



Kuwait to join Super Hercules family

Lockheed Martin has received a \$245 million contract from the U.S. government for the Foreign Military Sale of three KC-130J tankers to Kuwait. The program will be managed by the U.S. Navy.

The Kuwait Air Force's new KC-130Js will provide aerial refueling for its F-18 fleet and augment its current airlift fleet of three Lockheed Martin L-100s. Kuwait's KC-130Js also will perform air mobility, disaster relief and humanitarian missions throughout the world.



"We are proud to add yet another country to the growing worldwide C-130J community," said Jim Grant, Lockheed Martin vice president for C-130 Business Development. "The combination of tanking and airlift missions

yet again shows the tremendous versatility of this proven aircraft. KC-130Js have been used in high-tempo operations for the last five years and will provide Kuwait with an effective, efficient and reliable multi-mission capability."

Kuwait's first KC-130J delivery is scheduled for late 2013, with deliveries completed in early 2014. Using only wing and external tanks, the KC-130J has a 57,500-pound fuel offload capability. The KC-130J is configured to accept a fuselage tank, adding another 24,392 pounds of available fuel. The standard probe-and-drogue configuration of the KC-130J is suited for both fixed and rotary wing aircraft.

In addition to aerial and ground refueling, the KC-130J has the same airlift capability as non-tanker variants — including airdrop and paradrop.

Siv and Nanna complete Norwegian fleet

The final two C-130Js for Norway, named Siv and Nanna, will be headed to their new Norwegian home from Lockheed Martin's Marietta, Ga., facility after a ceremony May 11. Maj. Gen. Trond Karlsen, commander of the Norwegian Defense Logistic Organization, was the senior Norwegian official at the ceremony.

This marks the first international Super Hercules sale under the U.S. Foreign Military Sales program. Lockheed Martin received the contract from the U.S. government in November 2007 for four C-130Js, plus initial spares and training.

Siv and Nanna are delivered three months ahead of schedule, and join Norway's first two C-130Js, Frigg and Idunn, also named after the wives of mythological Norse gods. The four Js will be flown by Royal Norwegian Air Force's 335 Squadron crews and replace the six C-130 Super Es the squadron flew from 1968 to 2008.

During their 40 years in service, Norway's original six C-130s flew numerous missions worldwide without a single mishap or major incident.

Top: Members of the Royal Norwegian Air Force prepare to take home their new Js. Bottom: Siv takes off (Photos by John Rossino).



RAF salutes longest-serving C-130K

Courtesy of Royal Air Force

The Royal Air Force (RAF)'s longest detachment of an aircraft type in one operational overseas location recently came to an end.

The Hercules C-130K aircraft, the RAF's workhorse, recently was relieved of her duties in the Falkland Islands by the newer C-130J version with a ceremony in April.

During the Falklands War of 1982, the C-130K distinguished itself many times, flying missions in support of the ground forces. It saw action right through the conflict both re-supplying the troops with vital food, water and ammunition and in the airdrop of stores and men.

Since the conflict its greater legacy is the time served over the islands. That legacy is now at an end, with the RAF's newer C-130J aircraft having taken over those tasks in April 2010.

Once the conflict was over, it was decided that three C-130K Hercules aircraft should be based at Stanley, the capital of the Falkland Islands, employed in support of the ground forces and also in the role of air-to-air refueling. They soon became a regular sight around the islands.

The three crews lived at Stanley Airfield in tents and served a total of four months at a time. Typical missions would consist of transporting and airdropping men and supplies around the islands, especially to the remote mountaintop radar sites. These radars served to protect the islands' airspace by providing early warning of airborne threats.

The C-130K moved from Stanley to the new Mount Pleasant airfield in 1985 and have served with 1312 Flight ever since. Located some 30 miles from Stanley, this purpose-built garrison airfield is still in constant use today and is the home to almost 2,000 military personnel.

