



Glen Rankine

Douglas 'Glen' Rankine was born in 1946 in Australia. His mother had been a radio operator in the WAAF and his father a rear gunner on Lancasters. When he left school, Glen joined the Commonwealth Bank and was transferred to New Guinea, where he spent several wonderful years working for the bank and later joining Kennecott Copper as a geological field assistant. In 1968, Kennecott sent Glen to B.C. It transpired that Kennecott had failed to ensure the required work permits were in place. However, immigration told Glen that there was a shortage of pilots, and gave him a student permit to remain in Canada.

Glen started flight training with Altair Aviation in May 1968 and had his Private Pilot Flight Check on the 26th with Glen "Pappi" Wiese. In June, while doing his commercial training, he entered and won the Governor General's Cup Air Rally against a field that included high time corporate pilots and Airline Captains. He was offered a position with ABAS provided he successfully earned his commercial rating. The Commercial Check ride was done on July 30th and his Commercial Licence signed off by Pappi Wiese on Aug 8th. A float endorsement quickly followed and Glen flew to Alert Bay on Aug 26 1968 to begin a long, enjoyable and interesting aviation career. After learning the ropes for six weeks, Glen went on the line flying out of Alert Bay. In the spring of 1969, he was sent to Port Hardy as base manager/pilot.

In the early 70's Okanagan Helicopters were looking to expand and decided to try taking experienced bush pilots and converting them to rotary wing. In Feb 72 after flying 3600 hrs in just over three years in Port Hardy with ABAS, Glen left for Penticton to start his helicopter conversion. After a stint in Inuvik as base pilot, Glen went to Fort Simpson as the first full time base manager/pilot.

Flying out of Fort Simpson was mainly up into the Richardson Mountains, the beautiful Nahanni National Park region, Virginia Falls and over into the Yukon. Spectacular scenery everywhere one went. After a couple of fantastic years, Glen decided to move back to Vancouver. He had earned his multi engine rating with Altair Aviation in Jan 74,

while on vacation. With the intention of going to the large airlines, he resigned from Okanagan Helicopters in the spring,

In 1975, in Montreal, Glen started what would be a 33 year career with Air Canada, starting as a B727 Second Officer, based in Winnipeg, and going on to fly the Douglas DC9 both as FO and Captain, the Airbus A319, A320, A321, A330 and A340 and finishing based out of Toronto and living in the British Virgin Islands flying the Boeing 767.

While living in the BVI, Glen also flew helicopters. After retiring from Air Canada in Jan 2007, he continued to do so. A lot of the flying was for Richard Branson, back and forth from Neckar Island to Puerto Rico with both family and famous guests who rented the Island. His last trip for Island Helicopters was to ferry a Bell 206L3 helicopter from Virgin Gorda to LaFayette LA, close to the Texas border in 2009—the same one he had ferried from there to Guantanamo Bay, Cuba in 2008 to do a two week medical standby for the US Navy while the runway was resurfaced and out of operation. He is now (2024) retired and living in North Carolina near his children and grandchildren.

A more detailed version of Glen's biography can be accessed at the BCAM library/Resource Centre

