



Oman acquires two additional Super Hercules

Lockheed Martin signed a contract with the Sultanate of Oman in August for two additional C-130J Super Hercules.

Oman ordered its first C-130J in July 2009, for delivery in 2012. The two additional aircraft will be delivered in late 2013 and early 2014. The first aircraft is of the C 130J-30 "long" configuration and the new order is for two C-130J "short" configuration aircraft.



"The C-130J is ideally suited to the operating conditions found

in Oman and other areas of the Gulf," said Jim Grant, Lockheed Martin vice president for Air Mobility and Special Operations Forces Programs. "In selecting the C-130J Super Hercules, Oman has recognized all the proven qualities of the world's most advanced airlifter."

Oman currently operates a fleet of three C-130Hs purchased in the early 1980s.

The Oman C-130J fleet will support operations with its capability to operate out of remote, austere airstrips.

Norway welcomes more C-130Js to Gardermoen

The Royal Norwegian Air Force (RNoAF) said hello to two new C-130Js in August, which join two existing Norwegian C-130Js.

A ceremony welcoming the two aircraft took place in Norway at Gardermoen Military Air Base. RNoAF military and government dignitaries were on hand to celebrate the new Js, along with Lockheed Martin C-130J Vice President Ross Reynolds.

"[The aircraft] have actually been delivered in record time, without exceeding the budget, and that's a fact we can be proud of. Thanks to all of you who have been involved in this process. Without their efforts we would not be here today," said Norway's Minister of Defense Grete Faremo.

Like their two predecessors, these two C-130Js come with their own monikers. Known as Siv and Nanna, the aircraft are named after the wives of Norse Gods (Frigg and Idunn are the names of the first two RNoAF C-130Js). These four Js replace Norway's existing fleet of 6 C-130Hs, which were flown for about 40 years. The RNoAF received its first C-130J in November 2008. The ceremony included a flight over Oslo, with Faremo and Maj. Gen. Stein Nodeland, commander of the RNoAF.

"[With the new C-130Js] our capacity will be gradually improved and more modern," Nodeland said. "It will be much easier to solve missions. Not to forget, the new aircrafts will also do a lot for the spirit."



Above: Three of Norway's new C-130Js fly in formation over the Oslo Fjord. Below: Norway's Minister of Defense Grete Faremo unveils the name of one of Norway's new C-130Js. (Photos courtesy of Norwegian Defence Media Centre)

200th C-130J catches some air



The 200th C-130J Super Hercules built, an HC-130J for the U.S. Air Force, flew for the first time on Aug. 10, from the Lockheed Martin facility adjoining Dobbins Air Reserve Base in Marietta, Ga.. Scheduled for delivery later this year, this is the second of 21 HC- or MC-130J aircraft on contract that will begin recapitalization of the U.S. Air Force's aging MC-130 special mission and HC-130 fixed-wing personnel recovery fleets. (Photo by John Rossino)

C-130s deliver firefighting supplies to Russia

Story courtesy of U.S. Air Forces in Europe Public Affairs

Two C-130J Super Hercules aircraft flew missions into Russia from Ramstein Air Base Aug. 13, delivering firefighting supplies promised by U.S. President Barack Obama.

Members of the 37th Airlift Squadron here delivered equipment from Army, Air Force, Marine and Navy units throughout the U.S. European Command (EUCOM) theater of operations.

EUCOM officials began brainstorming about a week before the operation on how the command could help after the Russian government passed a list of equipment they needed to the U.S. embassy in Moscow.

“Our smart planners worked with all of our components in Europe to rapidly determine what we could supply,” said Maj. Gen. Harold Moulton, the EUCOM operations director. “We identified supplies like Pioneer Equipment, large diameter hoses, mobile pumping stations, personal protective equipment and medical kits, and then packaged them for delivery.

“We reached out to our bases as far west as Rota, Spain, and as far south as Sigonella, Italy,” he said. “Additional materials were identified from our stocks in Norway and at our air base at Ramstein. We asked our air component, U.S. Air Forces Europe, to lead and they did a great job. Our C-130 aircrews demonstrated their flexibility and ‘get it done’ attitude.”

