



## Canada's new workhorse debuts on C-130J line

April marked the arrival of the first two Canadian C-130Js (CC-130Js) on Lockheed Martin's Marietta, Ga.-based production line.

Currently known as Lockheed Martin tail numbers 5626 and 5627, these two planes are part of Canada's order of 17 C-130Js. Still in the early stages of production, aircrafts 5626 and 5627 will deliver in May and June 2010, respectively.

"We are very excited as we begin the process of building the future workhorse of Canada – the CC-130," said Tony Frese, Lockheed Martin Canadian program manager. "The C-130J represents a significant leap in capabilities for a customer that has been a loyal advocate of the Hercules for more than 40 years."

The Canadian Forces' new Super Hercules will be the longer fuselage or "stretched" variant of the C-130J, similar to those being delivered to the U.S. Air Force. Once delivered to Canada, these new C-130J's will usher in a new chapter in the country's already long history with the Hercules.

The C-130J may resemble the old workhorse, but it has been completely re-engineered to be the most technologically advanced airlifter available in the world today. Lockheed Martin upgraded every system, component and structural part of the new Super Hercules to make it more capable, more durable, more productive, easier to maintain and more cost efficient to operate.



*During a recent program review at Lockheed Martin's Marietta, Ga., plant, representatives of the Canadian Forces got to see first hand the early stages of their new tactical airlift fleet. Photo by John Rossino.*

The C-130 Hercules has been indispensable to Canada since the first aircraft went into operation in the 1960s. Canada's current fleet of CC-130s (E and H models) range in age from 11 to 43 years and are some of the oldest and highest flight time C-130s in the world — 60 percent are more than 30 years old. The current fleet has accumulated more than a million flying hours, with almost all E-models each having more than 40,000 flight hours. For updates on the CC-130J program, please visit:

<http://cc-130j.ca/>

### *New Hercs for AFSOC*

*"I would commend you for building the finest aircraft in the world. The people who fly them love them," said Lt. Gen. Donald Wurster, commander, Air Force Special Operations Command (AFSOC), at an all-hands meeting with C-130J production employees during a recent visit to Lockheed Martin.*

*AFSOC will start taking delivery of its new MC-130J tankers soon.*

*Photo by John Rossino.*



# hercules

## takes another step into history

story courtesy of tech. sgt. michael voss

After a pre-flight briefing, a ride from the 37th Airlift Squadron to the flight line, firing up four Allison T56-A-15 turboprop engines and a short flight from Ramstein to Grafenwoehr Army Airfield, the mighty C-130 Hercules and the 86th Airlift Wing took another step into history.

For the last time, seven C-130Es lifted off from Ramstein Air Base, April 22, to complete a mission they have done for years: dropping Army equipment and paratroopers over the fields of eastern Germany to complete their quarterly jump qualifications.

But, the next time these pilots, loadmasters and paratroopers take off on this mission, they will be on a new C-130J Super Hercules.

“There is some nostalgia in flying the last C-130E Grafenwoehr mission. We’ve been flying this mission for a long time now,” said Staff Sgt. Victor Reynosa, 37th Airlift Squadron loadmaster. “Some of these aircraft have been in the Air Force inventory for 50 years.”

Throughout the day, the planes’ performance lived up to their legendary reputation; dropping howitzers, humvees, and more than 450 Army paratroopers without any delays or problems.

“This training is a core competency of ours,” said 173rd Airborne Brigade, Army Sgt. 1st Class William Terry, a jump-master proficiency instructor. “It is invaluable. It builds not only unit cohesion but it builds the team. We can’t win this fight without each other.”

When all the paratroopers had completed their required jumps and the C-130Es were refueled for the flight home to Ramstein, the crew took time to not only reflect on another successful mission but also to look forward to the new C-130J.

“You kind of get used to the E-model. There’s a lot of history there, but it is time to move on. The new J-model is much more capable. It is larger, faster and many of the manual things on the E-model are computerized on the J,” Reynosa said.

“We rely solely on the 37th to provide us this capability,” said Army Capt. Sean Chang, 173rd Airborne Brigade air officer. “And while we appreciate the C-130E, the new aircraft will help not only the Air Force but us as well. It is larger and can carry more, which means we can move more equipment and paratroopers.”

As April 22 came to a close and the seven Hercs landed back at Ramstein, members of the unit which stood up and adapted since the early 1990’s face yet another adaptation — a new aircraft —but, as expressed by one of the youngest Airman on the mission, the change brings a new horizon with more history to be told.

“I think what the E-model has accomplished over the last 40 years is remarkable,” said Senior Airman Ashley Hunt, 37th Airlift Squadron load master. “But I think the J-model is going to be an asset and I look forward to making history with it.”



Members from the 173rd Airborne Brigade Combat Team board a C-130E Hercules aircraft for their quarterly training jump in Grafenwoehr Army Airfield, Germany, April 22. The 173rd ABCT has a proud history of service with combat jumps in Vietnam and Iraq during the first days of Operation Iraqi Freedom. Photo courtesy of Senior Airman Amber Bressler.



