

December 2011

PROVEN

News From the World of the C-130

*Wishing the global
C-130 family a
wonderful holiday
season and a happy
new year!*



C-130 helps Santa in Alaska



An Alaska Air National Guard C-130 Hercules, acting as Santa's sleigh, keeps warm in sub-zero temperatures on the ground near the village of Allakaket, Alaska, during an Operation Santa Claus mission, Nov. 19, 2011. Under Operation Santa Claus, Alaska National Guardsmen and volunteers deliver toys, clothing, books, school supplies, fresh fruit, and sundaes to children in communities across Alaska each year. (Alaska National Guard photo by Lt. Bernie Kale)

Cargo dropped from CC-130J Hercules largest in Canadian history



View of the successfully deployed parachutes with the CDS bundles. (Photo by Sgt. Ron Flynn)



Cpl John Tremblay-Poirier, WO Parry Chrysler and Cpl Nicole Murphy load a CC-130J Hercules with 24 CDS bundles. (Photo by Cpl. Darcy Lefebvre)



24 CDS bundles are part of the largest CDS drop in Canadian history. (Photo by Cpl. Darcy Lefebvre)

By Jill St. Marseille

8 Wing Trenton

A recent training exercise, Ex Mountain Star, saw the largest Content Delivery System (CDS) drop in Canadian military history.

On Oct. 5, 24 CDS bundles were launched from a CC-130J Hercules aircraft over 8 Wing Trenton's Mountain View training area, in Ontario.

"We did it to show that this aircraft can do it, all over the world and with accuracy," said Captain Joseph Tufenkdjian, 436 Transport Squadron pilot. "We use [the CDS drop] for tactical purposes. We'll drop ammunition, food

and whatever else is needed, to our troops on the ground."

Although the capability to drop 24 CDS had always existed for the Hercules, there simply wasn't any requirement to do so. The maximum amount of bundles that can fit into a Herc is 24 and the content, or weight, of the bundles is irrelevant to a successful drop.

"There's no difference in what we drop, be it rice or ammunition," said Capt Tufenkdjian.

A key consideration in terms of planning CDS drops is ensuring that all bundles will arrive safely on the drop zone.

"There are [special consideration] to take in terms of planning. We have to make sure all bundles are going to

drop safely on the drop zone. We use calculations, computers, wind and basic math to get it on the drop zone. There are specific things we need to do, like add more power, but the aircraft will drop these bundles, there's no question.

Be it a one bundles, or a 24 bundles, it's the same [in terms planning] – it'll just take a little longer."

Ex Mountain Star took place from Sept. 25 to Oct. 7 and participants from the Royal 22e Regiment, based in Valcartier, Que., and parajumpers from 424 Transport and Rescue Squadron and the Canadian Forces Land Advance Warfare Centre (CFLAWC), both from 8 Wing, participated in a variety of exercises, including a simulated major air disaster (MAJAID) exercise.

Bundles arrive safely thanks to calculations and planning



A CC-130J Hercules is loaded with 24 Content Delivery System (CDS) bundles on the Tarmac during Ex Mountain Star.



An 8 Wing aircraft technician guides a CC-130J Hercules on the tarmac.



A fully loaded CC-130J Hercules with 24 CDS bundles.



Mid-air drop of the CDs bundles over 8 Wing Trenton's Mountain View training area in Ontario, Canada.



Corporal John Tremblay-Poirier loads a CC-130J Hercules with 24 CDS bundles.

(Photos by Cpl. Darcy Lefebvre)

Hit for six!



Number six of the six C-130J Super Hercules ordered by India, under the U.S. Foreign Military Sales program, departed Marietta on December 15. This aircraft, like its five predecessors, was delivered ahead of schedule and under budget. (Photo by John Rossino)



India's sixth C-130J prepares to taxi prior to departure. (Photo by John Rossino)

181st Special Operations Weather Flight

Mild mannered or 'thrill junkies'?

**By Senior Master Sgt.
Elizabeth Gilbert**
136 Airlift Wing Public Affairs

NAS FORT WORTH JRB, Texas--A weatherman is a meteorologist who forecasts weather based on atmospheric and meteorological conditions. One might watch them on television forecasting on the nightly news in a nice air-conditioned environment; but not our Special Operations Weather Team (SOWT) members. They are battle-trained, combat ready meteorologists jumping out of aircraft and operating under austere conditions, self sustaining for extended periods of time.

