



Here we grow: J line expands to meet demand

August marked the arrival of two new positions to Lockheed Martin's C-130J production line in Marietta, Ga.

Housed in building B-1, the line welcomed the Trim Shop and the Leak Test stations to the neighborhood mid-month.

The two teams relocated from previous workspaces on the south campus to K-1 and K-2 in B-1 to streamline production efforts for the C-130J line. Ross Reynolds, vice president C-130 programs, and Mike O'Brien, C-130 director of production operations, officially opened the new workspaces with a ceremonial ribbon cutting.

A few hours later the Trim Shop had its first "customer" pull in for business – ship 5619, destined to be the eighth aircraft for Ramstein AFB Germany (*see photos at right*). The new production positions are part of the ramp up as a result of the growing worldwide demand for C-130Js.

As of now, the C-130J line is full, with no gaps in the production process. A majority of the planes on the current line are headed to Ramstein Air Base, but the line also includes the first HC/MC-130J and Canada's first CC-130J.



Top: A view of the C-130J production line at night. Bottom: Ship 5619 preps to move to the newly-relocated trim shop. Photos by John Rossino.

C-130J: Proven



Photo by John Rossino

"[The C-130J is an] extremely capable airplane ... in terms of handling the environment over here. We've had fairly good reliability rates with the airplane, and the crews are able to do [amazing] things with the airdrop missions ... and the short-field landings."

- Brig. Gen. Guy Walsh, 451st Air Expeditionary Wing commander, in an Aug. 19, 2009, *Air Force Times* article, discussing the role of the new expeditionary wing that is deployed to the busiest theater of the Afghanistan war.

Another bird flies home



A Ramstein Air Base crew accepted delivery of its fourth C-130J in Marietta on Wednesday, Aug. 12. U.S. Air Force tail number 8603 joins a growing fleet of Js that are housed at Ramstein AB in Germany. In 2009, Ramstein will receive a total of 10 C-130Js and four more in 2010. Photo by John Rossino.

Five NATO countries take part in jump week

Article courtesy of Ramstein Air Base Public Affairs

Five NATO countries including Germany, Italy, Belgium, the Netherlands and the United States participated in airborne jump operations during International Jump Week Aug. 9 thru 14 at Ramstein Air Base in Germany.

Parachuting out of the back of a C-130 Hercules from Ramstein's 37th Airlift Squadron, more than 250 paratroopers guided their chutes toward a small bunker drop zone in southwestern Germany, including Airmen from the newly formed 435th Air Ground Operations Wing, 28 from the 435th Contingency Response Group and 11 from the 4th Air Support Operations Group.

This event marked the first time the 435th hosted the jump, providing the opportunity for each of the nations' military members to take more away than just their foreign wings.

"This jump provided such a beautiful opportunity for us all to get together, get some training and jump from the same aircraft," said Sgt. Marco Solaroli, an Italian Army reservist. "We have received great training from the jumpmasters here. It has been an honor to participate in this."

With the success of this year's Jump Week the 435th has decided to make this a yearly event to build confidence and relations among the NATO allies.

"It's simply awesome just to meet new people, foreign jumpers and airborne members," said Airman 1st Class Jerome Williams, a member of the Tactical Air Control Party from the 2nd Air Support Operations Squadron.

"It's been an interesting two days," said Col. Timothy Brown,



A U.S. soldier parachutes out of a C-130 Hercules over Bunker drop zone in southwestern, Germany on Aug. 13, 2009. U.S. soldiers and Airmen performed a combined airborne jump with four other NATO countries. German, Italian, Belgium, and Dutch armies attended the airborne jump during International Jump Week. Photo by U.S. Air Force photo by Airman 1st Class Grovert Fuentes-Contreras.

435th CRG commander and one of the Airmen who participated in the jump. "Today many U.S. troopers jumped under the command of the German jumpmasters, and 30 were commanded by Italian jumpmasters. It's not just the interoperability between U.S. forces and other countries, but all the countries involved as well."

3.3 million pounds airdropped supplies support troops in austere Afghan locations

Article courtesy of Staff Sgt. Stacia Zachary
U.S. Air Force Central Combat Team

U.S. Air Force squadrons airdropped 3.3 million pounds of supplies into Afghanistan during the month of July.

