



RAF salutes 10th anniversary of flying C-130Js

Article courtesy of the Royal Air Force

The Royal Air Force's (RAF) C-130J Hercules aircraft recently celebrated its 10th Anniversary in style with a commemorative event at RAF Lyneham.

The RAF College Cranwell Band entertained Lyneham-based personnel and other invited guests in front of a C-130J with a spectacular display playing various military music pieces.

The Station Commander, Group Cpt. Mike Neville, spoke of the tremendous job that both the aircraft and its crews had carried out over the past 10 years.

Since November 1999, when the first C130J landed at RAF Lyneham, the aircraft has been working tirelessly throughout the world on various operations and exercises. It is currently in

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Members of the Royal Air Force gather to fete the RAF C-130J Super Hercules on its 10th anniversary. The RAF had the distinction of being the launch customer for the C-130J line in 1999. (Photo courtesy of the RAF)

New year and new look coming soon!

This has been one of the most explosive years in the history of the C-130 program. With interest in the C-130J Super Hercules growing daily, and the need for the refurbishment and upgrade of earlier C-130s increasing as well, we'll certainly see a very busy 2010.

We have had the largest order backlog in C-130J program history, so we will continue to increase our production rate to meet our customers' delivery needs. We're also ramping up production of new center wing boxes for earlier C-130s and upgrading some with new avionics and mission systems to support the warfighter. These upgrades to legacy aircraft, combined with the flexibility and multi-mission capability of our C-130Js, mean demand for our aircraft is strong and growing. The C-130 has had an amazing history and all indications are that it will be going for many, many years to come.

As 2009 closes and the new year begins, we would like to take this opportunity to wish each and every member of the armed forces our sincerest gratitude for everything you do. To our customers around the world, we reinforce our commitment to provide you with the best aircraft and support in the world to help you fulfill the tasks and challenges you and your crews face every day.

In recognition of the growing C-130 family, and the scope of activity associated with that, 2010 will bring a slight transformation for J News. Under the new name "Proven," this newsletter will now encompass some of the activities and innovations underway in the world of pre-C-130J.

Have a safe and joyful holiday and we wish all of you the very best for 2010.

Ross Reynolds, vice president C-130 Programs

Jim Grant, vice president Air Mobility Business Development



Jim Grant (left) and Ross Reynolds.

Canada's first CC-130Js prep for debut



During the evening of Dec. 7, 2009, the first two of Canada's 17 CC-130Js moved to the front of the production line at Lockheed Martin's C-130J production line in Marietta, Ga. The CC-130J on the left is the first and is in the position for interior trim. The CC-130J on the right is in the final assembly position. The aircraft will be delivered in the spring of 2010. (Photo by David Key)

J crews supply troops in Afghanistan with air drops

Article courtesy of Ministry of Defence (United Kingdom)

Crews from Royal Air Force (RAF) Lyneham are reverting to Second World War methods of resupplying troops on the front line in Afghanistan by air drops, helping to reduce the danger posed by roadside bombs. Traditionally, the forward operating bases (FOBs), where front-line British troops are located throughout Helmand province, have been restocked by road as air drops have been notoriously inaccurate.

But now stores, which include essential ration packs, are able to be thrown accurately out of the back of a moving Hercules, helping to limit the danger to soldiers who resupply by land. It's only now a viable option because of the introduction of a new computerized system that works out a precise time and location for the drop to begin.

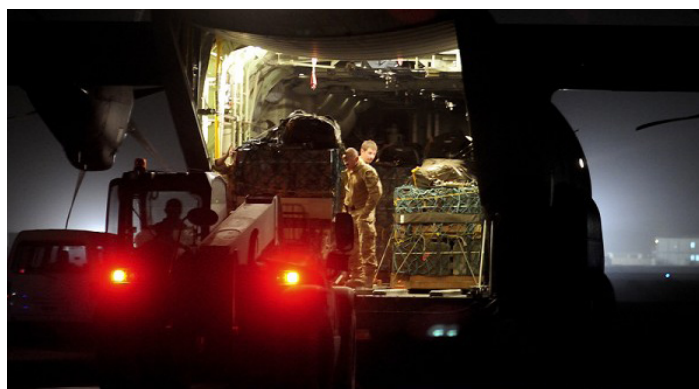
Group Cpt. Terry Jones, commanding officer of Air Assets at Kandahar, explained the importance of the air drops: "If you drop by road, you put a convoy out for a long period where it's vulnerable to attack and where the vehicles can run over IEDs [improvised explosive devices] and that puts the people at risk.