“The U.S. response to the Russian wildfires was a quickly pushed mission, and our crews were ready to spring into action,” said Lt. Col. Tobias Sernel, the 37th Airlift Squadron and mission commander. “Support from the embassy in Moscow made it possible to get our crews and equipment up in the air in incredible time.



Air Force personnel load firefighting equipment onto a C-130J, bound for Russia, here Aug 13, 2010. The equipment is part of a joint U.S. Air Forces Europe, U.S. Naval Forces Europe/Africa, Marine Forces Europe and U.S. Army Europe effort to assist the Russian government in fighting the wildfires in the country. (U.S. Air Force photo by Master Sgt. Keith Houin)

“It was a tiring mission with two roundtrip flights, more than 17 hours of flight time, and hours of loading and offloading equipment,” he said. “But when you consider the life-saving equipment delivered and the bilateral relationship that was bolstered, doing all this was worth the effort.”

“This was just an incredible mission from all perspectives,” said Master Sgt. Keith Houin, the USAFE public affairs documentation team leader. “It was impressive to see the orchestration of hundreds of Airmen, two nations and so much equipment on such short notice. Anyone who touched even the smallest piece of this mission should be proud of what they did. We showed the world that the United States is a great partner.”

Lockheed Martin accepts delivery of the 1,000th nacelle for the C-130J from GKN

GKN Aerospace has delivered the 1,000th nacelle for Lockheed Martin's C-130J. The nacelle is a cover housing (separate from the fuselage) that holds engines, fuel or equipment on an aircraft.

In recognition of the landmark 1,000th nacelle delivery and of the success of the ongoing relationship between GKN Aerospace and Lockheed Martin, Ross Reynolds, Lockheed Martin vice president for C-130J programs, visited GKN Aerospace on the Isle of Wight in the United Kingdom and toured the new production line Aug. 19, which provides long-term work for more than 60 employees.

“As the launch nation and operator for the C-130J, the United Kingdom and the Royal Air Force hold a special place in the history of the C-130 program,” Reynolds said. “It is therefore fitting that we should be celebrating this major milestone and the enduring relationship between Lockheed Martin and U.K. technology. GKN Aerospace is a proven and valued supplier and we look forward to the growth and prosperity that the worldwide demand for the Super Hercules will bring to GKN Aerospace.”

To meet the significant C-130J production rate increase, GKN Aerospace moved its manufacturing operations to this new state of the art production line.

“The 2009 five-year contract extension enabled us both to invest in an entirely new, state of the art production line and to implement the very latest in lean and supply-chain-management initiatives,” said Jeff Armitage, GKN vice president and managing director, nacelle. “As a direct result we have been able to achieve the significant production rate increases and price reductions required by our customer and the programme.”

GKN Aerospace has been the sole source supplier to Lockheed Martin of the robust integrated nacelle system for the C-130J since December 1993, having been a leading member of the U.K. Industrial Support Group and responsible for the design change from the C-130H nacelle to the C-130J.

GKN Aerospace is the aerospace operation of GKN plc, serving a global customer base and operating in North and South America, Australia, the Asia Pacific and Europe. With sales of GBP1.5bn, the business is focused around three major product areas — aerostructures, propulsion systems and transparencies, plus a number of specialist products — electro-thermal ice protection, fuel and flotation systems, and bullet resistant glass. The business is equally split along military and civil lines with significant participation on major aircraft programmes today. GKN Aerospace is a major supplier of complex composite structures; offers one of the most comprehensive capabilities in high performance metallics processing and is the world leading supplier of cockpit transparencies and passenger cabin windows.

Top: Lockheed Martin's Ross Reynolds (center) at the GKN's Isle of Wight facility. Middle: The nacelle. Bottom: Reynolds (center) takes a tour of GKN's new nacelle manufacturing line. (Photos courtesy of GKN)



Ready to fly



The Lockheed Martin flight line ramp in Marietta, Ga., was a busy place in August. The aircraft in this picture offer a glimpse of the operational and international range of the program's growing customer base. From right to left: Indian C-130J, Canadian CC-130J, U.S. Marine Corps KC-130J, U.S. Air Force (USAF) Air Combat Command HC-130J, Canadian CC-130J, USAF Dyess Air Force Base C-130J and Canadian CC-130J. (Photo by John Rossino)

19th Airlift Wing lifts off with new commander

By Capt. Joe Knable, 19th Airlift

A former C-130 pilot assigned to Little Rock Air Force Base, Ark., in 1994 has come home to command the world's largest C-130 wing.

