



Prepare for

Takeoff

**Some jobs
are boring.
Does this look
boring to you?**

No one knows better than you what you want out of life and why. Maybe you want to have fun, see the world, make a difference or save a whole lot of money.

Being a Canadian Forces pilot puts *you* in charge, as a leader not a follower, an adventurer not an observer, a doer not a watcher.

The Canadian Forces is short of pilots and we're hiring now.

Read on to find out if you have the right stuff to master this exciting, challenging and rewarding career.

Excitement, challenge, responsibility



I have often been asked why a University of Toronto graduate in the field of Aerospace Engineering, in the midst of his Master's degree, would ever want to join the military. The perceptions that the pay is too low, the equipment is old, and the constant moving is unbearable often leads people to say, "You could make so much more money in the civilian world without all of that hassle."

Well, let me clear a few things up. First of all, the pay for pilots is certainly adequate, especially for one in the training environment. The equipment that I have experienced at NFTC is second to none, and work is being done to improve other equipment. Lastly, with a solid family supporting you, the so-called difficulties involved with the military ie: the moves and working locations, become a non-issue. To be quite honest, the military community is so small we can draw great strength from one another.

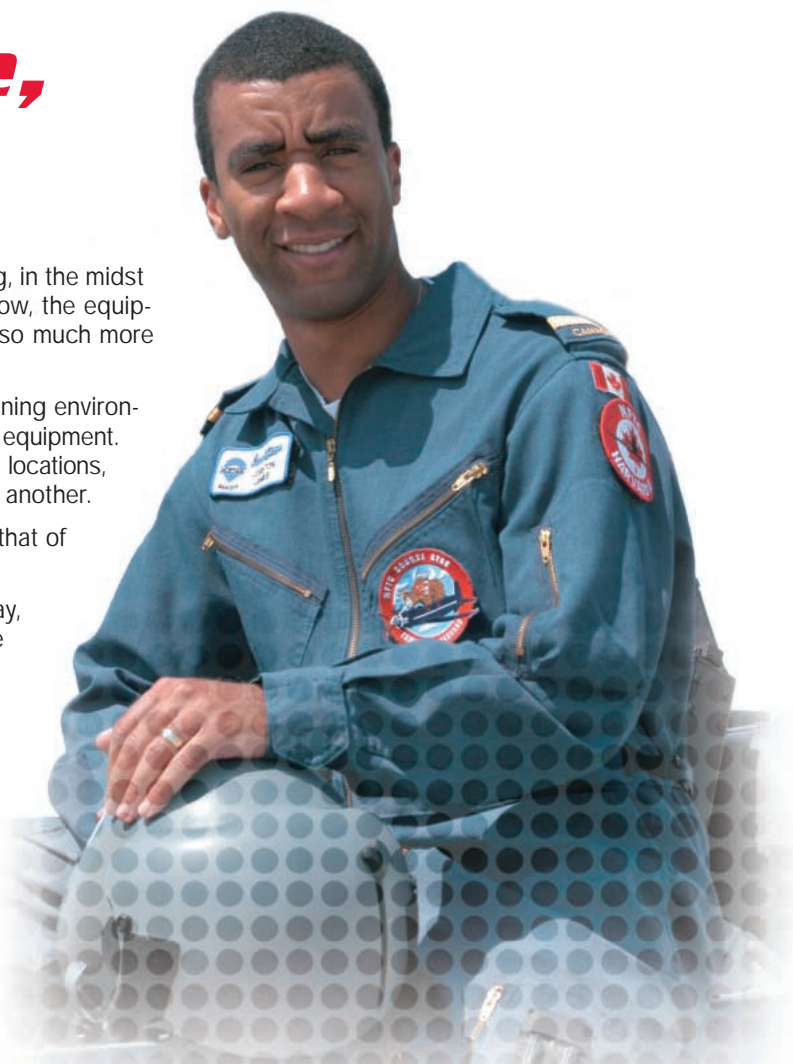
Now, the real question to ask is why is the pilot profession so cool, and why should I leave my civilian world for that of the military? I can sum that up in three words: excitement, challenge and responsibility.