"We can lower the burden on those patrols and reduce them to the minimum by making more use of air drops, where we can drop large numbers of supplies very close to the patrol bases and forward operating bases, precisely where the troops need them."

Air drops to resupply the front line were used as far back as the Second World War, but historically the vast majority of loads never landed where they should. For that reason the FOBs in Afghanistan have been restocked by road.

Flight Lt. Gareth Burdett, Captain of a Hercules C-130 aircraft dropping the supplies, said: "The challenges with an air drop in Afghanistan have always been knowing what the wind is doing. Dropping stores in the way that we do is a bit like dropping a feather in a corner of a room with a fan blowing.

"But the kit that we have now enables us to find out accurately what the wind is doing, and therefore we can make sure that from where we release these stores the parachutes will all land in the correct position on the ground."



A RAF C-130J preps for an air drop mission in Afghanistan. (Photo courtesy of Ministry of Defence (United Kingdom))

Because of the accuracy of the new system, the size of the area the soldiers have to clear of improvised explosive devices is greatly reduced. The accuracy with which the pallets fall into a drop zone also makes it easier for the troops to unpack them quickly and take the consignment back to the relative safety of the FOB.

"We can secure the drop zone before, so we can make sure there are no IEDs or mines or anything there, and there's no insurgent activity. That way we are happy that it is safe and we're controlling the situation," Lt. Daniel Hurt, second-in-command of Forward Operating Base Edinburgh near Musa Qaleh.

Speaking about a recent drop he said: "In total I think we moved about 60 tons worth of kit and that was all man-handled.

"A group of 20 guys did that last night. Picking up a huge volume of stores in the freezing cold of the Afghanistan desert at night in December is not as easy as it sounds, but the troops lifting the boxes on the receiving end were pleased to get their fresh rations," Hurt said.

Watching the stores arrive, Capt. James Horspool said: "It was eerily quiet apart from the brief flutter of parachutes far overhead, followed by gentle 'thuds' as they hit the ground."

"They looked something like jellyfish floating down from the starry skies onto the desert plain."

Ramstein Airmen train in Israel, showcase capabilities of the C-130J

Article courtesy of Airman 1st Class Alexandria Mosness, 86th Airlift Wing Public Affairs

It's not every day you get to see an American flag flying next to the Israeli flag, but during a 10-day training and exercise mission here, it was common to see Airmen walking around with not only the American flag on their shoulder but also the Israeli national flag.

Members from Ramstein Air Base in Germany participated in the exercise Dec. 1-10 to accomplish various training requirements for the C-130J Super Hercules which are not allowed in Germany because of country regulations.

"Training is hard to achieve in Germany because of the air space restrictions," said Capt. Sarah Santoro, 37th Airlift Squadron mission commander for the Israel off-station training. "Some of the things we were able to accomplish in Israel were dirt landings and low-level flying. This is a great training opportunity as the environment has similarities to where we would deploy to, such as Africa or the Middle East."

During the training, the 37th AS was able to get many pilots qualified on training necessities.

"Everything has gone well," Santoro said. "One of the main things we have been able to achieve is seasoning with the J-model since we are still learning the plane. It has allowed us to become more familiar with the airplane."

And, for some, the training was a first.

"Many of the pilots had never done a dirt landing, so they were excited to have the chance," Santoro said.

Since the arrival of the first J-model aircraft to Ramstein in April, the 37th AS has continued to build on their familiarity with the airplane.

"We are a young squadron new to the J-model, and we are continually building experience for our pilots and crews," the captain added.

From the 37th AS to the 86th Operations Support Squadron, the 86th Maintenance Squadron to the 435th Contingency Response Group, many Ramstein units participated in the exercise.

More than 100 people participated in the training, each contributing their part to the mission.

"You cannot do an effort all by yourself," Santoro said. "Everyone participating has worked hard and it shows. From the MXS, to OSS and the CRG, they have helped make it happen."

With everyone working together, they were able to learn how other squadrons operate.



Israeli loadmasters prepare for takeoff in a U.S. C-130J Super Hercules Dec. 6, 2009, Nevatim Air Force Base. The Israeli Army had observers on every flight during the 10-day training exercise for Ramstein Air Base. The Israelis were eager to host Ramstein units to learn more about the C-130J models. (U.S. Air Force photo by Airman 1st Class Alexandria Mosness)

"This is my first TDY [temporary duty] with the 37th AS, and I have really enjoyed working with them," said Senior Airman Chris Tate, 86th OSS aircrew flight equipment. "I have been able to appreciate and see what the CRG does and learn more about their job. And, they have also taken a look to see what we do."

