

# PROVEN

*News From the World of the C-130*

## Israel acquires additional C-130J Super Hercules

Lockheed Martin has received an Undefinited Contract Action from the U.S. Government for the Foreign Military Sale of an additional C 130J to Israel, with funding for advanced procurement items for a third aircraft.

Israel ordered its first C-130J in April 2010 and will receive that aircraft in spring 2013. The next two aircraft will be delivered in late 2013 and late 2014 respectively. The contract also covers a number of items to meet Israel's unique operational requirements. The Israeli Air Force's new Super Hercules are the longer fuselage or "stretched" variant of the C-130J.

"We are providing Israel with the most flexible and capable airlifter in the world as that country continues to expand its advanced airlift fleet. The proven multi-roll and multi-mission capability and performance of the C-130J are ideally suited to the unique requirements of the Israeli Air Force," said Jim Grant, Lockheed Martin vice president of Business Development for Air Mobility.

Israel's aircraft are being modified during production with non-developmental items, which include an Enhanced Service Life center wing, two embedded Global Positioning Systems and a Universal Aerial Refueling Receptacle Slipway Installation aerial refueling system.



### *A new C-130 Shadow in the sky*

*The first Combat Shadow II for the U.S. Air Force Special Operations Command completed its first flight at the Lockheed Martin site in Marietta. Less than one month after a rollout ceremony for the aircraft's AFSOC customer, the MC-130J has begun a series of flight tests prior to delivery to Cannon Air Force Base, N.M., in September. The new aircraft is based on a KC-130J tanker baseline and will have the Enhanced Service Life Wing, Enhanced Cargo Handling System, a Universal Aerial Refueling Receptacle Slipway Installation (boom refueling receptacle), more powerful electrical generators, an electro-optical/infrared sensor and a combat systems operator station on the flight deck. In-line production of this configuration reduced cost and risk, and fully supports the required 2012 Initial Operational Capability date. Lockheed Martin is contracted to build 15 MC-130Js to begin replacing the current aging fleet. The U.S. Air Force is authorized to acquire up to 20 MC-130Js against an approved requirement for 37 aircraft. (Photo by John Rossino)*



## Multi-mission flightline

Special mission versions of the C-130J Super Hercules are becoming a regular sight on the Marietta flightline. First in line (on right) an Indian Air Force special operations aircraft, which is based on the C-130J long airframe. Next, the first of the new MC-130J Combat Shadow IIs that are being prepared for delivery to U.S. Air Force Special Operations Command. Third is the new HC-130J Combat King II personnel recovery aircraft developed for the U.S. Air Force Air Combat Command. (Photo by John Rossino)

## Little Rock AFB maintainers keep C-130s in the air



Senior Airman Dustin Woods (background) and Airman 1st Class James Goffe, both 314th Aircraft Maintenance Squadron crew chiefs, replace a heat shield on the wing of a C-130 E-model Hercules on April 19, 2011, at Little Rock Air Force Base, Ark. Each aircraft in the 314th Airlift Wing fleet undergoes weekly maintenance to keep them mission capable. (U.S. Air Force Photo by Staff Sgt. Chris Willis)



An inside view of Hangar 255 at Little Rock Air Force Base, on April 19, 2011. The hangar is where Airmen from the 314th Aircraft Maintenance Squadron keep the world's largest fleet of C-130s operational. (U.S. Air Force Photo by Staff Sgt. Chris Willis)

# Dyess AFB 50th anniversary honored by U.S. Congress

WHEREAS, The Senate and the House of Representatives of the State of Texas is pleased to join the Airmen, the United States Department of Defense employees, and the families of Dyess Air Force Base, along with the Abilene community, in celebrating the 50th anniversary of the C-130 Hercules aircraft in the Big Country; and

