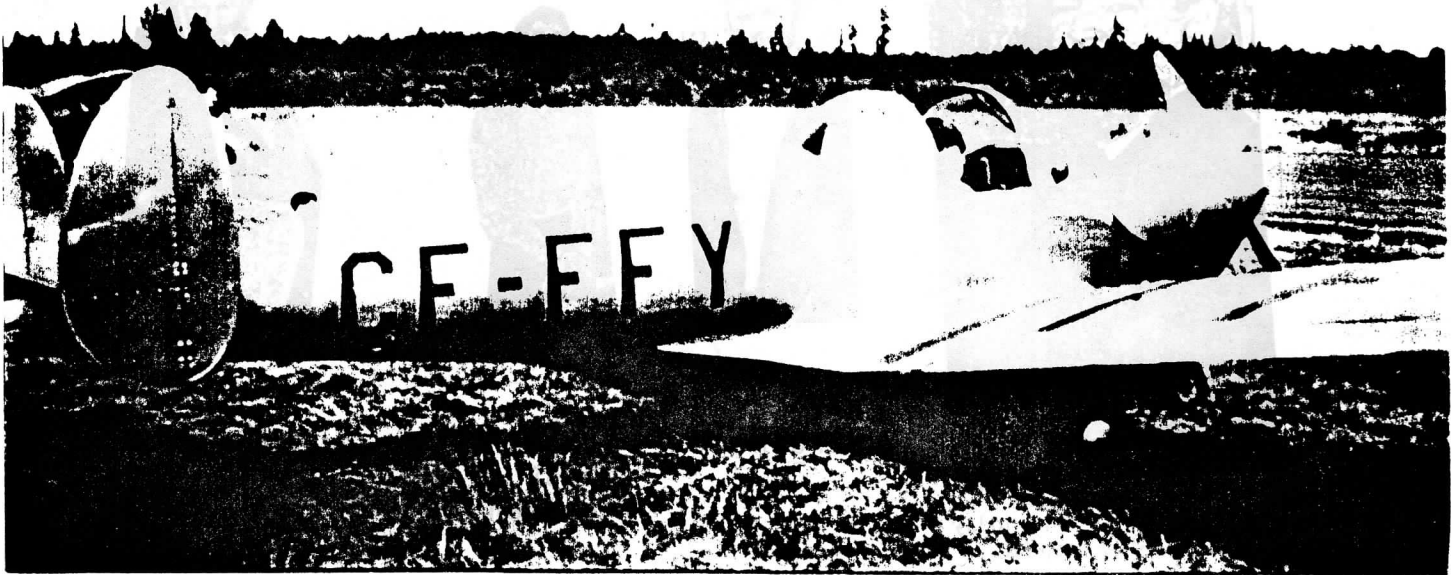


1948 Ercoupe owned by Club Member John Morris
1950 - 1953



John Morris with his Piper Cherokee CG-ICB which he owned
from 1975 - 1986.



SOME OF THE SHARE HOLDERS IN CF-VEL 1966-1969

NANAIMO FLYING CLUB



Oct 26, 1968
Haig Burns, home today after a period in hospital.



RAY MORGAN



RON SUNNUS
1968
President



HERB BURNS

Did You Hear?

NEWS OF THE SICK

That Haig Burns, former alderman . . . Who has been in Nanaimo Regional Hospital for some weeks . . . Has made sufficient progress . . . To return to his home today . . . He was in hospital with heart trouble



JOHN RUTTAN 1996

This news item appeared in the Nanaimo Free Press.
WAS there a Nanaimo Flying Club in 1962??

1962 May 1/87

Nanaimo MP W.F. Matthews told local flying club members that a JN4 airplane, known as the Flying Jenny, has been saved and will be put on display in the National Aviation Museum in Ottawa.

NANAIMO FLYING CLUB IN THE 60's by IRMA ERHART

Although the Club was inactive after 1959 or 1960, the Club's Charter, or Letters Patent, and Club records were kept in the offices of former members. The Charter was in the possession of Doug Greer's Law Office. The books believed to be at the accounting office of Jim Krall's. In 1985 Irma Erhart tried to track down the original minutes, but was told that obsolete records were destroyed every 10 years or so, thus there were no records available.