As the mountaintop radars were updated and became automated, the need for supply airdrops was much reduced. In turn, the number of aircraft required was scaled back to two in the 1990s and later to one aircraft.

The aircraft currently patrols the water around the islands looking

for unidentified surface vessels and, since the revenues from fishing licenses are vital to the economic stability of the Falkland Islands, any illegal fishing trawlers.

The C-130K has provided search-and-rescue cover, both to assist the Sea King Helicopters based on the islands and to provide cover when they cannot fly, such as in poor weather. Also, along with the VC10, the Hercules provides a vital transport link in the event of compassionate or medical evacuation flights from the islands back to the United Kingdom.

The C-130K also patrols to the islands of South Georgia and South Sandwich. These islands are British Colonies, which lay many hundreds of miles to the southeast and can only be reached by air or sea.

With the C-130K's operations being scaled down toward its out of service date in 2012, it was deemed that the C-130J would take over in the spring of 2010. That handover was carried-out in early April and the newer C-130 is now in theatre carrying out the same tasks the K has so stoically performed since 1982.

To send the C-130K out in style, a flypast of the RAF Mount Pleasant Airfield and Stanley was conducted with the C-130J. Furthermore, a dining-in night was held for the Hercules crews and all those who have supported the aircraft during its tenure. During the meal, speeches commemorating the K model's service were read and the best times relived with a humorous slideshow.

It has been a huge achievement for the Hercules C-130K to mount 28 years of continuous operation in the Falklands.

The RAF now looks to the C-130J and hopes the next 28 years are just as successful for the newer Hercules.

"This aircraft swap marks the end of an era for the K; she has done an exemplary job over the last 28 years and all involved should be justly proud of this fantastic achievement," said Wing Commander Mike Wilson, the officer commanding 30 Squadron. "However, time and technology moves on and the J now takes up the role and will continue seamlessly where the K left off, providing this remote theatre with the excellent service they have come to expect."



Members of the Royal Air Force hand over the RAF's longest-serving C-130K after receiving a new C-130J last April, in a ceremony held in the Falkland Islands. This C-130K has an impressive history to its credit and served the RAF for 28 years. (Photo Crown Copyright, 2010).

FEMA administrator visits Hurricane Hunters

By Senior Airman Kimberly Erickson, 403rd Wing Public Affairs

Craig Fugate, Federal Emergency Management Agency (FEMA) administrator, visited the Air Force Reserve Command's 53rd Weather Reconnaissance Squadron (WRS) April 29 to address hurricane preparedness as the June 1 storm season approaches.

"The Air Force does a lot for FEMA," Fugate said in an address to the 53rd WRS Hurricane Hunters. "[You're] part of the Department of Defense team that supports us as we support the needs of state and local government."

Response by emergency management services, such as FEMA, is directly affected by the weather data the Hurricane Hunters collect to increase forecasting accuracy, Fugate said.

"From the standpoint of FEMA, the better the forecast is, the better the decisions we make, particularly when it comes to evacuation decision-making," he said.

Evacuation practices in that critical decision-making response time ultimately affect how a community responds to natural disaster, Fugate said.

"The National Hurricane Center can give a much more accurate forecast with the data these aircraft provide," he said of the WC-130J Hercules, "to the point where the NHC can give more lead times for hurricane warnings and watches by a factor of over 12 hours."

Fugate said that benefiting from better forecasting hinges on community preparedness.

"No matter how good the forecast is, if people aren't ready and aren't prepared, you can't change the outcome," he said.

"People will always want to know how many hurricanes will happen," Fugate said. "The question is, are you ready for the hurricane that may threaten your community?"

For those supporting emergency management, making sure their families are ready is critical to allowing the focus to be on taking care of American citizens in their time of need, he said.

Extending that approach to the community can affect the outcome of natural disaster.

"Going into hurricane season, everyone needs to plan like their community could be affected," Fugate said.