WHEREAS, On February 8th, 1961, the 64th Troop Carrier Wing began a distinguished era of service with the arrival of the first C-130 on the base; the early missions of the C-130s included responding to the Cuban missile crisis of 1962 and delivering support to the Distant Early Warning radar sites along the Arctic Circle with ski-equipped transport models; longer range models were developed over the years, and the latest of the aircraft, the C-130J Super Hercules, began arriving in 2010; and

WHEREAS, The 64th Troop Carrier Wing passed the leadership torch to the 516th Tactical Airlift Wing in 1963, followed by the 463rd Airlift Wing in 1972 and the 7th Wing in 1993; the 317th Airlift Group of today was activated in 1997; and

WHEREAS, Over the past 50 years, more than 17,000 maintainers and aircrew members have kept the C-130 Hercules ready to respond to the next crisis; the Dyess C-130s have delivered critical cargo under enemy fire and have been used to carry out numerous humanitarian missions, such as airlifting refugees to safety, fighting forest fires, and responding to Gulf Coast hurricanes; the steadfast support of the Abilene community has been an integral part of the outstanding success of the C-130 mission at Dyess Air Force Base; now, therefore, be it

RESOLVED, That the Senate and the House of Representatives of the State of Texas, 82nd Legislature, hereby pay tribute to all who have participated in the missions and the maintenance of

the Dyess Air Force Base C-130 Hercules aircraft over the last 50 years; and, be it further

RESOLVED, That a copy of this Resolution be prepared in honor of the 50th anniversary of the C-130 Hercules aircraft at the Dyess Air Force Base.



## *Pick a J – any J*

*An Indian Air Force crew walk toward a row of Indian C-130Js awaiting acceptance flights. The six C-130Js currently on order for India will complete delivery this summer. Plans are in progress for India to order an additional six aircraft. (Photo by John Rossino)*

# National Guard Responds to Texas wildfires

By National Guard Bureau

Four National Guard states are today supporting civil authorities battling more than 30 wildfires threatening lives and property in Texas.

Drought conditions led to a reported 32 uncontrolled wildfires currently burning there.

Under the direction of the Joint Forces Air Component Commander for Air Forces Northern at Tyndall Air Force Base, Fla., four C-130 Hercules aircraft equipped with firefighting capabilities are responding to the wildfires plaguing South Texas.

Texas National Guard Soldiers are supporting civilian authorities with personnel and four UH-60 Black Hawk helicopters using buckets to drop water in multiple counties, Guard officials reported.

The C-130s are basing their operations at Dyess Air Force Base in Abilene, Texas.

Two of the four aircraft are from the California Air National Guard's 146th Airlift Wing; a third is from the Wyoming National Guard's 153rd AW and a fourth is from North Carolina's 145th AW.

California and North Carolina also are providing additional support aircraft, Guard officials reported.

All are expected to arrive today to begin firefighting operations.

The Modular Airborne Fire Fighting System, or MAFFS, is a self-contained, reusable aerial firefighting system loaded into the cargo bay of a C-130 Hercules cargo aircraft, which effectively turns these airplanes into aerial firefighting tankers.

The system can discharge 3,000 gallons of water or fire retardant in less than five seconds, covering an area one-quarter of a mile long by 60 feet wide. Once the load is discharged, it can be refilled in less than 12 minutes.

Typically, the aircraft will spray along the leading edge of a fire in order to check its advance. The fire retardant has fertilizer

mixed in, in order to promote re-growth in a burned area.

If needed, MAFFS aircraft can also spray water directly onto a fire.

Four Air National Guard and U.S. Air Force Reserve units operate MAFFS.

To help alleviate the spread of fires, two additional MAFFS currently flying missions from Laughlin AFB in Del Rio, Texas, to Coahuila, Mexico, are also releasing retardant in Texas until the four relief C-130s arrive.

The MAFFS is owned by the U.S. Department of Agriculture Forest Service, one of several federal and state government agencies and organizations with roles and responsibilities in wildland fire suppression that comprise the National Interagency Fire Center in Boise, Idaho.

The Department of Defense is flying at the request of NIFC. NIFC requests a MAFFS activation only after committing all other aerial firefighting resources to a fire emergency.

