

man Goose, CF-MPG, were purchased. One Beechcraft was stationed at Ottawa, until it was taken out of service in May 1970, and placed on a pedestal at Depot Division, Regina, Saskatchewan. The second was stationed at Edmonton, Alberta, until it was retired in February 1973. The Grumman Goose was stationed at Victoria, and Prince Rupert, British Columbia, after being used as a mobile detachment.

### **Anniversary Projects**

The career of S/Sgt. Don Klancher, of Kamloops, B.C., Air Detachment has evolved into a labour of love, where the Goose is concerned. Klancher is in the process of painstakingly restoring the Goose, which he is hoping to enter in the Abbotsford Air Show this summer as his contribution to Air Services' 50th Anniversary celebrations.

Klancher designed a commemorative pin for the Air Services' anniversary for sale to RCMP members and interested members of the public. The design for the pin is also being incorporated into 1987 Police Week posters.

### **"Serviceable" Aircraft Through the Years**

In 1947, a Stinson Station Wagon, CF-MPJ, was acquired. A second Norseman, CF-MPL, was brought in 1949 to replace the Falcon, CF-MPF, the former serving for 10 years, in the tradition of its predecessor, until it was traded for a de Havilland Otter, CF-MPY.

In 1949, the first DHC Beaver, CF-MPM, was purchased. This was the first Force aircraft to have warning notices stencilled on the tail section in the Cree language, to prevent damage to sensitive controls by the native people. Between 1949 and 1963, 12 de Havilland Beavers were acquired, mainly for use in northern

duty. The new generation of Beavers used by the RCMP are turbine-powered, and were first purchased in 1968.

From 1954 to 1964, nine de Havilland single engine Otters were bought, primarily for service in Northern Canada. In 1967, the first "executive" transport, a Beechcraft King Air, was purchased and used extensively for the security of royal and other state visits during Centennial year, and for transportation of senior RCMP officers and executives.

The first of 11 de Havilland twin Otters was delivered to Air Division in 1970. The twin Otter is noted for its turbine engines and short takeoff and landing (STOL) capability, so the aircraft was a versatile addition to the Force's air fleet. The latest fixed-wing acquisition, in 1986, was a Cessna 208 Caravan aircraft.

### **Leap to the Present**

Upgrading of the Force's air capability in 1971 added the first Bell 212 helicopter to the airborne division's active flying inventory. By mid-1984, 10 helicopters had been purchased for service mostly on Canada's east and west coasts.

As a result of the helicopter acquisitions, the Force had to adjust the requirements for pilots somewhat, since initially there were no qualified helicopter pilots. A minimum of 1,000 hours helicopter pilot-in-command flying time is required for helicopter applicants. Civilian pilots were hired in the beginning and given Special Constable status. No civilian fixed wing pilots have been hired under these new conditions, but requirements for pilots hired from within the Force state that applicants must be willing to convert to Special Constable.

The conversion is mandatory for new pilots, but not for pilots em-