

# Look North, look ahead

## Boeing-Canada partnership evolves to next step: Supporting military aviation needs

By DIANNA RAMIREZ AND FELIX SANCHEZ

When the first of four Canadian-bound C-17 Globemaster IIIs rolls off the production floor later this summer, it won't be the first time Boeing has made a historically significant delivery for Canada.

Nearly a century ago, company founder William Boeing flew with pilot Eddie Hubbard through a harrowing snowstorm in a Boeing Model C-700 seaplane from

Seattle to Vancouver, British Columbia. The flight marked the first international airmail delivery.

Since then, the relationship between Boeing and Canada has grown into a strong and flourishing partnership in many areas, including the defense side. A significant step in this partnership centers around Canada taking a stronger role in global defense, as illustrated by its purchase of C-17s. That means Canada is becoming an increasingly important customer to Integrated Defense Systems. The nation is looking to add not only military airlifters but also helicopters: CH-47 Chinook helicopters represent one of the key IDS campaigns in Canada this year. Canada is also seeking services to support its aircraft.

"Boeing employees might not realize it, but Canada's defense needs are growing," said Al DeQuetteville, vice president for



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**CH-47 Chinook helicopters are one of the key Integrated Defense Systems campaigns in Canada this year. IDS executives are working closely with the Canadian Department of Defence to help meet the Canadian Forces' mandatory capabilities for medium-to-heavy helicopters.**

The Boeing Company in Canada. "We at Boeing are poised and ready to serve this important market and continue strengthening our long partnership with Canada."

"We're proud that Canada is the latest to join the roster of international partners who have chosen C-17s for their military and humanitarian efforts," said Dave Bowman, vice president and C-17 program manager.

Aerospace industry observers have recognized the importance of Canada acquiring C-17s. "This is a pretty important step forward," said Paul Cabot, curator of the Toronto Aerospace Museum. "In the past, Canada leased [airlifters] in order to support domestic and international missions. Now Canada will have the ability to do these things on its own when needed and not by anybody else's timetable."

Along with airlifters, Boeing is looking to serve Canada's rotorcraft needs.

Boeing has undertaken an active campaign to make Chinook CH-47 helicopters available to Canada. In August 2006, the



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This artist's conception depicts a Canadian C-17 airlifter flying over Ottawa, Canada's capital city. The Canadian government has reached contract agreement to purchase four C-17 Globemaster IIIs from Boeing.

**C-17 test pilot Joel Brown says he's looking forward to the first flight of Canada One, Canada's first C-17. His family has Canadian origins, and his grandfather flew B-24s and B-17s with the Royal Canadian Air Force.**

Canadian Department of National Defence announced its intention to acquire a minimum of 16 CH-47 Chinooks.

The Canadian Chinooks will be based at two main operating locations in Canada, ensuring that the aircraft are available for overseas deployments. Chinook deliveries will take place within 36 months of contract award, with all deliveries completed within 60 months. Currently, Boeing and the Canadian Department of National Defence are working together to structure the acquisition.

"Boeing Rotorcraft has a long-standing relationship with Canada, and the CH-47F will add another successful chapter to that relationship. We look forward to working together and meeting their needs today and well into the future," said Jack Dougherty, Boeing's H-47 Program manager.

Yet Canada is interested in not just equipment, but also service. Both the Chinook Request for Proposal and the C-17 contract award call for 20 years of service support with a strong in-country team. "This is a key opportunity for Canada to expand in-service support for a new fleet of Chinook aircraft," said Peter Boag, president and CEO of the Aerospace Industries Association of Canada.

In addition, IDS also has a major role in the ongoing transformation of the Canadian Forces by modernizing 80 of Canada's CF-18 fighter jets with a two-phase avionics upgrade program that began in 2001.

For some Boeing employees, the chance to serve Canada's defense needs represents more than supporting a customer.

Joel Brown, 39, test pilot at Boeing's Long Beach, Calif., C-17 manufacturing facility, has taken the controls for the first flight of many new C-17s. However, the veteran pilot said that when he climbs into the pilot seat of Canada One, Canada's first C-17, it will be a little more special: His mother's side of the family is from the Canadian province of Alberta, and his grandfather is a retired aviator who flew B-24s and B-17s with the Royal Canadian Air Force.

"Absolutely, I'm looking forward to it," Brown said of the initial flight. ■

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GINA VANATTER PHOTO

### By the numbers:

The Canadian Forces are scheduled later this year to take delivery of the first of four C-17 Globemaster IIIs. This marks the latest event in a long relationship Boeing has had with Canada. Here's a look at just a few of the numbers that reflect this relationship.

**60** Number of letters in the first international airmail delivery, made by company founder William Boeing and pilot Eddie Hubbard. The pair flew through the snow in a Boeing Model C-700 seaplane from Seattle to Vancouver, British Columbia, on March 3, 1919.

**16** Minimum number of CH-47 Chinooks the Canadian Department of National Defence said it intended to buy, in August 2006.

**20** Number of years of service support with a strong in-country team called for by both the C-17 contract award and the Chinook request for proposal.

**80** Number of CF-18 fighter jets Boeing is modernizing, through a two-phase avionics upgrade program that began in 2001.