Texas has been under a State Emergency Declaration since Dec. 21 because of the extreme dry weather and wildfires,

National Guard officials reported. The declaration makes all state resources available to the Texas Emergency Management Agency.

The Texas wildfire support is one of numerous current National Guard domestic and overseas operations, National Guard officials reported.

Guard members respond to requests from their governors daily. Currently, they are providing flood support in Minnesota and North Dakota; screening for radiation in Guam; protecting critical infrastructure in New York; supporting the Deepwater Horizon oil spill recovery in Louisiana and fulfilling other domestic missions.

In addition to local responses, the Guard is involved in Counterdrug operations and ongoing Southwest border operations in support of the U.S. Border Patrol.

Meanwhile, more than 45,000 Guard members are currently serving in Afghanistan, the Balkans, Guantanamo Bay, Iraq, the Sinai Desert and elsewhere.

— Staff Sgt. Jim Greenhill of the National Guard Bureau, Lt. Col. Susan A. Romano of AFNORTH and the North Carolina National Guard contributed.



Airmen prepare several C-130 Hercules for wildfire fighting operations across Texas April 18, 2011, at Dyess Air Force Base, Texas. These C-130s are equipped with Modular Airborne Firefighting Systems, which are capable of dispensing 3,000 gallons of water or fire retardant in less than 5 seconds. The wildfires have spread across parts of Texas and have burned more than 1,000 square-miles of land. (U.S. Air Force photo by Tech. Sgt. Robert Wollenberg)

# 522 SOS Fireballs return to Cannon AFB

*By Airman 1st Class Jette Carr,  
27th Special Operations Wing Public Affairs*

The 522nd Special Operations Squadron, the Fireballs, were welcomed back to the U.S. Air Force at Cannon Air Force Base, N.M. in a reactivation ceremony at the Drop Zone, April 7.

Lt. Col. Paul Pendleton, a seasoned aviator, assumed command of the 522 SOS. He will lead the unit in its new role as the U.S. Air Force's first MC-130J Combat Shadow II squadron.

"We already have our work cut out for us," Pendleton said. "But I know we will exceed every expectation, after all, we are Air Commandos. We will commit ourselves to excellence, be dedicated and courageous, and we will always, lead the way."

The 522 SOS has a rich history that dates back to World War II, during which it was one of the most decorated U.S. Army Air Force units.

"When the Japanese invaded the Philippines, the ground elements of that unit (the 522 SOS) were forced to surrender and were subsequently marched to prison camp in what came to be known as the Bataan Death march," said Col. Charles Myers, deputy commander, 27th

Special Operations Group.

"Over the course of the next five years, the unit flew five different airplanes in three theatres, all missions in direct support of our ground elements," Myers said.

During this time the Fireballs were selected to introduce a new weapon, napalm, in the battle for Southern France.

As a squadron which started back in 1939, the Fireballs are no stranger to change. They served in conflicts, such as the Korean and Vietnam Wars, and have flown nearly a dozen different aircraft in support of various missions.

"Much as our Air Commandos have had to adjust to the nature of our enemy and adapt our capabilities, the Fireballs continually adapted their mission, when needed, where needed," Myers said.

This is one of the reasons that the squadron was chosen for reactivation. Its new mission will be infiltration, air refueling of Special Operations Forces vertical lift assets, and the resupply of joint and coalition SOF via airdrop in hostile, denied, and politically sensitive areas.

The new MC-130J is similar to the MC-130P, but is superior to its predecessor.

"It will go further, faster and climb higher with more cargo," Myers said. "Simply put, this plane represents a large step up in a MC-130 capability."



