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PROVEN

News From the World of the C-130

C-130J: 200 and still climbing ...



Photo by John Rossino



Photo by Damien Guarnieri

Lockheed Martin employees celebrated multiple C-130 milestones on Sept. 23 in Marietta, Ga., starting with the delivery of the 200th C-130J Super Hercules. The HC-130J, the first for the U.S. Air Force's Air Combat Command, also holds the distinction of being the 1,500th C-130 delivered to the U.S. government. Lockheed Martin employees participated in a ceremony honoring the 200th aircraft (see photo, left) and honored Ross Reynolds, vice president C-130 programs, for his 10 years of leadership on the program. Lee Rhyant, executive vice president and Marietta site manager, presents Reynolds with a glass C-130J (see photo, right) The HC-130J is undergoing testing and will be delivered to Davis-Montham Air Force Base in Arizona in late 2011.

Canada salutes 50 years of Herks

The Canadian Forces celebrated 50 years of C-130 operations with a special event on Sept. 10 at the Canadian Embassy in Washington, D.C. The highlight of the event was the presentation of a commemorative picture of a CC-130B conducting an arctic resupply mission to Ross Reynolds, Lockheed Martin vice president C-130 programs (left). The picture was presented by Rear-Admiral Richard W. Greenwood, commander Canadian Defence Liaison Staff and Canadian defence attaché to the United States of America (right). This year, Canada started taking delivery of its new fleet of 17 CC-130J Super Hercules.



RAF stands down historic Lyneham squadron



*In early September, the RAF said good-bye to the Lyneham-based LXX Squadron, home to the C-130K for 35 years.
(Photograph by Stephen McCourt/RAF/MOD/Crown Copyright 2010.)*

Story courtesy of the Royal Air Force

The Royal Air Force (RAF) said good-bye to LXX Squadron at RAF Lyneham in Wiltshire during the squadron's official stand down on Sept. 8. The historic squadron has operated the Hercules C-130Ks from RAF Lyneham for 35 years.

A sad, yet celebrated day saw a full formal parade take place to mark the occasion, with a huge turnout from the Station watching on with pride. The men and women of RAF Lyneham stood proudly to attention as a Hercules C-130K, a C-17 and the Battle

of Britain Memorial Flight Lancaster flew over the parade.

Having operated in the air transport role for much of its history, LXX Squadron is remembered as the first transport squadron to carry out an airlift of British nationals, notably in the famous evacuation from the Afghanistan capital Kabul in 1928.

Formed in April 1916, LXX Squadron's remarkable life story spanned every notable war, conflict or disaster since, providing essential aid and assistance where and when needed.

Heading to the Cape ...



*A C-130J from the Rhode Island ANG 143rd Airlift Wing arrives in Cape Town, South Africa, on its way to take part in Africa Aerospace and Defence 2010, which took place in late September.
(Photo courtesy of the U.S. Air Force)*



USAF C-130s, USMC KC-130s aid in Pakistan

Courtesy of the U.S. Embassy Islamabad

Throughout September, U.S. forces worked in close partnership with the Pakistan government and military at Pakistan Air Force Base Chaklala to support the nationwide distribution of international aid to flood-affected Pakistanis. C-130s from the U.S. Air Force and KC-130s operated by the U.S. Marine Corps have continued to support these efforts.

More than 30 U.S. Air Force personnel from the 621st Contingency Response Wing at Joint Base McGuire-Dix-Lakehurst, N.J., arrived in Pakistan on Aug. 28 to support humanitarian assistance airlift operations at PAF Chaklala. Since then, they have worked around the clock to assist Pakistan's National Disaster Management Agency and the Pakistan Air Force with managing the distribution of incoming international relief supplies by building aid pallets for onward transportation, loading and unloading aircraft, and scheduling U.S. military C-130 and C-17 aircraft relief flights to deliver aid throughout Pakistan.

At the end of September, U.S. military personnel and aircraft, working in partnership with the Pakistan military, had delivered more than 3.8 million kilograms of relief supplies and rescued more than 16,000 people throughout the flood-stricken areas of Pakistan.

The average daily cost of Department of Defense support is about \$1.2 million a day.