"This job gives me an adrenaline rush (jumping out of aircraft)," said Senior Master Sgt. John Hawkins, 181st Special Operations Weather Flight (SOWF), superintendent and qualified jumpmaster. "We've become trained 'thrill junkies'. We like it because it is exhilarating and it is a part of us now."

Hawkins, a prior Soldier, joined the 136th Airlift Wing with 12 years of jump experience and 50 plus jumps under his belt. He is a seasoned jumper along with the rest of his teammates. Some are former Soldiers and Marines who are qualified jumpmasters, Marine reconnaissance specialists and civilian qualified emergency medical technicians (EMT).

On Aug. 26, 2011, the SOWT arrived before dawn to participate in a tactical exercise using organic (in-house) airlift and ground support with the exception of two Texas Army National Guard parachute riggers. Ground support included a drop zone control officer, in-house medical (EMT), and 181st Airlift Squadron aircrew.

"This tactical exercise is a first of its kind and the beginning of new a normality. A historical event for the Wing!" said Lt. Col. Scott Morris, 181 SOWF, commander. Typically, the tactical exercise or real-world scenarios are supported by numerous outside entities from our sister Services and the Army National Guard.

The aircraft was airborne by 1100 hours; on board were the trained 'thrill junkies' ready to do another static line jump. Each sat in their seat, fully geared with combat equipment weighing more



(Photo by retired U.S. Air Force Senior Master Sgt. Patrick Nugent)

than 100 pounds. Sweat poured from their faces as they anticipated their jump while waiting for the aircraft to reach the desired altitude.

"One minute!" yelled Hawkins, the acting jumpmaster, as he directed the first three jumpers to the move towards the open ramp of the C-130. He double checks their static lines ensuring proper attachment and their gear securely in place.

"30 seconds!" Hawkins yelled loudly; a preparatory call that gives his team time to mentally and physically prepare to jump out of the aircraft.

Hawkins yells a final time, "Stand By!" This was the queue for the first jumper to start moving towards the edge of the ramp waiting for the green light from the Navigator to egress the aircraft.

The final moment of exhilaration, the green light...each jumper took his queue and took the final step that kept them grounded to the aircraft; no more metal, no more hum of the C-130 engines, just wind. One, two, three, in a matter

of seconds they were all airborne with nothing but the sky and a parachute that kept them from plummeting down onto the earth.

The medics were the first to jump out of the C-130 and feel the rapid rush wind. With more than 100 pounds of combat gear strapped to their bodies, the SOWT members lunged from the aircraft. They glided to the ground with ease; another successful jump.

A SOWT specialist is qualified in many aspects of special operations including the use of demolitions to create or remove mission hindering obstacles and to tactically prepare combat sites. The SOWT also engage in other activities from counterterrorism to humanitarian assistance and special reconnaissance to advanced force operations.

"Roughly 40% of SOWT Airmen belong to the Air National Guard," said Lt. Col. Morris. "We are privileged to have the elite of the elite in the 136

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AW. They are a unique group of men with special qualifications and a special mission.”

A combat weatherman provides tactical-level intelligence, surveillance and reconnaissance to enable decision superiority and application of airpower across the full spectrum of military operations. They integrate environmental information into the decision-making process at all levels to mitigate and exploit environmental information on operations to maximize combat power.

The 181 SOWF, comprised of all men (as directed by the Secretary of the Air Force) are highly motivated, physically fit, intelligent ‘thrill junkies’ capable of operating in the six geographic disciplines: mountain, desert, arctic, urban, jungle and water.

“They are weather forecasters on ‘steroids,’” continued Lt. Col. Morris. “Aside from forecasting weather, jumping out of aircraft, and operating under austere conditions, they can also call for aircraft and marshal them in and out on the ground for engine running on/off load (ERO).”

At the conclusion of the operational exercise at Mineral Wells, Texas, the SOWT called for their evacuation. Within the hour a C-130 from the Wing circled high above them and prepared for landing. Once on the ground, Tech. Sgt. James Henderson, 181 SOWT, marshaled the aircraft for an ERO. He signaled the SOWT to enter the open ramp door of the C-130, while he kept watch for any aggressors. All members evacuated safely for another successful mission.