*U.S. Air Force Lt. Col. Paul Pendleton, 522nd Special Operations Squadron commander, accepts the guid-on and the position of command from acting commander of the 27 Special Operations Group, Col. Charles Myers, at Cannon Air Force Base, N.M., April 7. The mission of the 522nd is to provide aerial refueling of Special Operations vertical lift assets as well as the infiltration, exfiltration and resupply of Special Operations forces by airdrop or airland operations. (U.S. Air Force photo by Airman Ericka Engblom)*

## Exercise Combined Strength 11

*From March 19-25, a 15-strong Royal Australian Air Force (RAAF) contingent participated in the C-130J user group event "Exercise Combined Strength 11" at the city of Bodø in Norway. Located within the Arctic Circle, RAAF crews gained valuable experience from fellow C-130J operators in using their aircraft in below freezing conditions. Combined Strength 11 was also an opportunity to speak with other C-130J operators on future block upgrade plans and other Operational Test and Evaluation activity with the aircraft.*



*Arctic blizzard conditions at Bodø Air Base in Norway obscure a RAAF C-130J Hercules sitting on the flightline. (U.S. Air Force photo by SGT Daniel Cividin)*



*A RAAF C-130J sits on the flight line at Bodø Air Base in Norway having been recently cleared of overnight snow. (U.S. Air Force photo by SGT Daniel Cividin)*

## Working in the shadows



Staff Sgt. Jack Kindell, 353rd Special Operations Maintenance Squadron crew chief, prepares an MC-130P Combat Shadow to be moved across the flight line at Yokota Air Base in Japan on March 31. There are currently four MC-130Ps deployed to Yokota to assist with Operation Tomodachi. As part of Operation Tomodachi, the U.S. military has humanitarian assistance capabilities positioned in the affected region that are supporting emergency relief efforts and trying to minimize human suffering. U.S. military assets include a wide range of equipment and air, sea and ground capabilities and expertise. (U.S. Air Force photo by Airman 1st Class Andrea Salazar)

## Center receives first PDM C-130J

By Wayne Crenshaw, 78 ABW/PA

C-130 maintenance at Robins Air Force Base, Ga., will enter a new era this month with the arrival of the first C-130J for depot maintenance.

The C-130J is the only model currently in production and represents significant aviation history as the C-130 - with almost 60 years of service - has the longest continuous production run of any other military aircraft.

Although externally the C-130J doesn't look a lot different from the first A-model to test fly in 1954, it has a number of significant differences from older models. It has Rolls-Royce engines and six-blade composite propellers as opposed to the four-blade aluminum propellers on most other C-130 aircraft - giving it more take-off power and the ability to fly from shorter fields.

But its most noticeable difference is the cockpit, which has an array of digital displays as opposed to the mechanical gauges in other C-130s.

The aircraft is so modernized from other C-130s that Robins crews have been working for more than a year to prepare for heavy maintenance on the C-130J.

The preparation has involved a wide range of activities, such as building

and sequencing work plans, acquiring specialized materials and equipment, and training mechanics. Numerous other support organizations have also been working to get ready for the new plane, said Gary Johnson, 560th Aircraft Maintenance Squadron program chief.

"A huge amount of work has gone into the planning for this aircraft," he said. "We are looking forward to the upcoming induction and are excited about this continuation of the C-130 program."

The U.S. Air Force currently has 89 C-130Js, and long-range projections call for a J-model fleet of 180 or more.

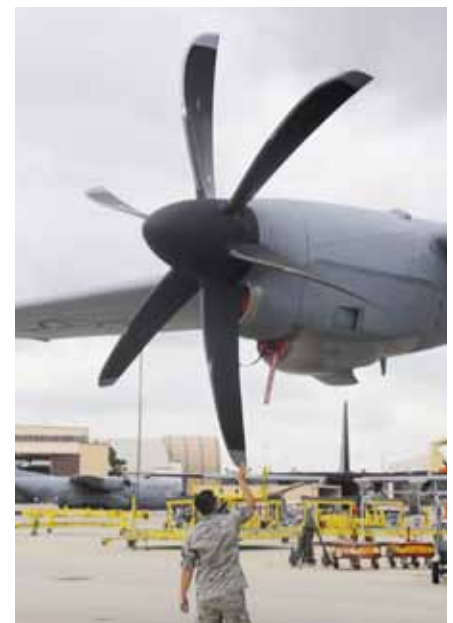
Also with the induction, the 560th AMXS will be going to a new maintenance strategy called the Progressive Maintenance Program (PMP). Joe Pirkle, J-Model flight chief, said PMP will use a more tailored approach to each aircraft rather than a "one size fits all" approach.

