

PROVEN

News From the World of the C-130

Herces in Afghanistan: First in, last out



Minutes out from the drop zone on July 14, aboard a CC-130 Hercules flown by Task Force Canuck, loadmaster Sgt Les Page inspects the load-release cable to ensure that the record-breaking air-drop of 20 pallets of supplies goes off without a hitch. (Photo by Sgt. Matthew McGregor)

By Capt. Nicole Meszaros
Royal Canadian Air Force

“We really enjoy flying in Afghanistan and are proud to be part of one of the first operational units here in theatre,” said Cpt. Shane Loder, a CC-130J Hercules pilot with Task Force Canuck.

Task Force Canuck — more formally known as the Tactical Airlift Unit — was established at Camp Mirage in January 2002 as the Tactical Airlift Detachment or “TAL Det”.

“Our missions continue to be diversified, and the extreme temperatures, mountainous terrain and austere airports that we operate from make the flying here both challenging and gratifying,” he said.

Deployed on Operation Apollo, the operation that brought Canada into the international campaign against terrorism, the TAL Det began flying into Afghanistan to support the deployment of the 3rd Battalion, Princess Patricia’s Canadian Light Infantry Battle Group in Kandahar Province. Under various names, the Herces have been flying throughout the southwest Asia theatre of operations ever since.

“Our allies know that the Canadian



At Kandahar Airfield in early 2002, Cpl Eric Belanger stands guard while U.S. Air Force cargo handlers unload humanitarian aid supplies from a CC-130 Hercules flown by the Tactical Airlift Detachment. (Photo by Cpl. Henry Wall)

Hercules team is always ready to take on any mission, and they call on us regularly to meet operational flight requirements,” said Capt. Loder. “We are proud of the reputation we have earned throughout a nearly 10-year period.”

Despite the longevity of Hercules operations in Afghanistan, the crews continue to break new ground. During a re-supply mission on July 14, 2011, Capt. Loder and his crew used the Containerized Delivery System to air-drop 20 pallets of supplies — some 26,000 pounds or 11,818.2 kg — to International Security Assistance Force (ISAF) troops on the ground. It was the largest operational air-drop Canadians have ever conducted from a Hercules

aircraft, proving that the Hercules crews of Task Force Canuck are willing to test their mettle even as they approach their final months of operations from Kandahar Airfield.

“The airmen and airwomen who contributed to CC-130 operations in the Afghanistan theatre can be proud of all of their outstanding efforts,” said Col. Al Meinzinger, the commander of the Joint Task Force Afghanistan Air Wing. “Throughout the years, the unit has displayed an incredible level of flexibility, always ensuring aircraft and crews were mission-ready. The Tactical Airlift Unit has earned the reputation as

RAF engineers receive commendation

By **A.H. Leech**

Royal Air Force Squadron Leader

Engineers from 33 (Engineering) Squadron have been recognised for their vital work in supporting the RAF's C-130J Hercules fleet at Kandahar Airfield, Afghanistan.

The small detachment of deployed engineers is responsible for the maintenance of all RAF C-130J Hercules aircraft operating in Afghanistan and the Middle East from 904 Expeditionary Air Wing, Kandahar Airfield.

Due to the operational tempo in June, the C-130J fleet experienced a number of technical issues that potentially could have grounded the vital tactical air transport assets, seriously affecting the transport of troops, cargo and Aero-Medical evacuations across Afghanistan and the Middle East.

The detachment faced an engineering challenge that tested their management and technical expertise in the harsh conditions of the Afghan summer.

"The 33 (Eng) Squadron detachment has far exceeded the capability expected of it, and has demonstrated the highest possible standards of service and commitment expected for a unit on deployed operations," said Group Cpt



Commanding Officer 904 Expeditionary Air Wing, Group Captain Bentley, awards his Commendation onto 33(Eng) Sqn Junior Engineering Officer, Flight Lieutenant Roger Thrower. From left to right: Sqn Ldr Martin Shaw (OC HercDet), Gp Capt Bentley (CO 904 EAW), Flt Lt Roger Thrower (33(Eng) Sqn JEngO) and WO Nick Walker (33(Eng) Sqn WO). (Photo by RAF/MOD Crown)

David Bentley, Commanding Officer of 904 Expeditionary Air Wing.