During his tour of the 53rd WRS, he said it's the people who operate the equipment, not just the equipment, who make the mission.

"We focus on the aircraft and facilities on these tours, but it's the dedication and hard work of these folks that allow them to provide the data they collect when they're looking at forecast models," Fugate said.



Top: Craig Fugate, the Federal Emergency Management Agency administrator, looks over the control panel of a WC-130J Hercules as Lt. Col. John Fox, a navigator with the 53rd Weather Reconnaissance Squadron Hurricane Hunters at Keesler Air Force Base, Miss., briefs the unit's mission. Fugate was at Keesler AFB April 29 to visit the squadron and discuss hurricane preparedness. (Photo by U.S. Air Force Senior Airman Kimberly Erickson) Bottom: A WC-130J Hercules from the 53rd Weather Reconnaissance Squadron Hurricane Hunters flies a mission. (Photo by U.S. Air Force Tech. Sgt. James B. Pritchett)

Over the past 20 years, that data has resulted in a reduction of average forecasting time from five days to 72 hours.

In addition to stressing the importance of hurricane preparedness, Fugate spoke about the roots of the Air Force Reserve Hurricane Hunter mission.

"I was impressed that Fugate was as knowledgeable and well versed about our background as he was," said Lt. Col. Jonathan Talbot, a veteran 53rd WRS aerial reconnaissance weather officer. "If you don't understand something, you can't make recommendations for how to make it better in the future, and his understanding further solidified my belief of his interest in the future of our mission."

"No one knows how many hurricanes or missions the Hurricane Hunters will fly this year," Fugate said. "But we do know that without them, we would not have the most accurate forecast the hurricane center could give us."

Youngstown aids oil spill clean-up

Air Force Reserve Command's 910th Airlift Wing at Youngstown ARS, Ohio, sent two C-130H aerial spray aircraft and crews to the Gulf Coast, where they arrived at the staging area in Mississippi April 30 to be ready to provide assistance in the clean up operation following the April 22 explosion and sinking of the Transocean Deepwater Horizon oil drilling rig about 130 miles southwest of New Orleans. Another two aircraft and crews were standing by at Youngstown. The unit has the only large area fixed wing aerial spray unit, normally providing larvicide and insect eradication and vegetation control at training ranges, but the airmen also train to help disperse oil slicks by spraying a chemical that helps break it down for natural assimilation by the ocean. (U.S. Air Force file photo)



C-130Js provide link to building African partnerships

*By Airman 1st Class Grovert Fuentes-Contreras,
86th Airlift Wing Public Affairs*

The 17th Air Force (Air Forces Africa) puts a strong emphasis on building relationships between the U.S. military and African nations.

Flintlock 10, a U.S. Africa Command-sponsored exercise does just that. In May, Air Forces Africa partnered again with the 86th Airlift Wing to make Flintlock 10 successful.

The exercise was conducted by Special Operations Command Africa's Joint Special Operations Task Force - Trans Sahara, focusing on military interoperability and capacity-building.

Centered in Ouagadougou, Burkina Faso, the exercise involved tactical training conducted in Senegal, Mali, Mauritania and Nigeria. Approximately 1,200 European, African partner nation and U.S. participants from 14 nations were involved in military interoperability activities across the Trans-Saharan region during this event, making airlift a priority.

"Flintlock 10 is a multi-national exercise designed to enhance Special Operations Forces (SOF) capabilities within trans-Saharan partner nations and develop relationships that will be beneficial to all nations in the region," said Maj. Mark Oberson, 37th Airlift Squadron assistant director of operations.

Two C-130J Super Hercules aircraft from the 86th Airlift Wing from Ramstein Air Base, Germany, flew to Ouagadougou, Burkina Faso, to play a role in personnel movement and enable the exercise to happen as planned. The aircraft airlifted participants from different countries to work together at multiple exercise locations.