A benefit of the J-model in that approach is its technology, which will allow maintainers to plug in a computer and immediately see flight data helpful to determining where work is needed. "This is the next step in C-130 depot-level

maintenance," Pirkle said.

Once the first C-130J arrives, more will steadily come at a pace of almost one per month the first year, and it will steadily increase in the years to come. However, it won't necessarily mean a need for many more C-130 mechanics as older

*"PDM" continues on page 7*



A member of the Robins AFB maintenance team begins inspection of the first C-130J to be inducted. (U.S. Air Force photo)

“PDM” continued from page 6

C-130s will be retiring.

The C-130 is one of the most versatile planes of all time. Although it is mainly used for cargo, other uses include intelligence and surveillance, weather reconnaissance, airborne assault, scientific research support, aerial refueling, medical evacuation, and search and rescue. It is also commonly used in humanitarian missions,

such as delivering relief supplies to Japan.

Johnson said it's no wonder the plane has remained in production.

“It's a tremendously versatile, maintainable aircraft,” he said. “It's a workhorse.”

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## KC-130Js support historic U.S. Marines intercontinental flight.

*Cpl. Rashaun X. James*

The U.S. Marine Corps completed an aviation first, April 8, by flying MV-22B Ospreys on the aircraft's longest movement to date.

Six Ospreys with Marine Medium Tiltrotor Squadron 266 returned to the 26th Marine Expeditionary Unit after a trek from Camp Bastion, Afghanistan, to Souda Bay, Greece, with the assistance of a pair of KC-130J Hercules from 2nd Marine Aircraft Wing (Forward) who provided transport and aerial refueling support.

“As far as aerial refueling missions are concerned, this was a Marine Corps and Naval aviation first,” said Capt. Ben Grant, the executive officer for the Marine Aerial Refueler Transport Squadron 252 detachment currently deployed in support of operations in Afghanistan. “Never before has an MV-22 movement been conducted this far or on this scale. On this mission, the MV-22s travelled in excess of over 2,800 miles from Camp Bastion to Souda Bay, using aerial refueling provided by KC-130Js,” Grant said. “We transited three continents over land and water, three combatant commands' areas of responsibility, and did it with no major issues.”

The mission was conducted to return VMM-266 Marines, cargo and aircraft to the USS Kearsarge and the 26th MEU, which had been tasked to the Mediterranean region in support of operations in Libya.

“This mission validated a capability that should ultimately be seen as routine,” said Grant. “We affirmed the ability of the MV-22 to be long-range deployed with KC-130J support.”

Grant said the mission was conducted over two separate movements consisting of two Hercules and three Ospreys. During both movements, the KC-130Js not only refueled the MV-22Bs, but also transported more than 50,000 pounds of VMM-266's essential cargo, maintenance and support equipment. About 100 Marines also made the journey, so they could join the rest of the 26th MEU and prepare for their return to the U.S.

“Our weather radar, familiarity with international flying, cargo capacity, communications and navigational abilities, and ability to aerial refuel the MV-22 makes us a combat multiplier for them, ensuring their success,” Grant said of the KC-130J's abilities.

Grant said the mission went well, a result of not only planning, but the Marines' ability to adapt to the situation.

“Though we had prepared for a myriad of contingencies, none arose that required us to alter our timelines or routing,” Grant said. “While each movement encountered expected and unexpected friction that had to be immediately addressed, each was handled superbly by the KC-130J and MV-22 Marines. Everyone involved worked as a team of professionals.”