(National Guard photo by Senior Master Sgt. Elizabeth Gilbert)



(Photo by retired U.S. Air Force Senior Master Sgt. Patrick Nugent)



(National Guard photo by Senior Master Sgt. Elizabeth Gilbert)

‘If you ain’t AMMO...’

By Staff Sgt. Ryan Whitney

1st Special Operations Wing
Public Affairs

HURLBURT FIELD, Fla -- The 1st Special Operations Wing’s AC-130U is one of the most heavily armed aircraft in the Air Force inventory, capable of raining 25 mm, 40 mm and 105 mm cannon fire on multiple enemy forces in locations up to a kilometer apart.

Without a group of dedicated Airmen, these \$190 million aircraft would be nothing more than an expensive flying camera.

A flight of 21 Airmen comprise the 1st Special Operations Equipment Maintenance Squadron Conventional Maintenance Element, ensuring the different special operations squadrons across Hurlburt Field have the tools needed to support the warfighter from the skies.

This is no small task considering the 1st SOW expends more than 47,000 rounds of munitions a month, ranging from offensive measures like 105 mm rounds to defensive chaff and flares.

“These are some of the best Airmen that I have worked with in my career, and have handled everything the wing has thrown at them without question,” said Master Sgt. Troy Lindberg, noncommissioned-officer in charge of the 1st SOEMS CME. “Everyone has their part to play in the Air Force to achieve the mission, but the pride and hard-work these Airmen put in is above and beyond, especially lately when we have been asking a lot of everyone.”

Earlier in the year, Airmen inspecting the ammunition began noticing a common discrepancy among 105 mm Target Practice rounds used in the AC-130Us for training.

“During our checks we started to notice they all had the same problem; fuses that had heavy corrosion to the point of making them unusable,” said Airman 1st Class Alesha Humble, munitions technician with the 1st SOEMS CME. “When all was said and done, there were thousands of rounds that at the time were affected by the faulty part, and these are some of the most requested round types.”

Total, more than 3,000 of high caliber, high velocity cannon rounds were nothing more than explosive paperweights.

“These TP rounds are safer for the aircrew to use during training just



U.S. Air Force Airman 1st Class Cody De Ark, 1st Special Operations Equipment Maintenance Squadron munitions system apprentice, removes the head of a 105 millimeter target practice shell on Hurlburt Field Fla., Nov. 29, 2011. The shell must have the inside components removed and cleaned during the process of replacing the corroded fuse for a clean one. (U.S. Air Force photo by Airman 1st Class Gustavo Castillo)

because of the lower hazard class, as well as the supplemental charge that lets them better track and analyze their shot accuracy, so this batch loss would greatly affect their mission, so we elevated it to higher headquarters,” said Lindberg.

After speaking with the item managers and the AFSOC ammunition functional manager, it was determined that Depot level maintenance would be required to correct the problem, leaving the gunship squadrons without a correct training munitions for months.

Knowing the impact this would have,

both operationally and financially on the Air Force, a plan was crafted to allow Hurlburt Airmen to conduct the refusing effort in house as opposed to sending thousands of rounds of ammunition back to a depot for maintenance. Lindberg placed his faith in his Airmen and worked with the item managers to allow the munitions shop to perform the task.