"The 130s are making this exercise happen," said Maj. Randle Tankersley, 17th AF Plans and Operations. "If we were without them, the exercise would be sequestered and not interrelated. Now with the transfer and flying capability, participants can travel from one country to another to train."

The 17th Air Force provided coordination for the airlift, and



A joint U.S. Army and Burkinabe security patrol provided airfield security in May while a C-130J Super Hercules from the 86th Airlift Wing, Ramstein Air Base, Germany, prepared for departure with Burkinabe Army personnel and equipment onboard for deployment to Mali in support of Exercise Flintlock 10. Flintlock 10 was an exercise focused on military interoperability and capacity-building and is part of a U.S. Africa Command-sponsored annual exercise program with partner nations in Northern and Western Africa. (U.S. Air Force photo by Master Sgt. Jeremiah Erickson)

movement of participants and cargo.

"We [at 17th Air Force] requested the forces from the 86th Airlift Wing and they delivered," said Tankersley. "We are helping out with the deployment of different countries and getting them to their different locations. This is a big task because of the number of different countries participating."

Participation in the exercise marked the first deployment for U.S. Europe Command's C-130Js, Tankersley explained. The Air Force is used to deploying and redeploying, but this was the first time C-130Js have been deployed for an exercise on the continent.

"The 86th Air Wing is doing a lot of heavy lifting by moving the SOF personnel and equipment in and out of the exercise area and keeping the operation on schedule," said Oberson. "Flintlock was our first opportunity to employ the aircraft in an austere environment for significant durations. This is exactly what the C-130J was built to do and has proven it's up to the task day after day thanks to the monumental efforts by members from the 86th Maintenance Group and 68th Operations Group to keep the planes moving."

U.S. Air Force reservists provide C-130 training

Courtesy of the U.S. Air Force Reserve Command

The U.S. Air Force Reserve Command will provide manpower and aircraft to establish a C-130H2 Formal Training Unit at Little Rock AFB, Ark., starting this fall.

The Air Force Reserve organization will eventually replace Air Education and Training Command's 62nd Airlift Squadron by early 2014. Plans call for the reserve unit to operate with about 323 fulltime air reserve technicians, who are dual-status civil servants and reservists, and 383 traditional reservists.

"This C-130 arrangement is a great example of how the Air Force Reserve leverages its strengths and capabilities to support Air Force and Combatant Command requirements," said Lt. Gen. Charles E. Stenner Jr., AFRC commander. "Within the Air Force Reserve, I've emphasized working together to meet Air Force operational and training mission requirements by aligning equipment, missions, infrastructure and manpower resources to enable more effective use of assets with our component partners.

"Guard and reserve crews are well-versed in a variety of C-130 mission sets, and are certainly well-qualified for this training mission," he said. "We're poised and proud to join our resources

with those of our active duty and guard partners to meet the needs of Air Education and Training Command and the Air Force."

Six Air Force Reserve flying wings will contribute aircraft to "build" the new unit, according to a force structure realignment announced by the Air Force May 11. Locations, units and the number of aircraft from each unit are: Pope AFB, N.C., 440th Airlift Wing (four aircraft); Youngstown Air Reserve Station, Ohio, 910th AW (two aircraft); Dobbins Air Reserve Base, Ga., 94th AW (one aircraft); Maxwell AFB, Ala., 908th AW (one aircraft); Pittsburgh International Airport ARS, Pa, 911th AW (one aircraft); and Niagara Falls IAP ARS, N.Y, 914th AW (one aircraft).

Air National Guard units from around the United States will loan another eight C-130H2 aircraft to the unit. All of the aircraft are expected to be at Little Rock by the fall of 2011.

Air Force Reserve Command planners expect to have about 100 reservists assigned to the Little Rock unit before the start of 2012. The reserve unit will include an operations squadron, maintenance squadron and an operations support organization. Establishing the reserve unit will allow the regular Air Force to redistribute 559 active-duty authorizations at Little Rock to other locations throughout the Air Force.