While in Israel, many of Airmen were also able to work closely and build partnerships with the Israeli military members, something which many said was a highlight of their trip.

"The Israelis were eager to host us as they are supposed to be getting J-models in the near future," Santoro said. "They seem impressed with the airplanes. The Israelis have been a phenomenal partner. The interaction has allowed us to take away and learn a lot."

Despite the difference in language, it didn't impact how the aircrews operated in the air, the captain said.

"I've found aircrew are aircrew no matter what flag is on their shoulder," she added. "Once you get them in the plane, instincts kick in."

Not only did the airmen take away knowledge from their Israeli counterparts, but the Israelis were also able to learn a great deal.

"Working with the Americans has been a great opportunity and learning experience for us," Israeli Air Force Reserve Warrant Officer Amit Ronen said. "It has allowed us to see what we will be working with in the future. We have also been able to see how Americans work with the aircraft, and show them the way we do things."

New wheels

The Air Force Reserve Recruiting Office for the 403rd Wing has a brand new truck and trailer for hauling the miniature C-130J “Lil Bill” around the Gulf Coast. The truck and trailer are decked out with a brand new paint scheme featuring the many duties of the 403rd Wing to include: maintenance, aerial port, Hurricane Hunters, Flying Jennies, their workhorse aircraft the C-130J Super Hercules and many more. (U.S. Air Force photo by Lt. Col. Chad Gibson)



“Fat Albert” drops by Marietta



“Fat Albert,” the C-130T support aircraft for the U.S. Navy Blue Angels flight demonstration team, recently visited Lockheed Martin’s Marietta facility for what’s becoming an annual tradition.

The only Marine Corps aircraft permanently assigned to support a Navy squadron, Fat Albert, as it’s affectionately called, is flown by an all-Marine Corps crew of three pilots and five enlisted personnel. Fat Albert completes more than 60 airshows for audiences of about 15 million a year and the crew logs more than 140,000 miles each year on this Hercules, which came off the Marietta assembly line in 1992.

The team toured the C-130J production line, flew the C-130J simulator and met with Lockheed Martin employees who toured Fat Albert. The experience was exciting, for both Lockheed Martin employees and the team. (Photos by John Rossino)



Takin' off



A 746th Expeditionary Airlift Squadron C-130J Hercules takes off on an airlift mission, Dec. 1, 2009, in Southwest Asia. The 746 EAS provides intratheater combat airlift support throughout the U.S. Central Command area of responsibility in support of operations Iraqi Freedom and Enduring Freedom. (U.S. Air Force photo by Staff Sgt. Robert Barney)

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operations in Afghanistan and served with distinction during operations in Iraq.

The C-130J has a remarkable safety record and is widely recognized as being exceptional with a more advanced electronic system and more powerful (and efficient) engines than its predecessor the C130K.

Due to its more efficient nature, it can climb faster and higher and can take-off and land on shorter runways, the C-130J has been used on various support missions for conflicts and world disasters. From 2012 the C-130J will be the only Hercules type aircraft in active RAF service.

"We wanted to recognise the fact that wherever there is a conflict or a disaster there is normally a Hercules. Wherever you need a meaningful amount of freight delivered to a confined area or short



(Photo courtesy of Ministry of Defence (United Kingdom))

strip the Hercules is normally the aircraft of choice," said Sqdn. Ldr. Tano, project officer for the RAF anniversary event.

C-130J preps for airdrop mission

A soldier loads cargo pallets onto a C-130J, Nov. 30. The Airmen, Soldiers, and Marines worked together to get the cargo loaded onto the aircraft in a short period of time. Compared to older C-130s, the J-model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. (Photo courtesy U.S. Air Force)



J View

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

“Having recently transitioned to the C-130J Program as the USAF/Norway Program Director, my favorite parts of the new job are the people and the product. I love to meet the crews who come to pick up our J model aircraft, and the people who design, build and test them. I’ve been extremely proud for the general officers to meet the knowledgeable, professional team who make the C-130J program a reality. I am looking forward to a busy but exciting 2010, when we’ll deliver at an increased pace a remarkable aircraft with a proud legacy of saving lives and completing our customers’ missions.”

Julie Whitehead
C-130J USAF/Norway Program director



Photo by Damien Guarnieri



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