“These are some of the most requested types of 105 mm rounds used, and this

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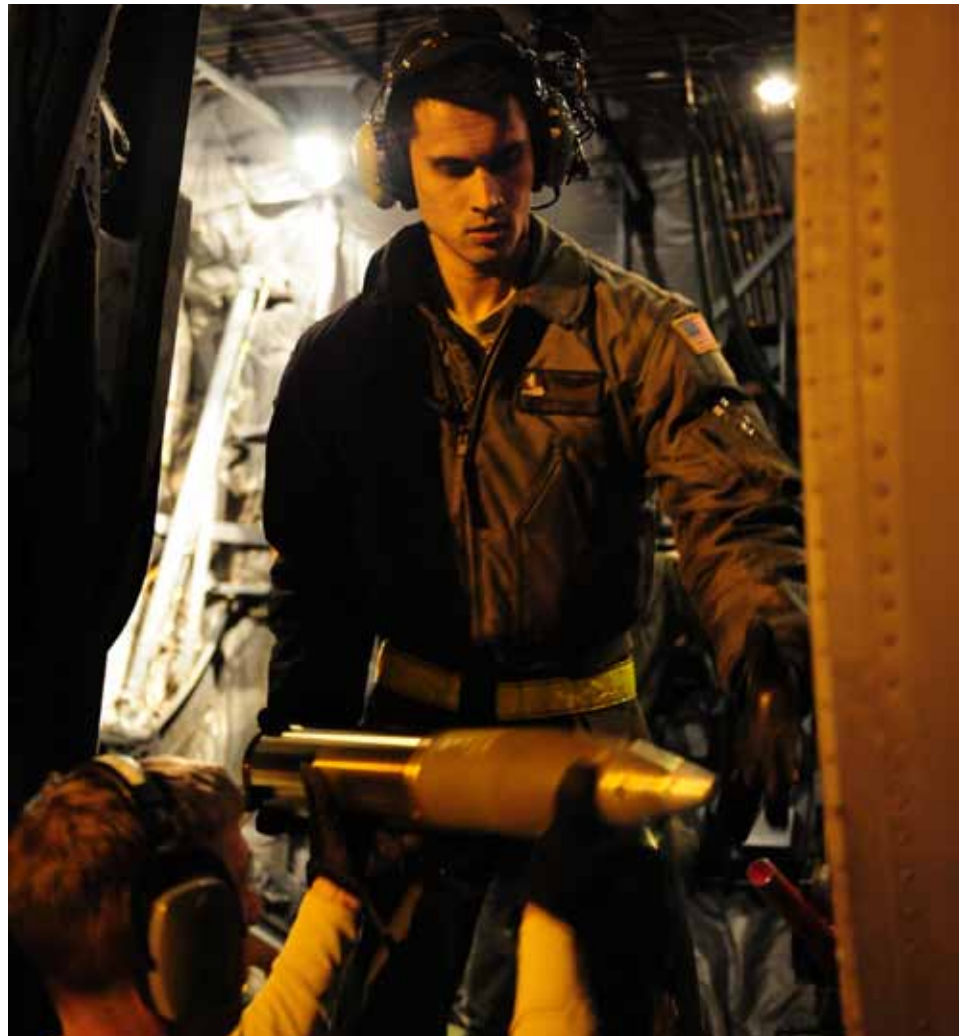
See AMMO, Page 7

experience would provide our young Airmen a great experience that most would never get,” Lindberg said. “Instead of complaining about having to do this extra work in addition to the normal heavy operations tempo we support, everyone kept the same positive attitude, knuckled down and are working hard to get the job done.”

The process to switch the faulty part initially took three people 15 minutes to maintain one round. Since that time early in November, that process has been streamlined so that two Airmen can switch out fuses in little more than two minutes.

Since the first new fuse was received and installed, the production has increased nearly 500 percent from approximately 30 rounds in a day to 150, on top of the normal requests from squadrons across base for ammo. What makes this heavy workload possible, as Lindberg and the Airmen of the conventional maintenance element can attest, is a strong team mentality.

