

I was ready and waiting for the flight test, when someone wrote off McCracken's 140. That was the end of that phase of the Nanaimo Flying Club.

I had to join the Victoria Flying Club to have my flight test. I passed my flight test June 4, 1953 and received my commercial pilots license on June 23.

At this time, Buzz Mathews and Fred Vey decided to try and reactivate the Nanaimo Flying Club. They went to Vancouver and made arrangements with an aircraft sales man to purchase a Cesna 120 (a 140 without flaps). The Nanaimo members interested in flying got together with John Herbert and Cliff Syne and myself from the south and we all put up enough money to buy the Cesna 120 to support Buzz and Fred in their efforts in getting an aircraft for the club. The Nanaimo Flying Club was back in business again.

That summer the Nanaimo Flying Club operated a pilot training program by arranging for two instructors to come over for weekends from the Vancouver Flying Club to train members interested in getting private flying licenses.

We did this for two summers and turned out quite a few flying members.

John Fraser was President of the Nanaimo Flying Club. I was not an instructor, but I could legally check out licensed pilots which I did, as well as look after the club aircraft and log books and inspections.

At this time Reg Mayo joined the Nanaimo Flying Club and kept his twin engined aircraft on the field.

Mayo got together with some Nanaimo businessmen and decided to start up a Flying School on the field next door to our club house.

He announced that they would take over the gas pump and let the Nanaimo Flying Club have fuel at cost the same as before. Because we were not selling gas anymore there was no need for some member staying on the field to sell gas. He said he would do our check flight for us in our plane.

One day one of these check flights ended in disaster and the Flying Club aircraft was written off.

No aircraft, no gas pump. That was the end of the Nanaimo Flying club at that time. I packed up and did no more flying for seventeen years.

I enjoyed my years with the Nanaimo Flying Club, and really missed the marry friends I made while there.

Flying and aircraft get in ones blood and of course they have to eventually surface as they did with me. In early November 1973, when I was taken for a flip in a Cesna 172 CF-Hay. That did it. I bought Hay on November 17, 1973 and sold it April 1, 1988 after fifteen of the most happy years of my life.

David Garbutt



BY-GONE NOTES from JOHN MORRIS of the 1950's ERA.....

Instructor John Blackham 1952 - 1956

Club's first Cessna 120 CF-ECR purchased by 10 members including himself. Each put up \$250.00. This was paid back to purchasers in 1960 when club disbursed.

ECP was ground looped by Oliver Buck while taking a check ride June, 1956.

It was replaced with Luscombe CF-IDT which was sold in 1960.

Doug Best purchased one of Harry McCracken's Tiger Moths in 1948 or 1949. It crashed about 1/4 mile north of Nanaimo River Bridge on Cedar Road. John Gorosh's busness was next door to R.C.M.P. office and he was called to bring injured pilot and passenger to the Nanaimo Hospital in his pick-up. Pilot and passenger were not seriously hurt.

Connally from Port Alberni would come and participate in the Club's Air Shows. He flew a WW II trainer, a Cornal. Only 5 or 6 aircraft par took in these events.

Members John remembers are: Doug Greer; Jerome Harrison; Al Johnson, owned a 65 horse Piper Cub-later on floats; Dave Garbett; Bus Mathews; Bob Haslam; John Fraser; Ron Cook, Tiger Moth; Pete Hanna; Al McLean; Reg Mayo; Oliver Buck; Bert Hill, Twins who had a dairy farm; and a RCMP Constable (?).

The following.....from JEROME HARRISON (pictured L, April, 1996)
 He also donated NFC crests and his membership card, 1950's era.
 He was the Club's Secretary from 1952 - 1957.



THE BEARER JEROME L. HARRISON
 IS A SUSTAINING MEMBER OF
Nanaimo Flying Club



MEMBERSHIP EXPIRES April 30 1956

SIGNED _____

Jerome Harrison

These photographs are presented to the current Nanaimo Flying Club executive for the purpose of historical reference. I ask only that my gift be acknowledged as a part of any display of the photos.

Names of presidents of Nanaimo Flying Club from memory, not in date order are: Fred Vey, Bus Matthews, John Fraser, John Hebert (all deceased) Cliff Syme and Ralph Hatheway. Other active and supportive members were Dave Garbutt, Fred Krog, Bob Malpass, Jim Bonar, Bill Power (deceased) and me, Jerome Harrison. There were many others of course, who were not part of any executive, but their names are lost to my memory.

Nanaimo, B.C. April 10, 1996.

correction: Fred Vey - Living

Jerome Harrison
 Private License #VRP2798