I worked for an aircraft manufacturer as a student aerospace engineer for almost two years. I went to work each day, punched my time card, sat at my computer, wrote my code, ran my programs and deciphered my results. At the end of the day I went home and prepared to do the whole thing all over again. I quickly came to the realization that I did not spend four years of my life in aerospace engineering to be an automaton, and I vowed not to spend the rest of my life as one.

There is no question that there is excitement in the military pilot profession. Who else gets to take a multi-million dollar aircraft out to do some aerobatics? That is excitement! Who else is expected to takeoff and fly in formation proficiently on the sixth mission? That is challenge! As a military pilot you are solely responsible for the safety of the aircraft, as well as those aboard your aircraft. That is responsibility! There may be aspects of all of these things in other civilian jobs, but I think it is fair to say that there are few jobs in the civilian world that combine excitement, challenge and responsibility with the added benefit of serving one's country.

Give it a try!

Second Lieutenant Leighton James, 27, from Hamilton, Ontario is currently training to be a military pilot at the Canadian Forces Flying Training School at 15 Wing Moose Jaw. Although still quite new as far as military experience is concerned, 2 Lt James is nearing the end of his journey to achieve his wings. ☺



Second Lieutenant Leighton James joined the Air Force as a Direct Entry Officer.

Bringing relief to those in peril



There are many different missions you can fly as a Canadian Forces pilot. One of the most rewarding is flying Search and Rescue. Here we offer this profile of a pilot in Gander, Newfoundland who joined the Canadian Forces to bring relief to those in peril.

The roar of the blue Toyota pickup breaks the peaceful silence of the night as Captain Barry Tolmie drives towards the hanger of 103 Squadron at 9 Wing Gander, Newfoundland.

A few minutes earlier, the phone beside the bed rang to recall Captain Tolmie, along with the remainder of the Cormorant crew, for a routine offshore mission. The task at hand is to evacuate a 52-year-old male suffering from an aneurysm on a 40-foot crab boat 60 nautical miles north of Twillingate.

En route to the Squadron, Tolmie thinks about how the mission will unravel, how much fuel will be required, and what challenges will present themselves to him and the crew. His task will be to hover the helicopter over the ship while the Flight Engineer hoists Search and Rescue (SAR) Technicians down to the ship's deck to extract the patient. Today, the winds are low and the sea is calm, but this is the exception. "Ships tend to get into more trouble in foul weather," Tolmie explains.

A 13-year veteran in the Canadian Forces, Tolmie developed an interest to fly in the CF while in high school, but did not join until he was 24. Prior to joining the CF, he flew in the Northwest Territories with Wolverine Air. Flying back from a food drop mission for a water survey team, he noticed a Search and Rescue Buffalo flying in the valleys. "I was flying across the tops and they were down in the valley. I was up higher and they appeared low – it was

Captain Barry Tolmie,
a CF pilot for
13 years.



pretty cool," Tolmie recalls. Although Tolmie had already applied at the Recruiting Centre at the time, this experience confirmed that he wanted to join the Canadian Forces as a SAR pilot.

Tolmie is currently flying the Cormorant, Canada's newest SAR helicopter, and he is also the Squadron's Operations Officer. Tolmie finds his work at 103 Squadron particularly challenging and rewarding. Whether he worked as ski patroller, flew food drop missions in the Northwest Territories, or SAR missions, the common denominator is that Barry Tolmie thrives on bringing relief to people in critical conditions. As a teenager dreaming to be a pilot, he never envisioned a job so rewarding. "The missions in Gander are challenging because of the weather, flying over water at night, meteorological conditions, the sea state, and the sheer number of calls for actual missions. And you get the call because you are the only agency able to rescue a life in peril."

Tolmie also thrives on the strong teamwork bonds the missions create with other crew members. The mission would not be possible if the helicopter could not be flown on scene, if the Flight Engineer could not hoist the SAR technicians down, or if the SAR techs could not extract and treat the casualty. "Teamwork is everything – it's a total team effort and everyone is focused on the mission. Everyone has the same common goal and emotion." A feeling many sports team players share – except that when a mission goes wrong here, the consequences are far more serious than disappointed fans and hurt egos.