U.S. Army Pfc. Zachary Elledge, 173rd Airborne Brigade Combat Team (ACBT), patiently waits until everyone is suited up for their quarterly training jump in Grafenwoehr Army Airfield, Germany, April 22. The 173rd ABCT has a proud history of service with combat jumps in Vietnam and Iraq during the first days of Operation Iraqi Freedom. Photo courtesy of Senior Airman Amber Bressler.

# New C-130 program connects employees, customers

*'Adopt An Air Crew Member' focuses on delivering zero-defect aircraft*

Zero isn't a number usually associated with the busy C-130J line — unless you are talking about the delivery of zero-defect aircraft.

The C-130J team has an unwavering standard of delivering zero-defect aircraft to its customers, a hallmark that is only strengthening thanks to a new employee-generated effort.

In February, the C-130J team rolled out the "Adopt An Air Crew Member" program at Lockheed Martin's Marietta, Ga., plant. The program pairs 20 C-130J production teams with crew members from Lockheed Martin's Flight Operations and the onsite U.S. Defense Contract Management Agency (DCMA). Together, the crew members and production teams work together to ensure the delivery of zero-defect aircraft.

"The Adopt An Air Crew Member program ensures that all of us are working together, doing the right thing right the first time," said Marty Jubelt, Lockheed Martin's chief Production and Training pilot.

Over the last few months, teams and crew members have taken the opportunity to get to know each other and more about each other's jobs in various ways. Some meet up each month to review audit and metric results, while some teams are giving their crew members tours of their work areas and offering specifics on their responsibilities.

However they interact, the teams and crew members are putting a human face on the importance of delivering zero-defect products to customers, something Lt. Col. Greg Myers, the DCMA Government Flight Representative for Lockheed Martin in Marietta, summed up nicely at the program's kick-off.

"All the [C-130] crew members and their families want each of you to understand and embrace your role in building the finest and safest aircraft for them to operate and come home in every day. Your company and crew members are the first people who will bring each aircraft you built to life and they put their lives in your hands," Myers said.

Word about the program it is spreading. A group of production employees recently had the opportunity to share news about it with Gen. Roger Brady, commander of U.S. Air Forces Europe, during his recent visit to Lockheed Martin.

Program supporters and champions expect the buzz to only continue to grow about "Adopt An Air Crew Member" as it continues to develop.



Above: C-130J production line team members meet with USAF Commander Gen. Roger Brady (center) during a recent visit to Marietta. The team had the chance to share news about the "Adopt An Air Crew Member" program with Gen. Brady. Photo by John Rossino. Below: Lockheed Martin crew member Nick Blehm (far right, blue flight suit) talks with members of his "Adopt An Air Crew Member" team, which includes (from l to r) Johnny Elliot, Ricky Hatfield, Richard McLamb and Nuhut Huynh. Photo by Damien Guarneri.

"Assembly teams adopting a flight crew member is in the best spirit of connecting and engaging among our employees and with our customers," said Mike O'Brien, director, C-130 Operations. "This program saves lives and protects the legacy of the brave crews that fly the aircraft and the talented employees that build them."

***"The Adopt An Air Crew Member program ensures that all of us are working together, doing the right thing right the first time."***

*Marty Jubelt, Lockheed Martin test pilot*

# C-130 expands global service center network

Lockheed Martin recently announced the addition of the Turkish Air Force Second Air Supply and Maintenance Center to its global network of authorized C-130 service centers. The center will be located in Kayseri, Turkey. The Second Air Supply and Maintenance Center is among 14 other military C-130 service centers throughout the Americas, Europe, Africa, the Middle East and Southeast Asia to receive this designation.

“Our collaboration with the Turkish Air Force to open an authorized C-130 regional service center will provide Hercules operators in the region with the latest technical data to keep aircraft operationally effective,” says Chris Antone, vice president of Global Sustainment Business Development at Lockheed Martin Aeronautics. “These partnerships and collaborations are necessities to many organizations around the world who operate Lockheed Martin C-130 Hercules aircraft.”

The C-130 Hercules has been in operational use with military forces around the world for more than 50 years. Approximately 1,700 C-130B-H model aircraft and close to 100 L-100 commercial variants are still in operation. C-130 operators understand that by working with an authorized Lockheed Martin Hercules Service Center, they will receive the finest C-130 support.

The initial commitment to Kayseri will span a period of 10 years, and represents the outcome of a successful partnership and collaboration between the Turkish Air Force, the Undersecretariat for Defence Industries and Lockheed Martin through the F-16 Peace Onyx III Offset Program. By maintaining the outstanding capabilities and processes already there, Kayseri can continue to service and support C-130 customers well into the future.

## J View

Each month *J News* offers an individual’s perspective of the C-130J program.

“It is so great to be a part of an excellent C-130J team. Participating in the program’s successes over the years has been a remarkable experience for me. Working as an outer wing supervisor affords a unique opportunity to interface with different departments of the organization required to successfully execute the assembly of the outer wing. It is particularly rewarding to see how the team’s hard work and commitment to excellence result in a quality-built wing.”

Kris Norris,  
Supervisor, Outer Wing



Photo by John Rossino.



**J News Contact Information:**

Peter Simmons – 770.494.6208  
peter.e.simmons@lmco.com

Editor: Stephanie Stinn  
stephanie.stinn@lmco.com

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