

Club Members visiting other Clubs and taking along people who have never flown before. This little Miss is an exchange student from Japan.



Club Members often attended the Abbotsford Air Show.



CLUB'S NURSERY STUDENT  
TOURS -- Malaspina  
Nursery School students  
February 16, 1983



## NEW YEAR'S EVE

NANAIMO FLYING CLUB PARTY 1985

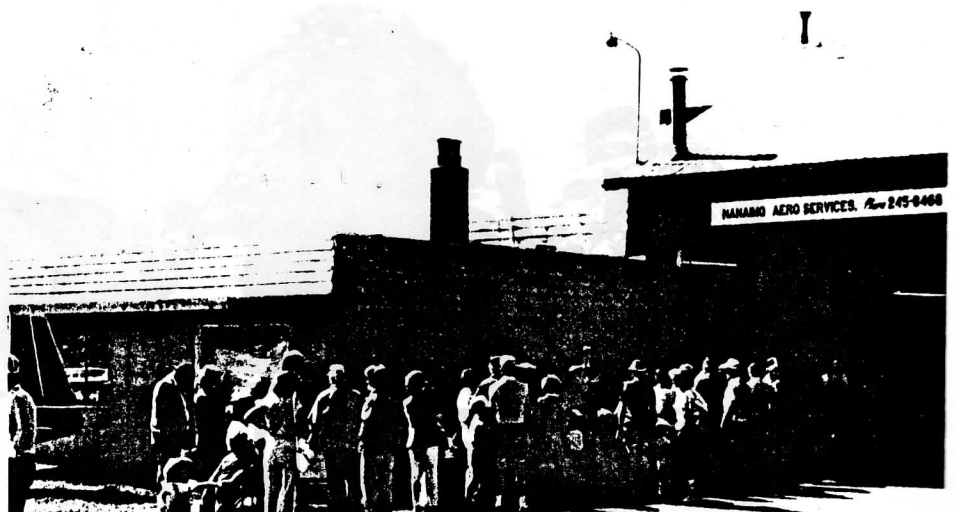
N.F.C. MEMBERS - \$5.00 ea.

N.F.C. GUESTS - \$10.00 ea.

Hot meal and dinner wine included

BRING YOUR OWN REFRESHMENTS

December 31st, 1984 - 8:30 p.m.



N.F.C. FLY-IN JUNE, 1987  
Nearly 300 breakfasts sold.  
No wonder there was a line  
up waiting to be served.  
NOTE: Club room extension  
in progress.

THE CLUB HAS BEEN DONATING A BURSARY TO AN  
HONOUR STUDENT SINCE 1984.  
Below: Ray Erhart presents 1986 winner  
Mike Laanela with his certificate and winnings.





NANAIMO FLYING CLUB'S  
EXECUTIVE & DIRECTORS  
1972 - 1973

P. L.: Pres. Ken Griffith;  
V. Pres. Ray Erhart;  
Treas. George Irbe;  
Sec. Noreen Irbe.  
Behind: Dir. George  
Race; Burgess Van  
Horne; Jack Arac;  
Dave Leigh; &  
Al Cutting.



NANAIMO FLYING CLUB EXECUTIVE & DIRECTORS 1978 - 1979

BACK: FRANK WARDER, Director; AL CLEAVE, President; RAY ERHART Director; & GEORGE IRBE, Treasurer.  
Kneeling in front: BOB GOERZEN, Director; & IRMA ERHART, Secretary.  
Missing: BILL SMITH, V-President; KEN GRIFFITH, Director; ROGER KILLIN, Director; & MARG GOERZEN, Editor.



NANAIMO FLYING CLUB EXECUTIVE & DIRECTORS  
1983 - 1984

L-R: GEORGE IRBE, Treas; IRMA ERHART, Sec; SHARON FORREST, Director;  
RAY ERHART, Director; & ART SMITH, Director.  
BACK: KEN GRIFFITH, Pres: & JIM FORREST, Director.  
MISSING: BILL SMITH, V-Pres. & ROGER KILLIN, Director.



MANAFC FLYING CLUB

EXECUTIVE & DIRECTORS

1980 - 1981

BACK ROW: BOB GOERZEN, DIRECTOR; BILL SMITH, PRESIDENT;  
JIM FORREST, DIRECTOR; KEN GRIFFITH, VICE PRESIDENT;  
JOE KILNER, TREASURER; GEORGE WILSON, DIRECTOR;  
FRONT: ART GAST, DIRECTOR; SHARON FORREST, EDITOR;  
IRMA ERHART, SEC; & RAY ERHART, DIRECTOR.





# No Bitterness Reflected After Fateful Flight

HANS HAUER HOLDING HIS LIFE MEMBERSHIP PLAQUE

By BRIAN KIERNAN

Hans Hauer's four-year dream to fly solo to Germany was strangled by red tape. Worse, he was paralyzed when his small aircraft flipped during a forced landing in northern Manitoba.

Nov. eight months later, the grey-haired, soft spoken Cedar Road resident is adjusting to life in a wheelchair — a constant reminder of his fated flight.