Herb Byrnes, an air radio operator (now known as flight service technician), replied November, 1986 to my inquiry regarding the Club during the 1960's, and he states:

" My experience with the club goes as follows. I was transferred to Nanaimo Airport from Tofino in 1961. At that time there was no Nanaimo Flying Club. The only hangar and office on the field was named Cassidair Air Services, manager Barry Morris. "

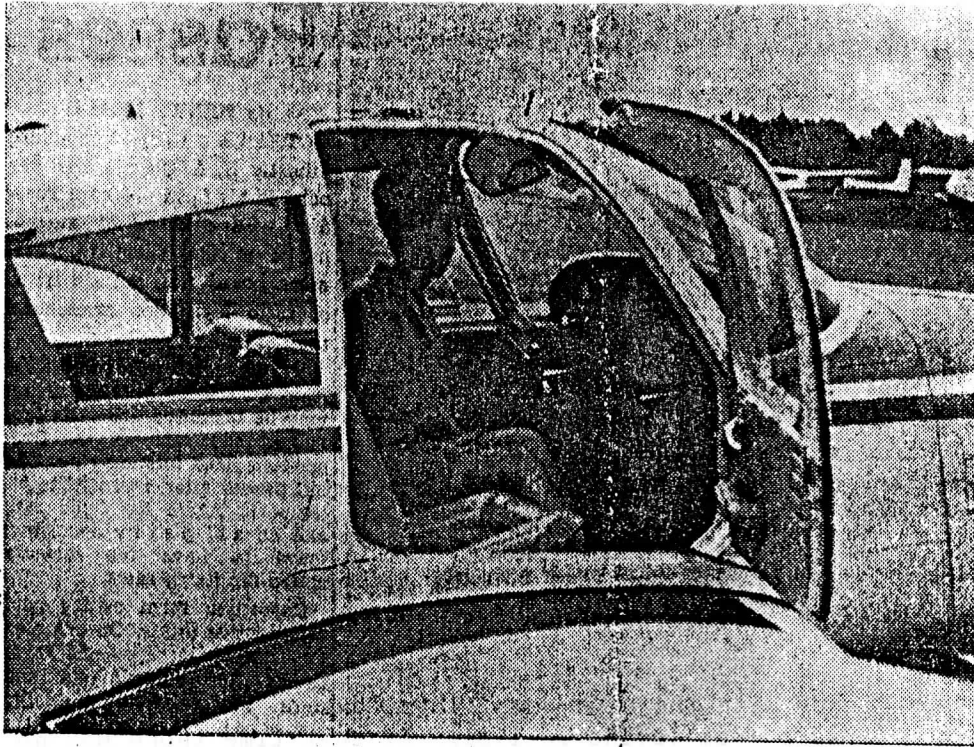
"When I arrived, several people ask if a club could get started. I checked out the possibilities and found a lawyer Doug Greer who said he had the N.F.C. official seal" (charter--Irma Erhart). "So I took it from there and asked if anybody would like to put up some money to get a plane. So I found a good deal in Albani, Oregon, had the plane imported, licenced, etc. The following members started the club in 1966: Ron Sunnus; Ray Morgan, retired bus driver, Lee Lynn, retired bus driver; Haig Burns, deceased; John Ruttan, of Island Divers, Nanaimo; Edward Wytenko, R.C.M.P. pilot at Victoria; Bob Povey of Queen Hotel; and my-self, radio operator, D.O.T. Nanaimo, now retired.

The Club went very good. I was able to get Box 6 at the post office and a ESSO credit card. But to expand the membership, we started an association membership so they would not have to put up alot of money, and the above members could get back their money. As it went, I purchased the above members investment out right and then made one membership."

It is doubtful that all of the eight share-holders in the Mooney aircraft, CF-VEL flew it. It is believed that Haig Burns, a former alderman did not fly. In 1968 he was hospitalized with heart problems; Perhaps Bob Povey did not fly it either. However John Ruttan flew it from Nov. 1966, to Sept. 1969, and Ron Sunnus whose first flight in VEL, was July 27, 1967 flew it until he moved to Prince George, BC. He was president in 1968. Lee Lynn also flew it, and of course Herb Byrnes. Nothing is known about Edward Wytenko at this time.