Strengthening Romanian partnerships

Right: Romanian Air Force Flight Engineer Nicu Romica (left) provides a tour of a Romanian C-130B to U.S. Air Force Tech. Sgt. David Dais, loadmaster from the 37th Airlift Squadron. Members of the U.S. and Romanian Air Forces joined together for a week long exercise to build partnerships and enhance proficiency in working together. (U.S. Air Force Photo by Staff Sgt. Jocelyn Rich)



Left: U.S. Air Force Senior Airman Travis Dale, 86 Aircraft Maintenance Squadron crew chief, affixes a personnel jump platform to the side door of a C-130J in preparation of Romanian Air Force members for a jump during the joint exercise Carpathian Summer, Airlift Base Otopeni, Romania, May 10, 2010. (U.S. Air Force Photo by Staff Sgt. Jocelyn Rich)



Another day, another J

U.S. Air Force Staff Sgt. Justin Gebhardt, 435th Air Ground Operations Wing ramp coordinator, prepares to unload a C-130J Super Hercules during an Operational Readiness Exercise (ORE), Flugplatz Bitburg, Germany, May 17, 2010. This ORE is the third of five exercises held to prepare Airmen for an upcoming Operational Readiness Inspection. The exercise held in Bitburg consisted of more than 100 personnel, spanning 30 Air Force specialty codes and three wings. (U.S. Air Force photo by Airman 1st Class Grovert Fuentes-Contreras)



India's Js take position



The first three C-130Js to be delivered to India take the final three slots on the Lockheed Martin C-130J assembly line in Marietta, Ga. India will receive six new Super Hercules in all, the first of which will be delivered later this year. (Photo by John Rossino)

Flared up

A C-130H from the 440th Airlift Wing, U.S. Air Force Reserve, Pope Air Force Base, N.C., releases flares over the Atlantic Ocean. Photo copyright Joe Oliva.



The C-130 Hercules

By Edith Richmond

For a brief moment, they'll block the sun
a behemoth in the sky, with a grey green hide
an aviation dinosaur.
with two pair of sturdy propellers
mounted on stout wings.
whirling like crazy
grabbing all the torque they can.

Back in '51, their bid won. upsetting some fat cats.
but Lockheed put it together.....engineers
feverishly using their slide rules and protractors
designing a very big bellied bird
with tremendous thrust
to come and go
on short sketchy runways.
The aeronautical back bone
for many countries, during war and peace
It's goliath hatch swallows
battalions of soldiers
and all the tanks and trucks.
with ease.

Able to fly just above the tree line,
as her crew launches giant bales
food
supplies
information
worlds away

Any day you'll see them,
as they lumber in the sky, on a test run.
ever so slowly they turn, banking a wide berth,
her engines
growling faithfully.

Edith Richmond is a poet who resides in the C-130's hometown of Marietta, Ga.

Auf Wiedersehen

In early May, Lockheed Martin said good bye to the last of 14 C-130Js bound for Ramstein Air Base, Germany. The new Js will support the Ramstein-based 37th Airlift Squadron, 86th Airlift Wing that has been flying C-130Es. The first C-130J arrived at Ramstein in March 2009. The new planes are the longer C-130J-30 configuration, which is now the standard for recapitalizing the USAF and other air forces worldwide. Ramstein crews have wasted no time in putting the new Js to work, deploying these aircraft to critical combat, humanitarian and training missions soon after each aircraft arrives on base. (Photo by Damien Guarnieri)



Back in the cockpit



Air Force Senior Airman Brian Petras sits in the cockpit of a C-130 Hercules, May 11, 2010, on the flightline at Little Rock Air Force Base, Ark. Diagnosed with cancer in 2009, he returned to duty less than a year after surgery to remove part of his right leg. He is a flight engineer with the 50th Airlift Squadron. (U.S. Air Force photo by Senior Airman Steele C.G. Britton)



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