Top: More than 50 civilians were transported to Pakistan Air Force Base Chaklala from Gilgit Air Base in northern Pakistan aboard a U.S. Marine Corps KC-130J Super Hercules. (Photo courtesy of USMC)

Middle: Tech. Sgts Owen Duke Jr. and Adam Nixon, C-130H Hercules loadmasters assigned to the 746th Expeditionary Airlift Squadron at a base in Southwest Asia, help load cargo headed to Pakistan in support of humanitarian relief efforts from Bagram Airfield, Afghanistan. (U.S. Air Force photo by Staff Sgt. Andy M. Kin)

Bottom: Members of a contingency response element in Pakistan load a C-130 Hercules with pallets of flood relief supplies Sept. 20, 2010, at Pakistan Air Force Base Chaklala. (U.S. Air Force photo by Staff Sgt. Kali L. Gradishar)



Sky full of Herks

C-130 Hercules aircraft fly over Little Rock Air Force Base during a formation flight. (U.S. Air Force photo by Staff Sgt. Chris Willis)



Legend has it, “mules” can fly

By Master Sgt. Daniel Nathaniel, 403rd Wing Public Affairs

Mission: deliver cargo and troops into an austere and possibly hostile location via an improved airstrip approximately 3,000 feet long and 60 feet wide.

Who would dare accept such an assignment? The Reserve Airmen of the 815th Airlift Squadron — also known as the Flying Jennies — a tactical airlift unit with the 403rd Wing, Keesler Air Force Base, Miss., are among those who volunteer.

The 815th AS traces its lineage to the days of World War II, where it originated as the 815th Bombardment Squadron flying B-17 missions over Italy, France and Germany. It continues this legacy today in support of overseas operations in Iraq, Afghanistan and the Horn of Africa.

According to squadron legend, the nickname and insignia, a mule running within the clouds, derive from a time when the 815th actually transported mules or “jennies” on a mission. Whether true or not it is an apt symbol as they are the flying pack mules of the sky; ferrying people, cargo and fuel into and out of places where conventional transportation cannot or will not go.

This can-do attitude motivated them during their most recent deployment in Southwest Asia to drop nearly five tons of cargo during a four-month period with airmen working missions 18 hours a day, seven days a week.

The ability to accomplish such a high rate of success is attributed not only to the airmen’s attitude, but the aircraft in which they fly; the workhorse of the Flying Jennies, the C-130J-30 Super Hercules. One thing which makes this aircraft “super” over the standard Hercules model is an extra 30 feet in length, which provides room for an additional two pallets of cargo.

Within the same deployment, which wrapped in January, the Flying Jennies flew 294 missions with only one canceled due to maintenance, resulting in a 98 percent reliability rate for aircraft maintenance and operations.

“In four months, while deployed, we flew more hours there than we fly at home station in a year,” said Lt. Col. Keith Gibson, 815th AS chief of training.

Additionally, the “Super Hercules” crews train to use the Joint Precision Air Drop System, which combines steerable parachutes and an on-board computer for more precise delivery of cargo.

This system allows the C-130J-30 to complete drops from higher altitudes than previously capable, said Tech. Sgt. David Pirie, 815th AS loadmaster. “It is very accurate, instead of having to fly directly over the designated drop zone, the cargo can guide itself where needed.”

Often in coordination with the Army, the Flying Jennies have landed missions to resupply remote, inaccessible locations if possible; dropping paratroopers and pallets if not.



The 815th Airlift Squadron, “The Flying Jennies,” drop a cargo pallet while conducting a training mission Aug. 19 over Camp Shelby, Hattiesburg, Miss. During the mission, combat maneuvering of the C-130J-30 “Super Hercules” was executed, in addition to dropping two training pallets. (U. S. Air Force photo by Master Sgt. Daniel Nathaniel)

“The big reason we air drop as much as we do is to keep the Army convoys off of the roads due to IEDs,” Gibson said. “As the threat in an area, especially at some of these small forward operating bases, goes up, we drop more.”

Weather and remote locations may also dictate the need for airdrops. “In Afghanistan, when it’s wintertime there might not be a way to drive a vehicle into an area,” Pirie said.

Recently, as part of the Air Force’s total force integration initiative, the 345th Airlift Squadron was officially reactivated as an active associate unit to the 403rd Wing. This partnering provides both the active-duty members and Reservists with the opportunity to work and train together, as well as reduce operational costs.

“When we deploy, we are integrated with the active duty,” said Lt. Col. Scot Salminen, 815th AS director of operations. “With the addition of the 345th AS as an active associate unit we are able to train the way we will fight.”