Col. Michael Minihan, a former 61st Airlift Squadron pilot, took command of the 19th Airlift Wing Black Knights in a change-of-command ceremony at Little Rock Air Force Base in Arkansas on Aug. 2.

"We are Combat Airlift," he told the audience of military and civilian dignitaries. "Some days our mission is to train, and other days it is to rest and reconstitute. We're the bus that takes warriors to work, and safely home again. We're the delivery truck that takes beans and bullets to the front line. And some days we are the ambulance fighting to preserve precious American lifeblood. And some days we are the hearse — some sorrowful days we are the hearse — that flies sacred angels home one last time. It is an honor to be the home of combat airlift."

Minihan concluded with a reference to the C-130 engine start-up checklist — the verbiage the pilot calls out before starting the number three engine, the first engine to be started, indicating the start of the mission. "Black Knights, I'm proud to wear your patch. I'm ready to 'clear number three' and go to work."

As commander, Minihan leads the world's largest fleet of C-130 aircraft and is responsible for providing worldwide deployable C-130 aircraft, aircrews, support personnel, and equipment for Air Mobility Command and Air Expeditionary Force taskings. Lt. Gen. Robert Allardice, 18th Air Force commander, explained the importance of the 19th AW and the great work accomplished by its people.

"I don't know if you can possibly appreciate the reach of Little Rock Air Force Base," Allardice said. "When virtually anything happens in the world of substance, you'll have Air Mobility Command there ... and certainly the men and women of Little Rock and the 19th AW are involved. The 19th just delivers a whole range of support to people worldwide and we're



Col. Michael Minihan (right), 19th Airlift Wing commander, returns a salute to Lt. Gen. Robert Allardice, 18th Air Force commander, during a change of command ceremony at Little Rock Air Force Base, Ark., on Aug. 2. (U.S. Air Force photo by Senior Airman Steele C.G. Britton)

so proud of what they're doing."

Because the wing has more airplanes and geographically separated units than any other 18th AF wing, the general regarded the 19th AW as "the most complex, diverse wing in 18th AF."

The general lauded Minihan's ability to perform the important work ahead of him. "The reputation of (Minihan) is incredibly strong," Allardice said.

The new wing commander is a third-generation Air Force officer, whose grandfather flew B-26s and whose father retired as a lieutenant general. "You have someone who understands the Air Force and understand the Air Force mission and is committed to excellence..." Allardice said.

Col. Greg Otey, the wing's previous commander, received the Legion of Merit during the ceremony and is headed to the Pentagon to serve as the Headquarters Air Force Senior Air Force Planner for Joint Matters. The 19th AW is the "Home of C-130 Combat Airlift" and works in concert with the 314th Airlift Wing, 189th Airlift Wing and U.S. Air Force Weapons School in all aspects of C-130 training.

Medical crew takes flight, injured out of fight

By Staff Sgt. Kali L. Gradishar, U.S. AFCENT Combat Camera Team

Five members of the 332nd Expeditionary Airlift Flight, with the help of other unit comrades, loaded a C-130 Hercules with medical supplies and equipment in preparation for picking up servicemembers at various locations throughout Iraq.

Lt. Col. Bryan Castle, the 332nd EAEF commander, scurried up a center post on the aircraft carefully holding a bundle of folded fabric. With one hand, he grasped the post while securing a carabineer and one corner of the fabric to a hook in the aircraft ceiling. He did this once more with the opposite corner of the fabric and let it fall from his hands.

The U.S. flag waving above their heads, the members of the five-person crew consisting of a medical crew director, a flight nurse and three aeromedical evacuation technicians were ready to pick up the first set of patients from Baghdad.

“Today, our load (included) one litter patient, 11 ambulatory patients and three attendants,” said Maj. Marty Maddox, a 332nd EAEF flight nurse. “We had patients that had muscular skeletal problems, we had patients that had swelling in extremities and lymph node problems, and we also had some patients who were having some psychiatric problems (who) came with attendants.”