The detachment had no prospect of receiving a replacement aircraft from the U.K. and faced the additional complexity of the C-130 force's move from RAF Lyneham to RAF Brize Norton, plus the unrelenting pressure of the continuous operational tempo. The engineering team wasted no time in implemented a gruelling work regime to prevent mission failure.

The engineers worked tirelessly in the Afghan dust and heat to complete the aircraft repairs – temperatures on the flight line soared to a blistering 51 degrees Celsius - but at no point did the

C-130J fleet fail to complete a planned mission, ensuring critical support was provided to the Coalition campaign. Despite the challenges faced, the team also provided assistance to support Coalition partners with less experience on C-130J.

Bentley officially recognised 33 (Eng) Squadron's efforts by awarding the team a Commanding Officer's Commendation at a small ceremony on the C-130J flight line at Kandahar Airfield.

"The exemplary conduct of the engineering team has elevated the standing of the RAF's C-130J force across Afghanistan," Bentley said.

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the 'Airlifter of Choice' within ISAF."

Although the Joint Task Force Afghanistan Air Wing is scheduled to cease operations in mid-August 2011, the Tactical Airlift Unit will keep flying ISAF missions until mid-November.

"Though not the Tactical Airlift Unit's official unit motto, 'First in last out' is captured on unit badges as no slogan could be more befitting for this team," Col. Meinzinger said. "They will be the last members of the Joint Task Force Afghanistan Air Wing to operate in Afghanistan as a formed unit — once again ably representing the Air Force in theatre."

The Tactical Airlift Unit's internationally stellar reputation is reflected in its long list of significant operational achievements. Since the Canadian Forces began operations in Afghanistan in 2002, the CC-130 Hercules team has completed more than 4,100 missions to deliver some 57 million kg of cargo and 207,000 passengers throughout the theatre of operations.

Abbotsford Gets a Herculean Start



The backdrop for the opening ceremony at this year's Abbotsford International Air Show in Canada was the Royal Canadian Air Force's newest CC-130J. Delivered only days prior to the event, the aircraft was ferried from its home base at 8 Wing Trenton to be on display for the show. The Air Show was formally opened by Lt. Gen. André Deschamps, Chief of the Air Staff of the Royal Canadian Air Force. (Picture courtesy of Cascade Aerospace)

Peterson Reserve maintainers achieve rare milestone

By Tech. Sgt. Daniel Butterfield
302nd Airlift Wing Public Affairs

For some aircraft maintainers, it's something they may never see in a 30-year career, but for the Airmen of the 302nd Maintenance Group at Peterson Air Force Base, CO, it happened twice this summer in less than two weeks.

Two of the wing's C-130H3 Hercules aircraft were designated "black letter."

This distinguished classification means an aircraft has no open discrepancies, no known discrepancies and no write-ups. And that honor was bestowed upon the crew chiefs of both aircraft with tail numbers 94-7318 and 94-7310.

"Two black letter aircraft in two-week's time is a rare and extraordinary accomplishment that was only possible by the outstanding skill, teamwork and dedication of our maintainers," said Col. James Van Housen, 302nd Maintenance Group commander. "We take a lot of pride in keeping our C-130s in the best possible condition."

Crew chiefs who led the "black letter" status on aircraft 94-7318 are: Tech. Sgt. Randy Stanley, Pat Granger and Airman 1st Class James McEndree. For aircraft 94-7310, Tech. Sgt. Eric Senzek, Staff Sgts. Stephen Marsh and Anthony Jordan and Airman Jesse Pabon achieved the distinguished honor.

