

PROPOSED RESOLUTION:
Martin Mars Long Term Contract

WHEREAS every person in British Columbia has been impacted by this year's fire season and the BC Wildfire Service has valiantly fought with all resources in its arsenal and significant out of province resources, the most extreme, historically expensive, personally destructive, and climate change influenced fire season ever;

AND WHEREAS the Martin Mars water bombers, which are the largest water scoopers in the world with unique and complimentary capabilities to other aircraft and 54 years of service, remained without a contract since 2013 due to changes in operational requirements with the Wildfire Service:

THEREFORE BE IT RESOLVED that the new Provincial Government and Ministry of Forests, Lands, Natural Resource Operations and Rural Development be urged to enter into a new 10 year contract to retain the Martin Mars and ensure Coulson Group upgrade the aircraft to meet operational requirements in the interests of the need to have all British Columbia based resources available for the foreseeable future.

FAQ of Common Concerns on Martin Mars.

September 2017

Q: The Aircraft's piston engines are not reliable, use expensive fuel, and are inefficient?

A: It is proposed that Coulson Group work with the Province of BC to meet modern specifications. Coulson Group requires a 5 year contract to amortize costs to install a \$2M computerized drop system in Hawaii Mars or a 10 year contract to amortize \$8M cost of upgrade to turbines.

Q: There is only one Martin Mars in B.C. The mechanical failure rate of the piston engines used by the Martin Mars is much greater than that of modern turbine engines?

A: Upgrading to turbine engines would address reliability issue. However, Coulson Group is also willing to investigate performing the same upgrades to Philippine Mars as Hawaii (GPS controls, tanks, turbines) if requested.

Q: The aircraft is too old?

A: All aircraft are certified by Transport Canada, the Martin Mars remain extremely well maintained as are all firefighting aircraft. Ages below of the large aircraft flying with BC Wildfire:

- Martin Mars: 71 years old – 21,000 to 23,000 flight hours (2017)
- CV-580: 60-65 years old – 54,000 to 81,000 flight hours (2010)
- L-188: 50-55 years old – 15,000 to 54,000 flight hours (2010)

Q: The Aircraft is too slow?

A: Max Velocity (Vne “never exceed”):

- Martin Mars: 150-200 knots
- Fireboss AT-802: 147-197 knots

Q: The Aircraft can only scoop from a few lakes?

A: Most serious fires occur close to communities which are often adjacent to large lakes.

Q: The Wildfire Management Branch is already responding to thousands of fires with the resources it has, why does it need more?

A: 2015 featured 1000 year period fires on the Coast. 2017 featured unprecedented drought and fire activity across BC. In both, the Fire Service used all resources available.

Q: Targeting accuracy is a problem with the Martin Mars?

A: Martin Mars can cover up to 4 acres of terrain with one load. Computerized tank systems would improve accuracy. Suggest to use a combined team of Fireboss and Mars over an aggressive fire as recommended at a 2011 conference.

The Ultimate Scooper

- Long-range deployment
- Rapid initial attack and long-term sustained attack
- Piston radial and modern turbine engines
- Burns unleaded and turbine fuel
- 8,800 gallon water capacity
- The ultimate airborne “tsunami”

The slide features two images of the Martin Mars aircraft. The top image shows the aircraft in flight against a blue sky, and the bottom image shows the aircraft on the ground, viewed from a low angle. The slide is titled 'The Ultimate Scooper' and lists six key features of the aircraft. At the bottom right, there is a small text box that reads 'The "Scoop" on Water Bombers NW Aviation Conference - 2011 33'.