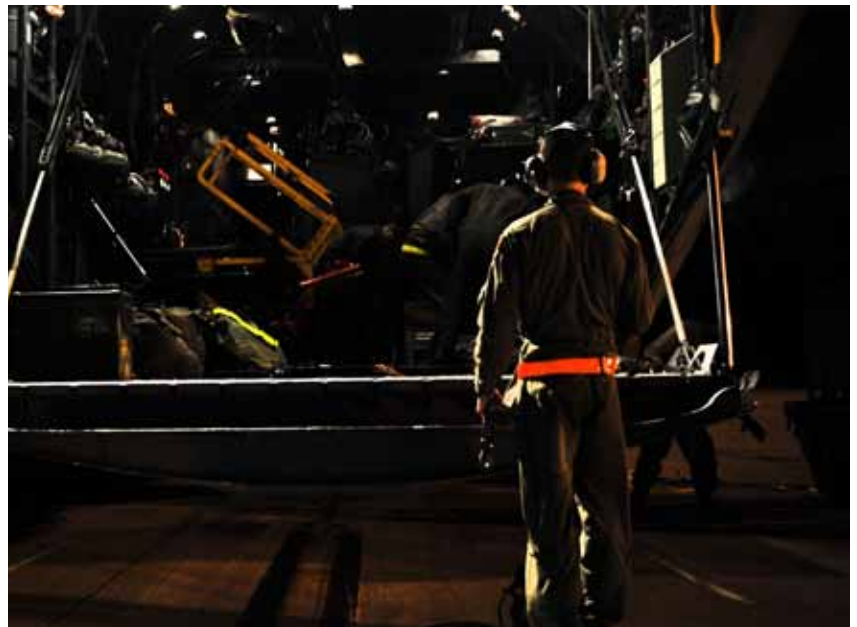
“It’s a lot of work, but we all get along and enjoy coming to work together, and it’s given us a great experience other shops don’t have,” said Senior Airman Josh Martin, Munitions technician with the 1st SOEMS CME. “I love the job here and wouldn’t trade it for anywhere else...except for being deployed. While deployed you just have to focus on doing the job, and knowing that what the ammo you’re supplying has a real purpose.”



U.S. Air Force Airman 1st Class Jeffery Craven, 4th Special Operations Squadron aerial gunner, loads a newly refurbished 105 millimeter target practice shell into an AC-130 Gunship on the flight line on Hurlburt Field Fla., Nov. 30, 2011. The ammunition loading process must be done quickly to conserve fuel. (U.S. Air Force photo by Airman 1st Class Gustavo Castillo)



U.S. Air Force Airman 1st Class Brian O'Donnell, 1st Special Operations Equipment Maintenance Squadron munitions system apprentice, places the charge of a 105 millimeter target practice round back into its shell on Hurlburt Field Fla., Nov. 29, 2011. Approximately 2900 105 millimeter target practice shells must have their corroded fuses swapped for the first time by O'Donnell and his fellow Airmen. (U.S. Air Force photo by Airman 1st Class Gustavo Castillo)



U.S. Air Force Staff Sgt. Robert E. Turner, a member of the 19th Special Operations Squadron, prepares to secure all valuables aboard a C-130 Gunship on Hurlburt Field, Fla. Nov. 30, 2011. Crew members have assignments to ensure each loading is performed effectively. (U.S. Air Force photo by Airman 1st Class Hayden Keith Hyatt)

Airlift group prepares for tomorrow's disasters today

By Senior Airman Robert Hicks
7th Bomb Wing Public Affairs

DYESS AIR FORCE BASE, Texas -- "We train to save lives and answer the nations call at a moment's notice, so others may prevail," said Col. Dan P. Dagher, 317th Airlift Group commander.

The C-130 delivers hope not only to service members, but to families in other countries through medical evacuation, humanitarian missions and airdrops.

Natural disasters happen every year. Japan experienced an earthquake in 2010. Pakistan suffers from floods and Haiti has earthquakes. I'm preparing my airmen today for tomorrow's natural disasters, Dagher said.

"To save lives and sustain our nations operations, we can't wait to be ready when that phone call comes in. We have to be ready in advance," Dagher said.

Dyess Air Force Base maintainers and planners, with eleven C-130s, participated in a mass formation training to ensure the bases ability to launch all available C-130s at a moment's notice.

Flying integrated with six C-130 Super Hercules and five C-130 Hercules is something no other unit in the world is doing.

The interfly gives us the ability to practice these techniques so if we were called upon to fly integrated in a time of crisis, it will be something we already practiced, said Lt. Col. James Bruner, 40th Airlift Squadron commander.

"It's pretty rewarding being able to deliver the supplies people need either in a humanitarian crisis or a contingency operation," Bruner said. "The C-130 has the ability to haul a lot of valuables whether its food and water, medical teams or helping evacuees."

In 2010, six Dyess C-130 Hercules aircraft were called upon to support relief efforts following the 7.0-magnitude earthquake that devastated the Caribbean nation of Haiti Jan. 12, 2010. They delivered more than 138,100 pounds of cargo including 10 High Mobile Multipurpose Wheeled Vehicles, four "Gators," six-wheeled-vehicles, two all-terrain-vehicles, one trailer, one power cart, one water pump and two pallets of Meals Ready to Eat.