One of the missions Tolmie vividly recalls was the longest SAR mission off Gander without refueling, 258 nautical miles offshore. The crew flew to Cape Race, south of St. John's, where they refueled and hoisted a crewmember suffering from chest pains. After the patient was flown back to the Health Science Centre in S. John's, all that was left was satisfaction of being part of the crew that helped save someone over the North Atlantic with a brand new helicopter living up to its name. 🇨🇦



WHETHER HE WORKED AS SKI PATROLLER, FLEW FOOD DROP MISSIONS IN THE NORTHWEST TERRITORIES, OR SAR MISSIONS, THE COMMON DENOMINATOR IS THAT BARRY TOLMIE THRIVES ON BRINGING RELIEF TO PEOPLE IN CRITICAL CONDITIONS.

Extreme Opportunities



All of our aircraft demand extreme performance from extreme professionals under extreme conditions. You could be searching for lost fishermen in almost zero visibility, off-loading soldiers in a war zone with engines running or flying combat missions in a CF-18.

All told, we need fixed wing and rotary wing pilots for each of our aircraft fleets. And despite popular beliefs to the contrary, the reality is the Air Force is now in the midst of our most comprehensive modernization program ever, either replacing or refurbishing the majority of its aircraft fleets.

Whether you're training as an existing CF member, a pilot re-enrolee or a Direct Entry Officer, you'll be training and flying on highly capable, expertly-maintained equipment.

We'll train you to fly life-saving missions aboard our brand new Search and Rescue helicopter, the Cormorant, deliver food and medicine to the hungry aboard our cargo and passenger aircraft or fly combat missions in our modernized, supersonic fighter jet, the CF-18 Hornet.

For the first time in recent memory, budgets have stabilized, fleets are being modernized and the Air Force is setting a clear flight plan for the future. 🇨🇦



A Canadian Forces CC-130 Hercules transport aircraft prepares to touch down in Bunia, Democratic Republic of Congo. The Canadian Forces supplied two CC-130 aircraft as part of Operation Caravan, to help deploy the French-led coalition of approximately 1400 troops into the war-torn country.



NAME: Captain David Pletz

AGE: 28

HOMETOWN: Fort St. John, BC

CURRENTLY: Flying Hornets operationally for 3 years at 425 ETAC, Bagotville QC.

FLYING HOURS: 1200

PLACES VISITED: Across Canada and the United States, Belgium, France and Great Britain.

WHY DID YOU JOIN THE AIR FORCE: Being a pilot was a childhood dream of mine and the Air Force provided me the opportunity to make it happen. This job is challenging and dynamic, the people are proud and professional, and the learning never ends. I can't imagine doing anything else!

MOST MEMORABLE EXPERIENCE: Being scrambled in the first two ship formation of fully armed CF18's on Sept. 11, 2001.

To the STARS



Canadian Space Agency Astronaut Chris Hadfield at NASA's Johnson Space Center in Houston, Texas.

Photos: NASA

AS A CANADIAN FORCES PILOT, YOU CAN REACH FOR THE STARS. LITERALLY. COLONEL CHRIS HADFIELD, THE FIRST CANADIAN TO WALK IN SPACE, WALKED IN TO HIS LOCAL RECRUITING CENTRE IN 1978 WITH THE DREAM OF BECOMING AN AIR FORCE PILOT AND AN ASTRONAUT. HE SIGNED UP FOR PILOT TRAINING AND A WHOLE LOT MORE.

After a lifetime of anticipation and years of training, the morning finally arrived. The crew and I woke up in Florida, a team of people suited us up, and we stepped on to the silver bus and rode out into the morning sun.

The Space Shuttle Atlantis awaited us, standing tall on her launch pad. We rode the elevator up 60 meters to the White Room, crawled on hands and knees through Atlantis's hatch, and strapped into the space ship, one by one.

Lying on my back, staring straight up into the brightening November sky, I had a couple of hours to wait while the ground crew put Atlantis through her final checks. I joked with my crewmates, and reviewed and re-reviewed my checklists and tasks for the upcoming launch. But there was also time to think, and look not only forward at the upcoming event, but also backward at the path that had led me to that seat, in that cockpit, waiting for the engines to light.