As the C-130 aircrew brought the aircraft to a halt on Baghdad’s flightline, it took only minutes before the medical crew and their counterparts on the ground had each patient in the aircraft and buckled in. The aircraft took off once more to pick up the last group of patients in Tikrit, Iraq, before transporting them all back to Joint Base Balad.

While the actual time in flight was little more than two hours, the amount of work for such an operation takes much more, including planning locations for supplies and equipment, and strategically locating certain patients to provide for better care on board.

Prior to loading the aircraft, Maj. Lisa Mayo, a flight nurse and MCD for the flight, briefed the medical crewmembers on the patients they would see and their medical conditions. This gave the crew the essential details they needed to know to configure the back of the aircraft.

“We place everything in a strategic location when we load the



A loadmaster assigned to the 777th Expeditionary Airlift Squadron reviews a per-flight inspection checklist prior to an aeromedical evacuation mission July 17, 2010, at Joint Base Balad, Iraq. (U.S. Air Force photo by Staff Sgt. Andy M. Kin)

aircraft to make it more efficient to load and monitor patients,” said Senior Master Sgt. Tony Staut, a 332nd EAES aeromedical evacuation technician.

Doing so allows for the patients to be comfortable and well-provided for, as well as for the crew to have enough room to operate.

The ambulatory patients sat in regular passenger seating, and the litter patient was located in the rear of the aircraft to provide room for maneuvering in the cramped space of the C-130. Depending on patient circumstances, some were placed on the left and right of aircraft near certain supplies or away from certain areas of the aircraft.

Once back on the ground at JB Balad, the patients are transferred to various locations. Some plan only to make a stop at the Landstuhl Regional Medical Center in Germany, while others are transported to medical treatment facilities. With the patients on their way, the medical crew reverses their initial process of loading the aircraft, taking off all the equipment and supplies.

Lastly, the crew takes down the American flag, careful not to let it touch the ground. They fold it into a tight, neat triangle, ready for it to be unfurled for the next aeromedical evacuation mission.

Hercules down under

The Royal New Zealand Air Force (RNZAF) C-130 Hercules conducted a tactical mission in August under “enemy” fire to insert a team of special tactics combat controllers into Bradshaw Bombing Range to conduct tactical landing zone reconnaissance and terminal attack control in support of Exercise Pitch Black. Here, a RNZAF pilots maneuver C-130 Hercules towards Bradshaw Bombing Range in the Northern Territory. (Photo courtesy of the RNZAF)



Farewell, friends



The 38th Expeditionary Airlift Squadron poses for a group photo on the flightline, Ramstein Air Base, Germany, Aug. 11. The squadron, which is made up of Air Force Reserve and Air National Guard personnel, will end its tour in Germany on Sept. 15, after more than 20 years in Germany. (U.S. Air Force photo by Senior Airman Tony R. Ritter)

Maintainers keep C-130Js flying

By Staff Sgt. Kali L. Gradishar, U.S. AFCENT Combat Camera Team

Tech. Sgt. Jeremy Thompson is a C-130 aerospace propulsion systems craftsman deployed with the 451st Expeditionary Aircraft Maintenance Squadron at Kandahar Airfield, Afghanistan.

Thompson is deployed from the 19th Aircraft Maintenance Squadron at Little Rock Air Force Base, Ark.

According to his official U.S. Air Force job description, Thompson inspects, maintains, modifies, tests and repairs propellers, turboprop and turboshaft engines, jet engines, small gas turbine engines and engine ground support equipment. He also manages aerospace propulsion functions and activities.

In his duties to plan, organize and direct aerospace propulsion maintenance, he interprets and implements directives and publications pertaining to maintenance functions, including environmentally safe maintenance practices.

Thompson also advises, performs troubleshooting and determines repair procedures on aircraft engines. He also diagnoses and repairs malfunctions using technical publications and solves maintenance problems by studying drawings, wiring and schematic diagrams, technical instructions and analyzing operating characteristics of aircraft engines.