VEL was taken on extended trips too. Associated member Chuck Burchill rented it in 1968 so he and Norm Webster could fly to Texas. Also another Associated Member, George Irbe who joined in 1967, flew VEL to Toronto, Ontario with his wife, baby and a friend during that time period.

Herb Byrnes left Nanaimo for Williams Lake in late 1969 and VEL went with him. A few years later Burgess Van Horne brought it back to Nanaimo. "Van" was a member from 1973 to 1990 (?), and VEL was stationed here until sold in 1989.



UP, UP AND AWAY *OCT. 16, 1968*

Heather van Horne of South Wellington recently received her pilot's licence to fly planes like the Piper Cherokee she is seen sitting in. The plane is the new property of a local flying school where Heather took her flying instructions. She is now going on for her full endorsement and instrument

reading tests. Teens from 16 and up can take pilot training, although you have to be 17 before you can obtain a pilot's licence. Those who take the course from an accredited flying school can get an income tax remittance on the money spent on the course. (Free Press staff photo)

Plan Aerial Honeymoon *1968 or 69*



Ed Race shows off his new model and we don't mean the aircraft. The pretty girl is Isabelle McKenzie. The young

couple have recently announced their engagement and plan a flying honeymoon in the Race's new Cessna 172.

Englefield Photo

TODAY'S NANAIMO FLYING CLUB (1968-1996)

By Irma Erhart

Minutes indicate that November 28, 1968 was the beginning of the Nanaimo Flying Club that exists today, although it was not until the Jan. 23, 1969 minutes that it was reported "THAT THE NANAIMO FLYING CLUB ASSOCIATION has taken over the CHARTER and is now KNOWN AS THE NANAIMO FLYING CLUB". March 6, 1969 minutes reveal "THAT THE LEGALITIES CONCERNING THE CHARTER ARE NOW COMPLETE".

Bob Povey, one of the eight share-holders in VEL, which was the club 1966-1968, continued to leave the club hold their meetings at the Queens Hotel but otherwise he was not active in the club. Ray Morgan, also one of the eight share-holders continued on and he remained with the club until 1991 and passed away in 1994. Others of the 8 share-holders that rejoined were Ron Sunnus (1971-1975); Lee Lynn, (ca. 1972-1985); and John Ruttan, (ca. 1975-1985).

The executive elected at the first meeting November 28, 1968 were president, Chuck Burchill-resigned Sept/69; vice president, Ray Morgan; secretary, Heather Van Horne; treasurer, Norm Webster. There were 11 members present and 3 guests. It is at this meeting that a committee was formed to find ways and means to BUILD A HANGAR. Why, a construction of a hangar was not revealed? The Club did not own any aircraft, in fact the few members were struggling to try and lease one and still remain solvent. They gave up because they couldn't afford the insurance involved with an aircraft. The ways and means committee for the hangar were: Ed Race; Ken Moutray and George Irbe.

It was at the 2nd meeting on December 19, 1968 that the SUSTAINING MEMBERSHIP FEE was set at \$50.00 and a yearly membership fee of \$12.00. The sustaining membership rate increased in January 1, 1970 to \$100.00 but lowered again to \$50.00 when very few were joining the club. It remained that way until 1979 when it was increased to \$100.00. Increased again in 1991 to \$250.00 where it remains today in 1996. Annual membership fees gradually increased and are \$60.00 now, plus tax.

THE ENGINEERING PLANS FOR THE HANGAR cost \$195.00. Treasurer's report showed a balance of \$64.78, so one can visualized the struggle it would be for the few who were members in '69 to finance and build a hangar. However, a loan was obtained from the Bank of Montreal. This would have to be increased another \$1,000.00 in 1972 and would take until 1976 to be paid off. Property lease which was signed in July 1969 was another debt to consider.