I had always wanted to fly. Ever since I watched the first men walk on the Moon I had sought to be a pilot, a test pilot, and an astronaut. I joined the Air Cadets when I was 13, and learned to fly gliders at Mountainview, and powered airplanes in London. I joined the Air Force in Hamilton in 1978, and went to Royal Roads and the Royal Military College. And I learned to fly, to really fly, in Moose Jaw, Saskatchewan.

Lying there, I thought back to one of my early solo training flights in the Tutor, south of Old Wives' Lake. The flight was intended to practice specific manoeuvres to get ready for a flying test, but it was a summer's day with tall puffy cumulus clouds, and I spent the whole tank of gas soaring and twisting higher and freer than I'd ever been in my life, chasing those clouds and smiling and laughing 'til my face hurt.

Snapping back to reality, we worked through the last minutes of launch countdown, until Atlantis's engines violently roared into life. With huge shaking and power we tore up off the pad, and were pummelled and squished into our seats as we were hurled up off of Earth, above the atmosphere, and into space. Nine minutes later we had used up all our fuel, the engines suddenly shut down, and we were weightless in orbit.

I watched everything start to float around me, and slowly and carefully unstrapped. Gently easing out of my helmet and gloves, I opened a locker and took out a huge camera to take photos of the external tank and of earth. And less than 90 minutes later we had flown around the earth once, and were coming up over Southern Ontario.

Looking through the long lens of the camera and snapping pictures, I watched my homeland roll by. I saw Sarnia, where I was born, and then London, where I'd learned to fly. Toronto rolled by, and I brought up the lens a little to look for Trenton and Mountainview, the place of my first glider flight, and first solo. As it came into focus it was as if my camera, the Shuttle, and my whole life stopped for a moment. I suddenly saw myself, floating effortlessly, high above the place where my life's path had begun. The countless faces of those who had taught and guided me, the chances I had been given as a Canadian, and the life I'd had in the Air Force all instantly came home to me.

I whispered a silent, heartfelt thank-you to all those who had led me there, took a last few photos of that old runway so far below, and got back to work. 🇨🇦

Per Ardua Ad Astra

Chris Hadfield, Colonel, Astronaut

Attitude, Aptitude, Altitude

Canadian Forces pilots are among the best in the world. To join this select group of military professionals, you must have:

- At least 20/20 vision uncorrected*
- Eye-hand coordination skills
- The ability to tackle complex scientific, mathematical and technical subjects such as basic aerodynamics, aircraft systems, and meteorology
- "Air sense": a combination of situational awareness, spatial orientation, and judgement
- Leadership and personnel management skills because all military pilots are Officers of the Canadian Forces
- No health issues that could pose a hazard while flying
- Body dimensions that allow you to operate safely in a cockpit

Perhaps most importantly, becoming a military pilot depends on the intangibles of commitment, dedication, and desire. These characteristics are essential to success, and can go a long way towards making up for shortfalls in other areas.

There's really only one way to determine if you have the right stuff, and right now there's a great opportunity to find out. Talk to your Personnel Selection Officer or your nearest Recruiting Centre if you're interested in a career as a pilot in the Canadian Forces. 🇨🇦

* 20/20 vision applies only to Direct Entry Officers



Captain Jamie Blanchet, Tactical Helicopter pilot at 403 Squadron, Gagetown. "I joined the Air Force because I was attracted to the challenges and exciting opportunities I saw in a career as a military pilot. My father was also a pilot and, having been posted as a family around Canada and overseas in Germany, it was a lifestyle that appealed to me. Flying in Bosnia stands out as one of the most memorable experiences of my career, where I had the opportunity to learn many new things at the various NATO camps we flew missions to. Both my tours, in Haiti and in Bosnia, opened my eyes to just how fortunate we are in Canada."

TIME IN: 13 years
FLYING HOURS: 1300

The best in the world



Canadian pilot training is world-renowned. Air Forces from around the world send their student pilots here to train through NATO Flying Training in Canada (NFTC), the same program you will study under once you are accepted. To date, Canada has sold more than \$1-billion in training to pilots from Britain, Italy, Denmark, Singapore and Hungary since the inception of NFTC training in 1999. Using the most advanced and effective integrated pilot training system at the most modern training facilities currently available in the world, Canada has become the benchmark in military pilot training.