Members of the 772nd Expeditionary Airlift Squadron contributed more than 276,000 pounds of equipment, ammunition and other supplies ranging from fuel to food and water to fellow servicemembers and coalition partners throughout the country. Airdrops have become a reliable method for shipping vital supplies into locations that are devoid of navigable roadways, composed of treacherous terrain features and other threats.

“We’re using airlift to overcome the challenges that the terrain presents,” said Capt. Tucker McEwen, a 772nd EAS C-130J Super Hercules co-pilot. “We airdrop into austere locations when the loads are too great for (helicopters) to accommodate or (when) vehicles can’t maneuver without extreme risk from the environment, weather or hostile threat.”

Recently, the 772nd EAS Airmen delivered JP-8 fuel via an airdrop to servicemembers in the country’s western region. For that mission, the pallets each contained two drums of JP-8 fuel and were rigged with low-cost aerial delivery system parachutes that open upon launch from the aircraft.

The drop zones were predetermined and identified using grid locations. During flight, the pilots maintained communication with ground crews tasked with retrieving the loads.

“In this case, the mission required only communication with ground control and grid coordinates,” McEwen said. “The mission will dictate everything from type of marker to whether we drop at night or during daylight.”

Once the C-130J gets to a set location, the loadmasters prepare the bundles to be offloaded. When the aircraft nears the drop zone, the pilots signal the loadmasters. Last minute checks are performed and the loadmasters run through their checklists.

“We have to make sure everything is squared away with the pallets because things tend to shift in flight,” said Staff Sgt. Brian Commodore, a 772nd EAS loadmaster.

“It’s important that the rigging is still good and the release locks are tight,” added Tech. Sgt. Wayne Witter, a 772nd EAS loadmaster. “Our goal is to do everything to make certain those pallets roll off perfectly and every ‘chute’ opens. The last-minute checks are important because they ensure we’re doing everything on our end to make this a win.”

When the plane draws closer to the drop zone, the loadmasters don additional safety equipment before the ramp and door are opened. Once the aircraft is over the drop zone, the aircraft com-



Top: Capt. Dan Rees monitors flight controls during a night airdrop to deliver JP-8 fuel to troops July 17 over southwestern Afghanistan. Captain Rees is a C-130J Super Hercules pilot assigned to the 772nd Expeditionary Airlift Squadron at Kandahar Airfield, Afghanistan. Bottom: Staff Sgt. Brian Commodore directs the movement of pallets into the cargo bay of a C-130J Super Hercules, in preparation for a night airdrop to deliver JP-8 fuel to troops on the ground July 17 over southwestern Afghanistan. Both Rees and Commodore are deployed from the 41st Airlift Squadron, Little Rock Air Force Base, Ark. Photos by U.S. Air Force Staff Sgt. Shawn Weismiller.

puter programmed by the pilots automatically turns on a green light, signaling the loadmasters to release the pallets. The aircraft computer program accounts for the drift of a particular type of parachute, the weight of the load, wind velocity and other variables. The pallets can be released manually by cutting the line or through a timer and pulley system.

Airdrops are just one aspect of the 772nd EAS mission. More supplies are being moved into and around theater enabling the military to conduct operations. The supplies not only help sustain ground forces, but also aid in Afghanistan’s restoration and strengthening its military.

“People who have absolutely no way of getting a resupply of equipment or even food rely on us and these airdrops,” said Capt. Dan Rees, a 772nd EAS aircraft commander. “As long as there are guys on the ground who need us, we’re going to fly. It’s all about working as a team to help this country succeed.”

Keesler Air Base debuts new J maintenance facility

Four years ago, Keesler Air Force Base in Biloxi, Miss., suffered the same fate as many other coastal towns and cities in Hurricane Katrina's path: destruction.

On the exact anniversary of the storm, hundreds gathered not only to remember Hurricane Katrina's wrath, but to also celebrate the growth of an institution.

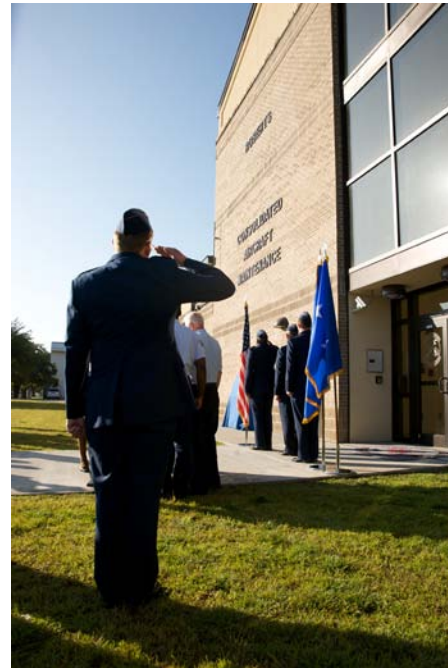
Friday, Aug. 28, marked the official dedication of Keesler Air Force Base's new Roberts Consolidated Aircraft Maintenance Facility, a \$22.6 million, state-of-the-art facility that will be used to maintain the C-130Js of both the Flying Jennies and the Hurricane Hunters.