Some of the members that joined in 1969 were: Henry Conrad; Norm Graham; Bert Hill; Gordon Lambert; Brad Mitchell; Ray Erhart joined May, 1969, became construction foreman, Aug. and a director in Oct. of that same year. He is still much involved with all club activities; George Race rejoined the club in 1969 and was a devoted member until his death in 1988.

Members who joined in 1970 were Steve Auer; Bill Bagocsi; Barb Conrad; Al Cutting; Eleanor & Tony Giesbrecht; Vic Garside; Hans Hauer; George Irbe, who had rejoined; Phil Kalnin; Jim Peerless and Ron Ravnborg. Ken Griffith joined in early 1971.

The next years would be ones of trying to raise money in the form of dances, draws, etc. Also much scrounging for materials and good deals, and lots of hard labour, all volunteer! Trees were removed at the end of runway 34; Summer week-ends in 1969 were spent tearing down buildings at Mesatchie Lake so Club could have the tin, hauled to the airport in members vehicles. Not much time for flying even if the club had a aircraft! By fall/69 the trusses were placed in position and the hangar slowly started to take shape. Soon it was very difficult to get the limited membership out to work parties. Time and time again selling the hangar was discussed, even motions made to sell it but always it was defeated. Work went on by the hardy few and in spring of 1971, half of the hangar was completed and leased out to Lake Air's engineer, Bert Green. He ceased renting in 1976. Other engineers have rented since then.

Once the engineer's portion of the hangar was completed a couple of members prepaid inside hangar parking so cement could be purchased and poured in the club's portion of the hangar. This would enable them to park their planes inside the hangar. Later a bathroom was erected in the corner, under the stairwell leading to the upstairs clubroom; 1974, a storage room was added, and a simulator room in 1984. Lockers were also added.

THE CLUBROOM was only a shell in 1972. For over a year meetings were held at the homes of the president or vice president. Ken and Norma Griffith hosted many a meeting from 1972 to May, 29, 1973 when the first meeting was held in the upstairs clubroom. No flooring, just plywood. It would come later donated and installed by Norm Graham. Although badly needing replacement that flooring is still there today. The furniture was all donated too. A donated furnace was installed fall/73. In due course other furnishings were added and many a good party was held upstairs, besides the monthly meetings and a satellite school during the summer of '76.

By then it got pretty crowded up-stairs, so a motion was passed May/76 to start construction of an addition to the hangar underneath the sundeck. This rose slowly and wasn't useable until Sept/79 when our first meeting and party was held. This room was large and eventually had a kitchen area with cupboards; bathroom; fireplace; pool table; and shuffle board. In 1986 an extension of 25 ft. was started to the north and now that is where the club's meeting are held.

THERE WERE AIRCRAFT in 1969 owned by some members, but many did not. From time to time leasing was looked into but with club funds nearly nil even with revenue coming in from the engineer; members dues and parking fees, and social events, it wasn't until 1973 when consideration could be done about an aircraft. A group of members put down monies in lieu of block time. This was the down payment and with a loan of \$6,500.00 the club purchased a Cessna 150, CF-HRQ. Some member put up money even though they owned their own aircraft, just so the Club could get a plane. HRQ was rented to members and flying members. Flying members did not have to join the club but paid \$2.00 more to rent HRQ. Rates were \$14.00 and \$12.00 a hour.

A Cessna 172 CF-CDV was leased March/75. Rates of \$19 and \$21.00 an hr. When the Club decided to have Victoria Flying School run a satellite school from the

club for the summer/76 a new Cessna 172, CG-HZI was leased. CDV and HZI were leased from member Brian Andrews. Oct/76 Cessna 172 CF-BSK was purchased by the club. May/77 CDV was purchased and flown until it crashed Jan/78. Pilot and passenger were not hurt badly but the plane was "totted". The Club could not finance replacing it. BSK was sold April/78 because it was not flown much.

The insurance monies from CDV was used to pay off the loan on HRQ, April/78. Another Cessna 172 CF-MQL was leased from member Ken Griffith in May/78 and taken off the line Dec. 10/78 because it was not flying enough. None were. HZI was removed May 13/79. HRQ was sold to club member Steve Bayko shortly after. The club has not owned or lease any aircraft since then. Steve had HRQ until ca. 1990.