NFTC

"We have the leading edge, most advanced technology for pilot training in the world. It is well ahead of everyone, Britain, the United States, everyone. It is the model for other countries so we are very proud of that." – Lieutenant-Colonel Brian Houlgate, Director, Canadian Aerospace Training Project.

CHRONOLOGY OF TRAINING:

Ground school to Wings: approximately 2 years

Common Training

This training is taken by all pilot trainees:

- Basic Officer Training
- Second Language Training
- Phase I Primary Flying Training on the Slingsby Firefly, Portage La Prairie, Manitoba
- Phase II Basic Flying Training on the Harvard II, 15 Wing Moose Jaw, Saskatchewan

Helicopter Training

This training is taken by pilot trainees selected to fly helicopters:

- Phase III Helicopter Training on the Jet Ranger in Portage La Prairie, Manitoba
- Pilot Wings awarded
- Operational Training Course for specific helicopter

Multi-Engine Training

This training is taken by pilot trainees selected to fly multi-engine aircraft:

- Phase III Multi-Engine Training on the Beech King-Air in Portage La Prairie, Manitoba
- Pilot Wings awarded
- Operational Training Unit for specific aircraft

Jet Training

This training is taken by pilot trainees selected to fly jets (fighters or trainers):

- Phase III Jet Training on the Harvard II and the Hawk at 15 Wing Moose Jaw, Saskatchewan
- Pilot Wings awarded
- Phase IV Fighter Lead-In Training on the Hawk in 4 Wing Cold Lake (for CF-18 pilots)
- CF-18 Course (for CF-18 pilots)



Unlike Civilian flying schools, military pilots learn aerobatics, low-level navigation and formation flying.



No way! – Way!

To become a pilot in the Canadian Forces you have to have the ability, the desire and the dedication to make it through the intensive training and obtain your wings. It's one of the greatest challenges you'll ever face, but the rewards are worth it.

Here's the deal

The Air Force is now hiring pilots to fill training positions that will be available in early 2004. There are *many ways you can apply*:

- As a Direct Entry Officer (DEO) if you have a university degree from a recognized university^(1,2)
- As a serving officer in the Canadian Forces who is MOC qualified (occupational transfer)⁽²⁾
- As a serving Non-Commissioned Member⁽²⁾

1 – Re-enrolment applicants (former CF pilots) can call toll-free 1-877-877-2741.

2 – Subject to the annual intake requirements of in-service training programs.

What's in it for me?

For a minimum seven-year commitment after earning your wings*, we'll give you everything you need to start achieving your life goals: world-class pilot training on world-class training aircraft, professional development courses, full medical and dental benefits, four to five weeks paid vacation every year, and free access to gym and recreation facilities.

The starting salary for a Pilot Trainee is \$39,000** once you complete your 12-week Basic Officer Training in St-Jean, Québec. From there, your salary could jump to \$60,000, even \$90,000 once you become a Captain within a few short years. And there's special bonus pay – aircrew allowance, and for field operations.

* For Direct Entry Officers

** Salaries will vary for re-enrollees or CF members who are MOC-qualified or MOC-unqualified

Follow the Leader

The CF takes great care to train its Officers to become leaders. We give you all the training you need to take an active leadership role. Aside from professional development courses that you will be offered throughout your career, here are some of the courses you can expect to take within the first few years of your training:

- Basic Officer Training
- Second Language Training
- Military Occupation Training which includes leadership modules
- Air Force Officer Basic Course which includes Air Force tactics, operations, communications and leadership
- Operational Training Course for specific aircraft
- Aircraft Captain Course
- Crew Commander Course

It's no wonder they say it costs an average of \$2.54 million to train a Canadian Forces pilot. Money well spent? Absolutely!

Excitement. Challenge. Responsibility.

It's your choice.

For more information, contact your nearest recruiting centre or visit www.recruiting.forces.gc.ca www.airforce.forces.gc.ca

call the re-enrolment hotline at 1-877-877-2741 or see your Personnel Selection Officer.



AIR FORCE

Produced by Chief of the Air Staff Public Affairs

www.recruiting.forces.gc.ca

Step-by-step guidelines at www.airforce.forces.gc.ca