The building was named in honor of retired Col. Lawrence E. Roberts, a former Tuskegee pilot. Roberts, who flew Piper Cubs, Boeing B-25 Bombers, C-54 transports and F-86 fighter jets, was assigned to Keesler AFB in 1943 and adopted Biloxi, Miss., as his home until his death in 2004. Roberts also served as a maintenance commander here. He is the father of four children, including Robin Roberts, an anchor for ABC's "Good Morning America."

More than 250 individuals, including three of Roberts' children, gathered to dedicate the new facility. Air Force leaders offering remarks at the event included Maj. Gen. Alfred Flowers, 2nd Air Force Commander, Brig. Gen. Ian Dickinson, 81st Training Wing Commander and Brig. Gen. James Muscatell, 403rd Wing Commander.

The 403rd Maintenance Group, moved into the 123,243 square-foot consolidated maintenance facility in April. Maintenance Airman have previously operated in building 4205, which was a hangar built in 1945 and damaged beyond repair during Hurricane Katrina in 2005.

Keesler is home of Headquarters, Second Air Force (2 AF) and the 81st Training Wing (81 TW) of the Air Education and Training Command (AETC). Resource Management (ARMS), and tropical cyclone forecasting. C-130J units that operate out of Keesler include the 53rd Weather Reconnaissance Squadron (the "Hurricane Hunters") and 815th Airlift Squadron (the "Flying Jennies"). Keesler's fleet includes eight C-130Js and 10 WC-130Js.



Above: Airmen salute as the national anthem is played during the Aug. 28 dedication ceremony for Keesler Air Force Base's new Roberts Consolidated Aircraft Maintenance facility, named in honor of Col. Lawrence E. Roberts. Photo by Lt. Col. Chad Gibson, Keesler Air Force Base Public Affairs. Below: Roberts' children join Brig. Gen. Ian Dickinson (left), 81st Training Wing Commander; Gen. Alfred Flowers (right), 2nd Air Force Commander, and Brig. Gen. James Muscatell (far right), for the unveiling of a commemorative plaque in honor of Lt. Col. Lawrence Roberts. Photo by Stephanie Stimm.

Welcome, HC/MC-130J

The first HC/MC-130J has made its appearance on the C-130J production line in Marietta, Ga. Ship 5633's cabtop is on the line and will soon be followed by its floor, which will arrive in late September. Photo by Damien Guarnieri.



J View

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

"During my 30 years with Lockheed Martin, I have had the privilege to support the C-130 program in many ways—as a quality engineer, as the department manager of C-130 Assembly Inspection, and for the past 11 years as a member of the C-130 Program Office. To this day, every time I see a Herc, I feel a tremendous sense of pride — pride in the legacy of this fantastic aircraft and the broad range of missions it so ably performs; pride in the men and women around the world who operate and maintain the C-130 day in and day out; and pride in our Lockheed Martin team that have continuously produced and supported this legendary aircraft for over 50 years."

Linda Allen,
Capture Team Lead,
Canadian In-Service Support Program



Photo by John Rossino

Royal Norwegian Air Force in the spotlight



Representatives from the Royal Norwegian Air Force (RNoAF) accepted an Air Worthiness Certificate from the U.S. Department of Defense on Aug. 24. The certificate confirms the approval of the Block 6.0 design included in the RNoAF's two C-130Js, which were delivered in 2008 and 2009 (Lockheed Martin tail numbers 5601 and 5607, respectively). Steve Miller, deputy commander, 657th AESS, Wright-Patterson Air Force Base, presented the certificate to Maj. Kjell Vik, logistics manager, RNoAF C-130J Program (left), and Maj. Ken Wiik, deputy project manager, RNoAF C-130J Program (right). Norway will receive its final two C-130Js in 2010. Photo by John Rossino.



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