These C-130 Hercules achieved the "black letter" designation at a high point in their career. With a number of deployments to Southwest Asia and numerous duty assignments, the approximately 17 year old aircraft have performed to the best of their ability. And, they perform like few other aircraft do.

"It's not like a civilian aircraft that goes up and comes down," said Master Sgt. William Harris, 302nd Maintenance Group aircraft structural maintenance section chief. "They do high-tech maneuvers and hard landings. That puts a lot of stress on the airframe and systems on the aircraft. They land on unimproved runways and rocks fly up into the tires and tear up the fuselage and landing gear."

Whatever condition the aircraft are in when they return, the group works as a team to solve any problem.

"Everyone's of the same mindset to

fix it right the first time and not have to go back. We try to alleviate the quick fix concept," Harris said.

According to the aircraft maintainers, one of the reasons "black letter" designations take place at the 302nd Airlift Wing is because of the joint effort brought about by Total Force Integration. In October 2009, Active Duty Airmen of the 52nd Airlift Squadron joined with their Air Force Reserve counterparts here. The association partnered the Air Force Reserve with of an Active Duty flying squadron, Active Duty aircraft maintainers and Active Duty aerial porters.

"They (52nd Airlift Squadron) brought a lot of different looks to the table," said Master Sgt. Linda Armstrong, the integrated avionics supervisor for the 302nd Maintenance Squadron. "We got four brand new Airmen out of tech(nical) school and it put us back into training mode. You have to know what you're training, which makes us better."

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Master Sgt. William Harris, 302nd Maintenance Group aircraft structural maintenance section chief.

And these "black letter" aircraft might not be the last the maintainers see. Several aircraft in the wing's inventory are close to earning the distinction, with only a handful of discrepancies.

Although the "black letter" accolades



Airman Jesse Pabon inspects the main controls of a C-130H Hercules aircraft assigned to the 302nd Airlift Wing at Peterson Air Force Base, Colo. Pabon, a crew chief assigned to aircraft 94-7310 in the wing's inventory, was one of several Air Force Reserve Airmen who assisted in achieving the C-130's black letter designation, the second 302nd AW C-130H to receive that recognition in less than two weeks. (U.S. Air Force photo by Tech. Sgt. Daniel Butterfield)

are appreciated and deserved, these are not the reasons the maintainers work so hard.

"We want to give the flight crews the best, quality aircraft we can," said Chief Master Sgt. Larry Crooks, 302nd MXS maintenance superintendent. "That's the goal."

(Editor's Note: In addition to Harris and Armstrong, Crooks also wanted to recognize the following Airmen for their contributions to the black letter aircraft designations: Senior Master Sgt. Michael Sinchak, 302nd MXS communications and navigation shop chief; Master Sgt. Edward Falls, 52nd AS production supervisor; Master Sgt. Wade Claussen, 52nd AS maintenance superintendent; Master Sgt. Michael Bruner, 302nd MXS fuel cell shop chief; and Tech. Sgt. Ronald Jordan, 302nd MXS electronics and environmental acting shop chief.)

C-130E 'SPARE 617' arrives at National Museum of the U.S. Air Force

By Lesley Woods
Royal Air Force

An aircraft that participated in one of the greatest feats of airmanship during the Southeast Asia War arrived at the National Museum of the U.S. Air Force on Aug. 18.

The museum has had two AC-130s in its collection for a number of years but did not have a standard airlifter. Not only is C-130E, 62-1787, representative of all C-130 transport aircraft, it also performed courageous work during the Southeast Asia War. Two members of its crew - Capt. William Caldwell, pilot, and Tech. Sgt. Charlie Shaub, loadmaster - were awarded Air Force Crosses, the U.S. Air Force's second highest award for valor, for their heroic actions during the siege of An Loc in 1972.

"We are pleased to gain an aircraft with such a distinctive history for our collection," said Lt. Gen. (Ret.) John L. "Jack" Hudson, museum director. "Adding this C-130 to the museum's exhibits allows us to share this story of bravery during the Southeast Asia War. We also are able to expand on the airlift story, which remains an important element of the U.S. Air Force mission and its ability to maintain global reach."