Furthermore, Sergeant Thompson is trained to remove, install, inspect, repair and modifies engines, engine modules and components, the job description states. He can disassemble and assemble engines adhering to prescribed procedures and prepare engines for installation, storage, or transportation. He's also trained to tests components using bench mockups and test equipment.

The job description further states his mandatory job knowledge



Tech. Sgt. Jeremy Thompson, a 451st Expeditionary Aircraft Maintenance Squadron propulsion systems craftsman, applies a liquid polymer to a C-130J Hercules propeller Aug. 2 at Kandahar Airfield, Afghanistan. Thompson sanded the propeller to the proper contour once the polymer had set. (U.S. Air Force Photo by Tech. Sgt. Chad Chisholm)

includes knowing mechanical, hydro-mechanical, electrical, and pneumatic principles applying to jet and turboprop engines, and propellers, oil analysis principles, wear metal criteria and guidelines, concepts and application of maintenance directives and using and interpreting diagrams and technical publications.

The 451st EAMXS is a sub-unit of the 451st Air Expeditionary Wing. According to the 451st Air Expeditionary Wing website, the wing provides a “persistent and powerful airpower” presence in the Afghanistan area of operations. 451st AEW Airmen provide “world-class” tactical airlift, close air support, intelligence, surveillance and reconnaissance, command and control, airborne datalink, combat search and rescue, casualty evacuation and aeromedical evacuation capabilities whenever and wherever needed.

Ramstein airmen train with sister wing in Poland

By Staff Sgt. Jocelyn Rich, 86th Airlift Wing Public Affairs

U.S. airmen from the 86th Airlift Wing and 435th Contingency Response Group at Ramstein Air Base, Germany, traveled to the 33rd Air Base in Powidz, Poland, Aug. 13-19 for combined training with Polish military forces.

Operation Screaming Eagle, the weeklong off-site training, aimed at sharing knowledge, strengthening bonds and building partnerships between the two units.

This was the first off-site training since members of the Polish Air Force's 3rd Airlift Wing and Airmen from the 86th AW and 435th Air Ground Operations Wing formalized their sister-wing relationship earlier this year.

"This was my first opportunity to attend off-site training," said Capt. Ryan Miller, a 37th Airlift Squadron flight commander and one of 50 Airmen representing Ramstein. "It gave me a great perspective on all that goes into an operation and how many people are required to get the mission done."

The training included various jump training scenarios and accomplished semi-annual flying requirements for the 37th AS

Airmen. Some of the scenarios included high altitude low opening jumps; freefall paratrooper support for the Polish Operational Mobile Reaction Group and training Polish riggers how to properly assemble container delivery systems.

More than 180 HALO drops were completed successfully as well as completion of important night flying requirements for aircrew — a training scenario that's difficult to accomplish at Ramstein AB due to the quiet hour rules.

The training also allowed a chance for members of the Polish air force to receive incentive flights on a C-130J Super Hercules.

"This was one of the most enjoyable times of my life," said Polish Air Force Capt. Polrul in reference to his flight.

Polish airmen received the first of five refurbished C-130E Hercules military transport planes in early 2009, so the opportunity to see the newer J-model was not only enjoyable, but added value to the training experience.

"(The Polish airmen) were very friendly and eager to work with us," Captain Miller said. "There was definitely a desire to continue and increase the efficiency with our combined forces."

Exercise in Herculean strength



Australian and Indonesian C-130 Hercules crews had the opportunity to work alongside each other at Royal Australian Air Force (RAAF) Base Darwin for Exercise Rajawali Ausindo on Aug. 13. The exercise allows personnel from the Tentara Nasional Indonesia—Angkatan Udara (TNI-AU, or Indonesian Air Force) and RAAF to further develop aircrew professionalism in the tactical environment and airdrop role. Participants carried out a variety of activities including several cooperative C-130 tactical airdrop missions in addition to a series of briefings and cultural activities. At left, participants of Exercise Rajawali Ausindo pose for a group photo in front of an Indonesian (foreground) and Australian (background) C-130 Hercules. Exercise Rajawali is not the only thing these two countries have in common: Australia and Indonesia were the C-130's first international operators. (Photo courtesy of the RAAF)



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