FUEL AT THE CLUB was talked about many years before a temporary set up on a trailer was in place by Jan/74. Rate, 54.9 with a 10% discounted for members. This was 80/87. The underground installation happened in 1975. The trailer was moved back and used for 100/130 octane. Undergound installation for 100/130 occurred in 1977. During 1994 and '95 a building was erected to house the fuel tanks in accordance with enviremental regulations and the underground tanks removed.

A COURTESY CAR had been left on club property in 1970 but it hardly was ever used so was disposed of. However, in 1985 another car was purchased for the same purpose and was often used by visitors until early '90's. Then insurance cost out weighed the demand of the car so again it disposed of.

REESTABLISHING LIGHTS on the airport had also been talked about for years. Thanks to President Griffith the Club was able to obtain flare pots and this was the lighting system used from March, 1974 until the airport installed a proper lighting system in April, 1980.

MANY SOCIAL AND FLYING EVENTS have been put on by the club through the years from picnics; weiner roasts; dances; parties of all sorts; billard tournaments; slide shows; seminars; poker rallies (day and night); airport hopping; fly-outs Boeing Field Tours, and other events. The most successful is our fly-ins. First one was held May 30, 1971 with approximately 40 aircraft in attendance. Next, was June 18/72; followed by 2-day event Sept. 8-9/73. A dance was held on the Sat. evening; In 1974, the first Sunday in June was selected, and it has been held that week-end since, with this years, the 26th, held June 1-2, 1996.

Club members have flown aircrafts many places, sometime just a day of airport hopping, pretty well eating at every stop; or on a week-end visit somewhere in BC. While on holidays, either in Canada; USA; Mexico; as far as the Atlantic in the east; to Alaska or Labadour to the north; or Brownsville, Texas to the south. Either in groups or by themselves. Members have taken in Reno Air Races; Oshkosh; and other popular flying activities.

Unfortunately some flights did not have happy endings. Occasionally there would be mishaps. Some not so bad, others, worse. 1972 was a tragic year for the club. Member Hans Hauer became a paraplegic after his plane crashed near

Churchill, Manitoba in July, 1972. The club with it's few members, put on a benefit dance and raised enough money to purchase a wheel chair for Hans. It was moved that he be given an honorary life membership shortly after the accident but this motion was rescinded and revised to read "Life Membership". Club By-laws have a stipulation of only allowing 3 honorary life memberships at one time. Due to the fact that the current club had no records from the original Nanaimo Flying Club it was not known how many had been given out in those earlier days. Hans passed away in 1994.

Our hard working president and secretary, Tony and Eleanor Giesbrecht with their youngest son Fred, were all killed when their plane crashed near Penticton, B.C. enroute to Taber, Alberta, October 7, 1972. A very hard blow for the club.

Another plane crash took the lives of two more members of the club, as well as their wives. On May 20, 1985 while enroute to Portland Oregon, member Lorne Gowing; his wife Irene; member Dave Brown, and his wife Kay were all killed. Another tragedy for the club.

A BURSARY in the Club's named was first awarded to an honorary student in District #68 whose interest lie in the aviation field. The first one of \$250.00 was given out in 1984. It was increased to \$350.00 in 1985, and \$500.00 in 1988. Ray Erhart has done the presentation for 12 out of the 13 years that it has been awarded.

The Club did not have a coffee shop but there was always instant coffee, tea, cup-a-soup available. Mary Race would make sure that cookies were available. Once her husband George retired they would come out to the club 2/3 times a week so Mary could fill the cookie jar and make coffee for anyone that happened to come in. George would make sure the hangar was swept and was known as "Mr. Fix-It" around the club. Due to their hard work and efforts George and Mary were honoured with "Life Memberships" at their 50th Anniversary Celebration that was held at the club on April 29, 1984. The actual day was May 5th.

Not only were we limited in our facilities those first years, but also with man power. Often members were too busy to even sit down and have breakfast themselves at the fly-ins. Camp stoves were used to cook stews/soups for PEP Exercises in a cold hangar until 1979 when the clubroom finally had a kitchen/stove/and sink.