A fleet of C-130s prepare to take off during an airlift group exercise Nov. 22, 2011 at Dyess Air Force Base, Texas. Conducting exercises ensures Airmen are capable of bringing support to foreign land. (U.S. Air Force photo by Airman 1st Class Jonathan Stefanko)



An Airman watches C-130s line up for takeoff during an airlift group exercise Nov. 22, 2011 at Dyess Air Force Base, Texas. Conducting exercises ensures airmen are capable of bringing support to foreign land. (U.S. Air Force photo by Airman 1st Class Jonathan Stefanko)



U.S. Air Force Col. Dan Dagher, 317th Airlift Group commander, flies a C-130 J-model during an airlift group exercise Nov. 22, 2011 in Abilene, Texas. Conducting exercises ensures Airmen are capable of bringing support to foreign land. (U.S. Air Force photo by Airman 1st Class Jonathan Stefanko)

Palletized shelter configured for C-130J supports signals intelligence collecting

By **Suzanne Smith**

Lockheed Martin IS&GS-Defense

An airborne signals intelligence system configured specifically for the newest C-130J aircraft has been delivered to the U.S. Air Force. The system, which is part of the Senior Scout program that enables C-130 aircraft to be used for tactical signals intelligence and reconnaissance, will undergo acceptance testing in December.

Senior Scout is an intelligence, surveillance and reconnaissance (ISR) system built into a trailer-like container that can be rolled on and off C-130 aircraft. This ISR suite of equipment rapidly configures standard C-130 aircraft for tactical signals intelligence, providing capabilities that exploit, geo-locate and report communications intelligence and signals of interest to air and ground component commanders.

“We are honored to continue providing the Air Force with a modern, capable signals intelligence system,” said Jim Quinn, vice president of C4ISR Systems for Lockheed Martin IS&GS-Defense. “The latest shelter configuration advances the Senior Scout capability for the next generation of C-130J aircraft.”

In addition to undergoing system upgrades, the latest Senior Scout shelter was enhanced to be structurally compatible with the newest C-130J aircraft. System interfaces were updated, and the shelter was equipped with the



A legacy Senior Scout shelter is loaded onto a C-130H configured for a reconnaissance mission. (USAF photo)

latest technology enhancements and improvements for maintenance access. The shelter also defines the design that will be used to upgrade the three legacy shelters over the next 24 months to ensure the entire Senior Scout fleet is C-130J compatible.

For more than 20 years Lockheed Martin has provided system development and operational support to the U.S. Air Force for roll-on palletized ISR monitoring shelters. The first Senior Scout system was fielded and was used in

Operation Desert Storm in 1991.

Palletized shelters that can be rolled on and off cargo aircraft are an element of Lockheed Martin’s Dragon family of ISR configurations. Dragon Shield™ offers a flexible roll-on/roll-off mission suite for customers who need a platform that can perform multiple missions (airlift and ISR). All configurations within the DRAGON series incorporate a modular “plug and play” architecture for the cost-effective, rapid introduction of new capabilities and sustainment.

Harvest Hawk maintained



Marines maintain the Harvest Hawk equipped KC-130J Hercules after landing at Kandahar Airfield, Afghanistan, Nov. 19. The Harvest Hawk system adds close-air support to the long list of capabilities, including aerial refueling and battlefield illumination, of the Marine Corps’ largest aircraft. (Photo by Cpl. Justin M. Boling)

El Toro Rojo Dos a success

By Senior Airman Katherine Holt
86th Airlift Wing Public Affairs

More than 85 Airmen from the 86th Airlift Wing, the 435th Contingency Response Group, and five Soldiers from the 5th Quartermaster Company traveled here for El Toro Rojo Dos, Dec. 11.

The two-week off-station training began Dec. 12, and is scheduled to end Dec. 22. This is the first time in two years the two countries have participated in an OST together.

“It has been nice flying with our C130 sister squadron,” said Capt. Jesse Klaetsch, 37th AS pilot and mission commander for El Toro Rojo Dos. “We were able to get unique training flying with the legacy C130 and it gave the Spanish air force the opportunity to fly with the J model. It gives us a broader picture and the opportunity to see the different techniques and procedures.”