Following the Air Force Cross mission, the aircraft was repaired and returned to service. It eventually returned to the United States to the 314th Tactical Airlift Wing at Little Rock, Ark., and then served with several Air National Guard squadrons. It was assigned to the Arkansas Air National Guard at Little Rock at the time it was identified for the museum.

"Today we have the honor of recognizing the robust legacy of the mighty C-130 Hercules," said Col. Michael A. Minihan, commander of the 19th Airlift Wing at Little Rock Air Force Base, Ark. "Ever since the 'Herc' came into the Air Force arsenal, it has been a workhorse, providing the Department of Defense with vast capabilities to haul passengers, cargo and supplies."

A ceremony was held following the aircraft's arrival at the museum. Speakers included Hudson and Minihan as well as Col. (Ret.) William Caldwell, who received the Air Force Cross while piloting the aircraft during the Southeast Asia War; James Grant, vice



Col. Michael A. Minihan, commander of the 19th Airlift Wing, addresses the audience after the C-130E made its final flight on Aug. 18, 2011. Col. Minihan piloted the aircraft on its final flight. (U.S. Air Force photo by Michelle Gigante)



The C-130E SPARE 617 arrives at the National Museum of the U.S. Air Force after its final flight on Aug. 18, 2011. Not only is this C-130E (S/N 62-1787) representative of all C-130 transport aircraft, it also performed courageous work during the Southeast Asia War. Two members of its crew - Capt. William Caldwell, pilot, and Tech. Sgt. Charlie Shaub, loadmaster - were awarded Air Force Crosses, the U.S. Air Force's second highest award for valor, for their heroic actions during the siege of An Loc in 1972. (U.S. Air Force photo by Michelle Gigante)

president of Air Mobility and Special Operations Programs for Lockheed Martin Aeronautics Co.; and Col. (Ret.) Pete Gavares, vice president of USAF Programs for Rolls-Royce North America, Inc.

The museum anticipates the C-130E to be on public display in the Air Park this fall.

The National Museum of the United States Air Force is located on Springfield Street, six miles northeast of downtown Dayton. It is open seven days a week from 9 a.m. to 5 p.m. (closed Thanksgiving, Christmas and New Year's Day). Admission and parking are free. For more information about the museum, visit www.nationalmuseum.af.mil.



RESTORED

*The Royal Canadian Air Force
returns to historic roots*



Defence Minister Peter MacKay (center), and LGen André Deschamps (left), Commander RCAF, present F/Sgt (ret'd) Michael Nash Kelly with the historical ensign of the RCAF. (Photo by Cpl. Dan Bard)



Special guests at the announcement included (left to right) Justice Minister and Attorney General of Canada, Robert Douglas Nicholson; Cdr (ret'd) Wendall G. Brown, LCol (ret'd) Russ Comeau, F/Sgt (ret'd) Michael Nash Kelly, and Jerry Sigrist of the Royal Canadian Naval Association. (Photo by Cpl. Dan Bard)

By Joanna Calder

Royal Canadian Air Force

“The three elements of the Canadian Forces will have their historic names restored: Maritime Command will now be known as the Royal Canadian Navy, Land Force Command will be the Canadian Army and Air Command will be the Royal Canadian Air Force.”

With these words from Defence Minister Peter MacKay on Aug. 16, the Royal Canadian Air Force returned to its historic name, which was first granted on April 1, 1924 – the date the Air Force still celebrates as its anniversary.

“In 1968 the government of the day passed a Canadian Forces reorganization act which unified the Royal Canadian

Navy, the Canadian Army and the [Royal] Canadian Air Force into a single service, the Canadian Forces,” said Minister MacKay during the announcement in Halifax. “An important element of Canadian military heritage was lost when these three former services were required to relinquish their historic titles.

“Restoring these historic identities is a way of reconnecting today’s men and women in uniform, and the proud history and traditions that [they] carry with them as members of the Canadian Forces.”