In addition to this new resource, the 815th AS is always looking for new people to take up the challenge.

“I would like the local community to know that they also have an opportunity to join the Reserve and be part of a unit like this,” Gibson said. “Flying with the 815th, Flying Jennies, is something that is possible for them.”

“It’s a great place to work,” Pirie said. “Really awesome.”

37th Air Squadron airmen participate in Market Garden anniversary

By Staff Sgt. Markus Maier, Ramstein Air Base

Nineteen airmen along with three C-130J Super Hercules aircraft assigned to the 37th Airlift Squadron traveled to Holland mid-September to participate in the re-enactment of the largest airborne assault in history to date.

More than 1,000 Dutch, German, British, Polish and American forces participated in the event near Eindhoven as part of a commemoration of the 66th anniversary of Operation Market Garden, which took place in September 1944.

“We took part in the airborne aspect of this commemoration,” said Capt. Brent Gaylord, 37th AS pilot flight commander.

“We flew in conjunction with a British C-130, a Dutch DC-3 commemorative aircraft and a German C-160, and combined we dropped 700 paratroopers from five different nations onto the Ginkelse Heide drop zone.”

Members of the 37th AS are proud to participate in this event every year and have a special tie to the historical operation. The squadron, then designated the 37th Troop Carrier Squadron, was part of the 1944 operation and flew C-47 Skytrains to support the Allied cause.

“It was neat to be part of something that big and remembering those people who sacrificed so much and took part in such an operation 66 years ago,” Gaylord said. “When you are taking part in a commemorative thing like this, it’s hard not to put yourself in the original situation, or imagine what it would have been like in dealing with other factors like the combat situation or the bad weather. You think about, that even with all the advances in technology, how complicated it for us do to this today and all the challenges they must have been facing that long ago.”

The captain added the mission was a success and the feedback he received from his Dutch counterparts was very positive.



Paratroopers from five nations jump out of a C-130J Hercules assigned to the 37th Airlift Squadron, Ramstein Air Base, Germany, Sept. 18. Approximately 700 Dutch, German, British and American paratroopers participated in the event in Ginkelse Heide, Holland, as part of a ceremony commemorating the 66th anniversary of Operation Market Garden. The operation was the largest airborne assault of World War II. (U.S. Air Force Photo by Staff Sgt. Markus M. Maier)

“We have reached about 40,000 spectators with this event,” said Maj. Jos Hekking, Royal Dutch Air Force event coordinator. “Due to the jump, many people are interested in history and why we are commemorating what happened all those years ago. Operation Market Garden was heavily American led, so it is nice to see that still today we can all come together to commemorate this historical event. The people who were affected by the operation are very grateful that the Americans were jumping and donated aircraft towards the operations.”

American paratroopers included members from the following units: U.S. Army Europe, the 307th Airborne Engineer Battalion, the 507th Parachute Infantry Regiment and the 5th Quartermaster Company.

Trash talkin’



Retired Lt. Gen. John Hopper, Jr. (left), former Air Education and Training Command vice commander and current Air Force Aid Society chief executive officer, shares stories from his experiences in Vietnam with 314th Airlift Wing airmen and family members during the Trash Hauler’s Ball Sept. 17, at Little Rock Air Force Base, Ark. The Trash Hauler’s Ball is an annual event held to promote camaraderie in the C-130 community. (U.S. Air Force photo by Staff Sgt. Nestor Cruz)

Wet and wild ...



Col. David Konneker braces for the traditional celebration that awaits him upon the landing of his final flight as Keesler Air Base's 403rd Wing vice commander. He has served nearly 10 years with the 403rd and is going to the U.S. Air Force Expeditionary Center at Joint Base McGuire-Dix-Lakehurst. There he will be the mobilization assistant to the commander. Konneker is employed by Lockheed Martin as a C-130J test pilot in Marietta, Ga. (U.S. Air Force photo by Senior Airman Tabitha Dupas).

India has power



The first C-130J for India ran engines for the first time on Tuesday, Sept. 21. The aircraft is being prepared for its maiden flight in early October. The aircraft's distinctive air-to-air refueling probe can be seen over the left side of the cockpit. (Photo by John Rossino)



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

Edited/designed by Stephanie Stinn
stephanie.stinn@lmco.com