



The two RCMP Beechcraft and the Grumman Goose at the Rockcliffe, Ontario headquarters, 1948.

Photos courtesy of RCMP Photo Librarian.

By New Year's, 1940, nine of the ten members of Air Section had joined the RCAF, and with them went the three Dragonflies. The only remaining aircraft, the Norseman, flown by crews on loan from the RCAF, served Canada during the war.

Post-war History

At the end of the war, a new chapter in Air Services' history began. In March, 1946, the hangar at Rockcliffe was again prepared for aircraft, and Aviation Section resumed operation. By 1948, Aviation Section had 16 members and an Officer-in-charge.

The pilots' badge, the only distinguishing feature of the duty uniform, has the letters RCMP encircled by a wreath of maple leaves centred on extended wings of yellow silk embroidered on a blue background. The badge is worn on the left breast above any medals or ribbons, and regulations restrict its use to pilots. Because the standard of qualifica-

tions for pilots is high, members are screened carefully. In 1948, air captains were required to be competent and experienced, with 1,000 hours of flying as pilots, and to have a public transport pilot's certificate. Today, holding of a commercial pilot's licence is still required to become a flying member. Pilots must participate in regular member training and they must want to be members of the Force. Co-pilots must have similar qualifications, and although they are not required to have as much flying experience, they must be actively associated in theory with the techniques of crime detection. Engineers were selected using many of the same criteria for selecting pilots and co-pilots, although after the war, there was a scarcity of single, licensed, experienced men, so special constables were hired to fill the requirements.

Two new Beechcraft 18 aircraft CF-MPH and CF-MPI and a used Grum-