The name changes take effect immediately. “You can now proudly say you are a member of the Royal Canadian Air Force,” said Lt. Gen. André Deschamps, Commander of the Royal Canadian Air Force, told Air Force

members.

He emphasized, however, that the return to the historical names for the three services does not undo or change the 1968 unification of the forces. “This does not represent a divergence from the unification of our Canadian Forces,” he said. “We continue to be a tri-service, unified force with no change to our organization.”

Reaction to the change was greeted positively by members of the Canadian Forces, veterans and many Canadians. While some expressed concerns about the potential costs and the return to the designation “royal,” others were plainly delighted.

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“It’s a proud moment,” said Lt. Col. (Ret.) David Bashow, a former fighter pilot and associate professor of history at Royal Military College in Kingston, Ont. “My flying training course (6907) was the last to get issued Royal Canadian Air Force pilot wings for wear on the (old) blue flying suits!”

The reintroduction of the historical names is intended to be carried out at minimal cost and with no impact to the activities of the Canadian Forces.

“The reintroduction of the RCAF as our official name will be carried out in a phased approach, and will have no impact on our capabilities, rank structures or rank insignia, command relations, organization or operations,” Lt. Gen. Deschamps said.

“Over the coming months, we will, however, make necessary changes to documentation and staff titles and adjust the current insignia, motto and colours, which were specifically designed for Air Command.”



Defence Minister Peter MacKay announces the return of the historic titles Royal Canadian Navy, Canadian Army and Royal Canadian Air Force. (Photo by Cpl. Dan Bard)

It's raining flares



A C-130 Hercules from the Niagara Falls Air Reserve Station launches flares over Lake Ontario during a training exercise Aug. 10, 2011, in Niagara Falls, N.Y. Flares can be launched from an aircraft as a defensive measure against hostile forces. (U.S. Air Force photo by Staff Sgt. Joseph McKee)

New Zealand Air Force wins top place in U.S. exercise

The Royal New Zealand Air Force (RNZAF) from No. 40 Squadron flying a C-130 Hercules aircraft completed their missions as part of Exercise Green Flag East in Little Rock, Ark., USA winning the top prize. The squadron has been flying two missions per day in 40 degrees Celsius plus with three other competing crews.

Exercise Green Flag East supports the Joint Readiness Training Centre, based in Fort Polk, La., which conducts preparedness training for US Army Units on a rotational basis. The 34th Combat Training Squadron provides tactical air transport for JRTC rotation from Little Rock AFB. The No.40 Squadron detachment from RNZAF Base Auckland has been flying a variety of tactical air-land and air drop missions as well as aeromedical evacuations flights,



1-509th Airborne Infantry paratroopers ready to jump from a No. 40 Squadron C-130 Hercules. (Photo courtesy of U.S. Air Force)

paratroop insertions and escape and evasion exercises.

“For the guys that haven’t been before, it’s a really good eye opener for the type of mission they will fly in a combat environment. A lot of the tasks run to the real time that you have to cope with when you are flying.

It’s some of the best training that

we can get anywhere in the world, to be honest,” said Squadron Leader Andy Scott, is a C-130 Hercules pilot and the Hercules Flight Commander for No.40 Squadron.

This is the fourth time the No. 40 Squadron has been involved in this activity but the first time under the name Exercise Green Flag East.

“It’s the best flying I have ever done in terms of tempo. It’s like real time operations,” said Sgt. Destry Tumataiki, a C-130 loadmaster who has flown five missions since he arrived.

“The 317th Airlift Group who are also participating are preparing for deployed operations just like the Kiwis are. It’s a great opportunity to integrate and exercise deploying the whole package, including maintenance crews,” said Lt. Col. Derek Waterman said, who is the U.S. Exercise Green Flag East director.