THE 1st CLUB ALBUM was donated and looked after by Mary Race in 1969. Through the years more were added and Norma Griffith and Irma Erhart took over the responsibility of them. Later Irma looked after them herself and up to this point in time there are 10 albums one can browse through at the club.

MEMBERSHIP, in 1969 was about 12 to 15 members but slowly it increased. In 1973 there were 37 members. Club's biggest influx came when the club hosted the satellite school during that summer of '76. Some did not stay but membership seem to stablize between 90 to 100 since that time. This year, 1996 it is actually over the 100 mark. But why not, look what the club has to offer now?

In 1969 there were only a few aircraft owned by club members, but it has grown to over half of the membership. It has been that way for over ten years. These aircraft are either parked on club property for a fee, or are housed in hangars that have been built or financed by members, at Nanaimo Airport. These hangars are not owned by the club. The club only has 3 inside parking spots in their half of the Club's hangar. These are used by members for a fee.

CLUB ELECTIONS are held in November of each year. Since November, 1968, they have been recorded annually and many have served during these passed 28 years. Some names keep reoccurring which shows the dedication of these members. Directors were not elected until November, 1972.

A NEWSLETTER to be sent out monthly, was started on January, 1974. Irma Erhart was appointed as Editor. First issue was published nameless but the following month, Feb/74 it had a name. Nanaimo Flying Club AV-GASS which had been suggested by member Barry Harsent. AV--for aviation and GASS--for what pilots do best while not flying! The extra "S" was included so it would not be confused with aviation fuel. In due course it became an elected position. Irma Erhart was Editor for the first five years.

The following MEMBERS have held an OFFICE for FIVE or MORE YEARS: Alan Cleave, (5); Noreen Irbe (6), George Race, (6); Frank Benvin (7); Roger Killin (7); Jim Forrest (9); Sharon Forrest (9); Bill Smith (9); Irma Erhart, (18); George Irbe, (20); Ray Erhart, (23); and Ken Griffith, this year being his 24th year. There is a complete list of names and positions, elsewhere in this story.

In 1979 George Irbe was given an "Honoury Life Membership" for all his years as Treasurer. The club coffers grew under his watchful eye. Geoge was Treasuer all of the 20 years that he held office for the club. In 1990 Irma Erhart was also given an "Honourary Life Membership", for her years as Secretary and Editor. Finally, in 1996 Ray Erhart and Ken Griffith were given Life Membership" for all their dedicated years. Ken was president for 15 out of the 24 years that he has held office. Beside holding office, most of the construction work at the club has been done under Ray's watchful eye. These are not the only dedicated members during this era of the Nanaimo Flying Club. There have been many, many more, too numerous to mention.

We members of today can be thankful for what was done these past 50 years. For if it were not for the visions and actions of the Club's founding member, "Bus" Matthews; Nor for those that persevered during the "Fifties" until completely discouraged; Or those that revived the Club in the "Sixties, and the stamina of those in the "Seventies", although through some frustrating times; and those in the "Eighties" that continued on, all for the sake of "FLYING" and the NANAIMO FLYING CLUB! We, in the "Ninties" are enjoying the fruits of all those volunteers that went before us. May we show our gratitude by working hard and continuing on, as we celebrate the 50th year of the Nanaimo Flying Club Charter!

TURNING OVER NANAIMO FLYING CLUB CHARTER
MARCH 1, 1969



HERB BURNS presents the Club Charter to President Chuck. The list of former members contains the names of many pioneer aviators. *March 1, 1969*



GEORGE RACE AND HIS ORCHESTRA got a big "thank you" from the crowd for their generous contribution to the Building Fund. L to R top, are Larry Borserie, George Race, Walt Hrushowy, Cylvia Yonand seated L to R are Heather Van Horne, Secretary; Ray Morgan, Vice President; and Chuck Burchill, President of the Nanaimo Flying Club. *March 1969* NWF Staff Photos By Betty Wadsworth

FIRST EXECUTIVE of
TODAY'S N.F.C.
1968-1969
seated in front of
Band.



NORM WEBSTER
TREASURER