It was a flight he had started planning in 1968 when he bought a wind-wrecked Cessna 150 in California. He towed the dismantled aircraft back to Vancouver Island behind his van and had it rebuilt.

The next year he made a trial flight to Churchill, Manitoba. All went well and he began to finalize plans for the 5,400-mile flight from Nanaimo to Munich. Last summer, Hauer again reached Churchill with ease. From there he hopped to Baffin Island by way of Rankin Inlet and Southampton Island. Easy flights for the Cessna which had a range of 700 miles.

Hauer's first snag was minor. A wheel on the aircraft broke through the ice when he landed at an Eskimo settlement 75 miles south southeast of Frobisher Bay of Baffin Island. The wing tip was damaged, but was quickly patched with glue and piano wire.

## HALFWAY HOME

He then flew on to Frobisher. He was half way to Germany; the weather was fine, but RCMP officers refused to allow him to go further. They said it was because he didn't have an instrument licence and a second transmitter in his aircraft.

"I was a little annoyed, but I started back for home so I could get a commercial flight to

Germany to visit my sister." He retraced his steps back to Coral Harbor on Southampton Island and then started following the shoreline of Hudson Bay down to Churchill. As he approached Churchill he realized he had made a "little mistake."

"It was early morning and there was a lot of fog around Churchill. I should have remembered that there might be fog in the morning which hurried off later in the day."

"I could have put out a Mayday call for support, but I'm a guy who wants to cause no trouble."

Unable to fly unassisted into Churchill, Hans looked for a place to make a controlled forced landing. He picked the shore of the Seal River, about 35 miles west of Churchill. Unknown to him there was a new airstrip seven miles away but not marked on his maps.

"I made 12 approaches to find the safest landing area." His landing was good, but the Cessna hit an earth-rock mound and flipped, and Hauer's back was broken.

"I can't remember too much about the crash. I guess by then it was too much for me." Hauer had turned off all his instruments, including his rescue beacon, to safeguard against fire. He lay there for 36 hours before a search was started at Churchill.

## FOUND

Ten minutes after the search started the Cessna was spotted on the bank of the Seal River and a two-man rescue team parachuted to the crash scene.

"I was glad they spent only 10 minutes finding me. I don't want to be a burden on the taxpayers in Canada."

"But I had rations and water beside me which were good for many days."

If he had sent out a distress call while still in the air, it would have been easy for a helicopter to fly out from Churchill and guide him in, but he didn't want to impose.

"Bitter? No, I have nothing to be bitter about," says the 36-year-old paralytic.

"The spirit for recovery was always there. I have my brain and my hands. I must adjust my life to my handicap."

When he left for Germany, Hauer was on summer holidays from Simpsons-Sears where he was employed as a technician in the repair department in Nanaimo. The pace of full-time work is too much for him now, but the company is still calling him in when they have jobs suited to his skills.

Meanwhile at home, Hauer is streamlining his electronics equipment. For starters he is building a digital multimeter to enable him to conduct tests on electronic equipment with ease.

Looking back on the last eight months, five spent in a Winnipeg hospital, Hauer speaks mostly of the moral support he received from his friends, his employers and people he had never met.

He received regular visits from Nanaimo residents who happened to be passing through Manitoba during the summer. Among them was the Nanaimo Woman of the Year for 1977, Mrs. Margaret Clarke, who brought him flowers.

A member of the Nanaimo Flying Club, Bill Birrell, was at his bedside three days after the crash. And 107 letters arrived during his convalescence. "I will always remember the wonderful attitude of the people of Nanaimo."



## ARCTIC ORDEAL RELIEVED

Hans Hauer, crippled by a crash during a solo flight from Nanaimo to Germany last year, chats with Free

Press staffer Brian Kieran about his ordeal in the Arctic. The local flying club paid tribute to Hauer's determination by presenting him with a life membership in the club.

(Free Press Staff photo)







IN MEMORY OF



1972 PRESIDENT  
TONY GIESBRECHT



1972 SECRETARY  
ELENORE GIESBRECHT

This is to certify that-

NAME RAY ERHART

IS A MEMBER IN GOOD STANDING OF

NANAIMO FLYING CLUB

DATE Jan. 1 1977

[Signature] PRESIDENT  
[Signature] SECRETARY

SIGNATURE

SIGNATURE

TONY & ELENORE'S SIGNATURE



1984 MEMBER  
LORNE GOWING



1984 MEMBER  
DAVE BROWN

NANAIMO FLYING CLUB PRESIDENTS 1968-1996



CHUCK BURCHILL  
1968-1969



BRAD MITCHELL  
1969-1970



TONY GIESBRECHT  
1970 - 1972



VICE-PRES.  
HENRY CONRAD  
1970-1971



KEN GRIFFITH  
1972 - 1976  
1982 - 1990  
1992 - 1995



ROGER KILLIN  
1976-1977



RAY ERHART  
1977-1978  
(1976-6 mths)



ALAN CLEASE  
1978-1979



BILL SMITH  
1979 - 1982



FRANK BENVIN  
1990 - 1992



CHRIS MCLEAN  
1995-1996