Kicking up dust



A C-130 Hercules takes off on a dirt landing strip in Qalat, Afghanistan, August 14. The C-130 transported Army passengers and cargo. (U.S. Air Force photo by Staff Sgt. David Salantri)

Air evac brings them back



Maj. Stephen Cheek, 746th Expeditionary Airlift Squadron aircraft commander, checks the terrain from the cockpit of a C-130 Hercules during an aeromedical evacuation flight, Aug 7. Cheek hails from Southern Pines, N.C., and is deployed from Pope Field, N.C. (U.S. Air Force photo by Senior Airman Paul Labbe)



Senior Airman Samantha Gonzalez, 379th Expeditionary Aeromedical Evacuation Squadron aeromedical evacuation technician, inventories medical equipment on board a C-130 Hercules assigned to the 746th Expeditionary Airlift Squadron during an aeromedical evacuation mission to Afghanistan, Aug. 7. Gonzalez is deployed from Peterson Air Force Base, Colo. (U.S. Air Force photo by Senior Airman Paul Labbe)



Tech. Sgt. Anthony Flores, 746th Expeditionary Airlift Squadron loadmaster, briefs passengers and patients on board a C-130 Hercules, Aug. 6. Flores is deployed from Pope Field, N.C. (U.S. Air Force photo by Senior Airman Paul Labbe)



Capt. Christy Livery, 379th Expeditionary Aeromedical Evacuation Squadron medical crew director, and Master Sgt. Jennifer Wilson, 379th EAES aeromedical evacuation technician, prepare a litter for a patient on a C-130 Hercules prior to an aeromedical evacuation mission, Aug. 6. Livery is deployed from Scott Air Force Base, Ill., and Wilson is deployed from Peterson Air Force Base, Colo. (U.S. Air Force photo by Senior Airman Paul Labbe)



Staff Sgt. Erika Archer, 379th Expeditionary Aeromedical Evacuation Squadron duty controller, and Capt. Christy Livery, 379th EAES medical crew director, direct passengers and patients onto a C-130 Hercules, Aug. 6, at an undisclosed location in Southwest Asia. Archer is deployed from Pope Field, N.C., and Livery is deployed from Scott Air Force Base, Ill. (U.S. Air Force photo by Senior Airman Paul Labbe)

Hercules makes final flight into Cosford

The Royal Air Force Museum in Cosford, England, today took delivery of its latest acquisition, an RAF Hercules C130K Mk.3 transport aircraft. The aircraft made its final flight into RAF Cosford at 11:30 a.m. this morning after a farewell flypast over the museum.

The XV202 Hercules C130K Mk.3 was used by the U.S. Air Force. It was acquired by the RAF in 1966 and used mainly on longer routes and for parachuting.

This particular aircraft was one of 30 Hercules modified during the early 1980's, with the fuselage being lengthened by 15ft. Work was carried out by Marshall of Cambridge (Engineering) Ltd, using fuselage plugs in front of and behind of the wing.

"We are very pleased to be given a Hercules. For more than forty years it has been the corner stone of the RAF's tactical transport fleet and has operated all over the world," said Al McLean, RAF Museum Curator.

The aircraft will remain at RAF Cosford for the next three-to-four weeks and will undergo a short period of maintenance carried out on the airfield. After work has been completed, the aircraft will be moved onto the RAF Museum site and will go on permanent display as part of the Museum's extensive collection.

The aircraft was flown into RAF Cosford by No. 47 Squadron, based at RAF Brize Norton. This is the second new aircraft to arrive at the Museum this year, following the Dominie's arrival in February. More aircraft are expected to arrive later this year, including a Nimrod.

The RAF Museum Cosford is home to over 70 aircraft and the award winning National Cold War Exhibition.

For more information about the museum, visit www.rafmuseum.org.uk.



Hercules landing at Royal Air Force Cosford for its last flight. (Photo by SAC Gary Kearney/RAF/MOD Crown)



The Hercules crew. (Photo by SAC Gary Kearney/RAF/MOD Crown)



The Hercules crew preparing for a final flight. (Photo by SAC Gary Kearney/RAF/MOD Crown)



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