Grant said while the mission was the first of its type at this scale, he believes more missions of this nature will occur

*“Osprey Flight” continues on page 8*



*A KC-130J Hercules belonging to Marine Aerial Refueler Transport Squadron 252 flies over the Middle East with two Marine Medium Tiltrotor Squadron 266 MV-22B Ospreys, April 3. Six Ospreys with Marine Medium Tiltrotor Squadron 266 returned to the 26th Marine Expeditionary Unit after a trek from Camp Bastion, Afghanistan, to Souda Bay, Greece, with the assistance of a pair of KC-130J Hercules from 2nd Marine Aircraft Wing (Forward) who provided transport and aerial refueling support. (U.S. Marine Corps photo by Cpl. Rashaun X. James)*



*Marines with 2nd Marine Aircraft Wing (Forward) mingle while a KC-130J Hercules, with Marine Aerial Refueler Transport Squadron 252, April 3. (U.S. Marine Corps photo by Staff Sgt. James Richardson)*

*“Osprey Flight” continued from page 7*

in the future. He said he sees movement like this becoming as routine for the Osprey as they are for other Marine Corps aircraft including F/A-18 Hornets, AV-8B Harriers and CH-53E Super Stallions.

“It was not without many learning points for both the MV-22 and KC-130J crews,” Grant said. “We are still developing and refining these procedures as the MV-22 continues to mature. Great credit goes to the MV-22 pilots and crews for their ‘can-do’ attitude and planning of these two movements.”

Since responding to a request to support Regional Command Southwest’s area of operations, the “Fighting Griffins” of VMM-266, based out of Marine Corps Air Station New River, N.C., have provided aviation and assault support for 3rd Battalion, 8th Marine Regiment and other coalition ground forces in Afghanistan, explained Lt. Col. Romin Dasmalchi, the VMM-266 commanding officer. Simultaneously, other elements of VMM-266, including reinforcements from an AV-8B Harrier detachment, participated in other activities, notably recent operations in Libya.

“It’s been a challenging deployment for the Marines here,” Dasmalchi said. “They’ve been split up into two theaters and have found motivation in the fact that the squadron was still able to operate with great success.”

Before VMM-266 departed Afghanistan, the squadron and VMM-264, another New River, N.C.-based MV-22B squadron, conducted an aircraft exchange allowing four of VMM-264’s Ospreys to return back to the U.S. for maintenance. In return VMM-264 inherited four newer Ospreys from VMM-266 to continue to conduct operations in Afghanistan, said Dasmalchi.

“Our Marines had their work cut out for them once we accepted these older aircraft,” Dasmalchi said. “The aircraft had to be operationally sound before we embarked on the long-range flight to Souda Bay. The Marines did an incredible job, logging thousands of maintenance hours, all while supporting Regional Command Southwest simultaneously.”

Grant credited the mission’s success to KC-130J and MV-22 maintenance and support Marines, cooperation from the U.K.’s

Royal Air Force, which aided with ramp space and air traffic control and support from other Marine units, like meteorological service. He also said many Marines throughout the region, other military services, and U.S. government agencies worked behind the scenes to ensure smooth coordination.

“As Marines, we are not just warriors from the sea. We are warriors, from anywhere to anywhere on the globe,” said Grant, who also serves as a KC-130J weapons and tactics instructor. “This mission got the MV-22s on their way home. The next mission may be to get them to the fight, or from one fight to another.”



*A KC-130J Hercules with Marine Aerial Refueler Transport Squadron 252 rests on the Camp Bastion flightline in Afghanistan. (U.S. Marine photo by Staff Sgt. James Richardson)*



*A KC-130J Hercules with Marine Aerial Refueler Transport Squadron 252 rests on the Camp Bastion, Afghanistan flightline. (U.S. Marine photo by Staff Sgt. James Richardson)*



**PROVEN Contact Information:**

Peter Simmons – 770.494.6208

[peter.e.simmons@lmco.com](mailto:peter.e.simmons@lmco.com)