“The best part of training like this is seeing how we work with our NATO partners and allies to see how we accomplish wartime objectives,” Klaetsch said.

Two C-130J Super Hercules from Ramstein Air Base, Germany, along with two Spanish C-130H Hercules dropped 290 members of the Spanish army Dec. 13, and are scheduled to drop 300 more to a designated drop zone Dec. 15.

“All of our drops so far have been successful,” said Klaetsch. “We worked well with the Spanish air force combat control team and the Spanish army. We were challenged with high winds, but our crews commenced the drop.”

Spanish counterparts shared the feeling of success.

“This was an interesting experience,” said 1st Lt. Joaquin Enjuto, Spanish army pathfinder. “We have different procedures and it was quite good to learn from each other.”

After two complete days of training, the 37th AS along with the 312th AS dropped more than 350 U.S. Army, Air Force, Navy and Spanish personnel.

“We are excited to be here again,” said Maj. Mike Morales, 37th Airlift Squadron pilot and deployed commander for El Toro Rojo Dos. “The facilities are excellent and we will be able to get a lot of training done while strengthening our partnership with Spain.”

Combat-like operations will continue through Dec. 15, with a crew swap on Dec. 16. The remaining week will consist of air operations.



Air Force members parachute out of a C-130J Super Hercules during an off-station training in Zaragoza, Spain., Dec. 12, 2011. (U.S. Air Force photo by Airman 1st Class Caitlin O'Neil-McKeown)



Members of different military branches brace themselves while inside an C-130J Super Hercules during an off-station training in Zaragoza, Spain., Dec. 12, 2011. (U.S. Air Force photo by Airman 1st Class Caitlin O'Neil-McKeown)



Capt. Bryan Lucas and 1st Lt. Christopher Carlen navigate a C-130J Super Hercules during an off-station training in Zaragoza, Spain., Dec. 12, 2011. (U.S. Air Force photo by Airman 1st Class Caitlin O'Neil-McKeown)

Marine Corps Bases Japan



Marines with 1st Marine Aircraft Wing, III Marine Expeditionary Force, land on Ie Shima Nov. 28 in preparation for Ryukyu Warrior. The Marines were transported to Ie Shima via KC-130J Hercules cargo aircraft taking off from Marine Corps Air Station Futenma throughout the day. The exercise is an annual Marine air command and control systems training exercise, which gives squadrons and agencies within 1st MAW and units from other branches the opportunity to be involved in simulated exercises. (Photo by Lance Cpl. Ronald K. Peacock)

Block upgrade program keeps super hercules relevant and flexible

The United States Air Force has issued a contract to develop a new block upgrade for the C-130J Super Hercules. The new Block 8.1, containing both software and hardware capability expansion, will be installed on all U.S. government C-130Js and C-130J operator countries that select the upgrade. The C-130J fleet is currently flying with the Block 6.0 configuration, while the Block 7.0 configuration is in flight trials.

“As it has done throughout its history, the C-130 has constantly changed and

adapted to ensure it is always relevant and meeting the latest operational requirements,” said Lorraine Martin, Lockheed Martin vice president for C-130 programs. “The C-130 is the benchmark for airlift around the world and the Block Upgrade Program ensures interoperability across the worldwide C-130J fleet. This sophisticated-degree of commonality across C-130J types and variants is one reason the proven Hercules is in such high demand.”

The new Block 8.1 configuration

will include items such as updated Identification Friend or Foe; TEMPEST compliance; Automatic Dependent Surveillance Broadcast; a Communications, Navigation, Surveillance/Air Traffic Management Data Link; an Enhanced Inter-Communication System; enhanced Approach and Landing Systems, Enhanced Diagnostics; and additional Covert Lighting.

Almost home



The last two of seventeen CC-130Js currently on order for the Royal Canadian Air Force have reached the front of the line in Marietta. Canada has already received 13 of its new fleet and will receive the final four by mid 2012. (Photo by John Rossino)



PROVEN Contact Information:
Peter Simmons – 770.494.6208
peter.e.simmons@lmco.com

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