

“album of our history” is constantly improving and exceeding the expectations of those who visit it. It is also interesting to note that a single day record for visitors was established at the museum.

By 5:30 p.m., people started to filter away. Judging by their comments, the entire display was a success and well received by the almost 18,000 people who came through the gates. And no sooner had we closed the gates than we heard people talking about next year’s open house. Now we are wondering, “Have we created a monster?”

The success of this operation lies in the organization provided by Cpls. Christy and Crowhurst, Sgt. Onderko, and Supt. Morin. However, we would be remiss if we ignored the very special efforts of the public servants of Depot Division who did so much to make signs and prepare exhibits and areas, and who were “Johnny-on-the-spot”

when needed. In most cases their expertise was required on very short notice. We at Depot would also like to express our thanks to the Regina City Police, and others too numerous to mention.

Ed. Note: *Wayne Smith was born in Peterborough, Ontario, and joined the RCMP at Toronto, on April 21, 1958. Following recruit training at “N” and Depot Divisions, he was posted to “E” Division and spent the next twelve years at such detachments as Penticton, Victoria, Campbell River, Hazelton and Surrey. In April, 1972, he was transferred to Depot Division, Training Office Administration, and in 1975 became NCO i/c Records Management and Associate Editor for the Quarterly. In September, 1977, he was transferred to Operational Records in Headquarters Division. He is married and has two children.*

Monty Python’s Flying Circus?

An experienced pilot was on his first ride in the right seat of a C-47. The instructor pilot demonstrated the takeoff and briefed the new copilot on his duties during a closed traffic pattern. The crew completed their before-landing checks on downwind and were cleared for a touch-and-go landing.

On short final, at about 400 feet AGL, the instructor pilot asked for a final gear check. The copilot complied with a visual thumbsdown signal. Unfortunately, the signal was somewhat overenthusiastic; the copilot’s swinging left hand struck the right feathering button and the prop, as advertised, came to attention.

The instructor, feeling the yaw and power loss, slightly advanced both throttles. Assuming they were making a missed approach, the copilot asked, “Going around?” Then, presumably overcome by zeal and initiative, he snatched up the landing gear before the startled instructor could say a word!

The instructor pilot, realizing he was now committed to a missed approach, applied full power to the left engine and asked the flight engineer to unfeather the right. But by this time, the malady afflicting the copilot had begun to spread, and the engineer smartly reached up and feathered the left.

The instructor pilot, now beginning to accumulate glider time, was still unwilling to give up. “Landing gear down,” he called — but the copilot, not about to be outdone by the engineer, lowered full flaps instead. Frantically, the instructor pilot managed to get the gear down himself just in time to flare the silent Gooney Bird smoothly onto the runway. But the right main had not locked completely down, and the aeronautical Keystone Kops routine finally ended with a folded main gear and damage to the right wingtip and propeller.

Reprinted from Safety Canada