

# Delivering capability

## New personnel recovery capability with HC-130J delivery



(Photo by John Rossino)

Lockheed Martin has delivered the first HC-130J Combat King II to the United States Air Force's Air Combat Command (ACC). The aircraft was flown from Lockheed Martin Aeronautics' facility to Davis-Monthan Air Force Base, Ariz.,

See HC-130J, Page 2

## New C-130J Super Hercules airlift capability for Qatar



(Photo by Think Nguyen)

Company officials have formally delivered four C-130J Super Hercules airlifters to the State of Qatar. The Qatar Emiri Air Force's new Super Hercules are the longer fuselage or "stretched" variant of the C-130J. The aircraft will be used

See AIRLIFTERS, Page 2

## MC-130J delivers new capability for special operations



(U.S. Air Force photo by Senior Airman James Bell)

The first MC-130J Combat Shadow II has been delivered to the United States Air Force's Special Operations Command. The aircraft was flown to Cannon Air Force Base, N.M., by Lt. Gen.

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## New HC-130J for Air Force crew training capability



(Photo by John Rossino)

The first HC-130J Combat King II to the U.S. Air Force's Air Education and Training Command was flown to Kirtland Air Force Base, N.M., by Maj. Gen. Mark S. Solo, commander,

See COMBAT KING, Page 4

# Dyess C-130Js begin first overseas deployment in Southwest Asia

By Airman Charles V. Rivezzo  
7th Bomb Wing Public Affairs

The first overseas operational deployment of Dyess's newest acquisitions are underway, as C-130Js departed here Sept. 6 in support of Overseas Contingency Operations in Southwest Asia.

In addition to the C-130Js, more than 150 Airmen from the 317th Airlift Group deployed in support of the aircraft.

The mission of the C-130J is combat airlift, which includes high-altitude, low-opening Army parachute drops, equipment drops and the transportation of troops throughout the region.

Men and women from the 317th Airlift Group have now been continuously deployed for more than 2,850 days.

The C-130J is a comprehensive update of the venerable C-130 Hercules, with new engines, flight deck and other systems.

"The J-model is a much more modern and capable aircraft than its legacy predecessors," said Lt. Gen. Robert R. Allardice, 18th Air Force commander. "It can carry more cargo, it has more fuel efficient engines and has a smaller crew complement, which translates to lower operating and support costs. Compared to older C-130s, the J-model climbs faster and higher, flies farther at a higher cruise



Several Dyess Airmen prepare to deploy two C-130Js for the first time Sept. 6, 2011 from Dyess AFB, Texas. The aircraft deploy in support of Overseas Contingency Operations in Southwest Asia. (U.S. Air Force photo by Airman 1st Class Peter Thompson)

speed and takes off and lands in a shorter distance."

During Operation Iraqi Freedom, the C-130J could complete some missions in a single day that required legacy C-130s twice as long to complete, added Allardice.

The 317 AG continues to transition to the C-130J Super Hercules — the most technologically advanced version of the C-130. By 2013, Dyess will have the

distinction of being home to the largest C-130J fleet in the Air Force, when it receives its 28th Super Hercules aircraft.

"We can fly farther, faster and higher than ever before, and still put a load of computer batteries, water, MREs or ammunition within mere feet of a special forces unit or U.S. Army unit anywhere around the world," said Col. Dan Dagher, 317 AG commander.

## HC-130J, from Page 1

by Gen. Norton A. Schwartz, chief of Staff of the U.S. Air Force.

"It's an honor to have flown this magnificent aircraft from Marietta today," said Gen. Schwartz during the delivery ceremony. "It's a significant milestone for the personnel recovery and the combat search and rescue community. The capability of the HC-130 Combat King II is an order of magnitude greater than any of its predecessors, and I have to tell you it's certainly better than any Herc of any variety that I have ever flown."

"Yet again, we see the C-130 delivering a new capability," said Lorraine Martin, Lockheed Martin vice president for C-130 programs. "This new C-130J configuration gives ACC unparalleled capability for its personnel recovery mission. As worldwide demand for the C-130J increases, we see more ways this flexible aircraft meets the demands of any operator for any mission."

## AIRLIFTERS, from Page 1

for humanitarian relief and military missions for the defense of the State of Qatar. The new airlift fleet will ferry to Qatar in October.

"It is a historic day for both the Qatar Armed Forces and Lockheed Martin as we welcome Qatar into the global C-130 family," said Lorraine Martin, Lockheed Martin vice president for C-130 programs. "This acquisition of a fleet of C-130Js provides Qatar with a highly flexible airlift capability. As the first C-130J operator in the Middle-East, Qatar takes a unique place in C-130 history."

This is Qatar's first experience with C-130s and Lockheed Martin is providing a complete solution package. "The package includes the four aircraft; aircrew and maintenance training; spares; ground support and test equipment; and a team of technical specialists who will be based in Qatar during an initial support period."

# C-130 airlifter used in Congo rescue mission coming to Museum of Aviation

By Bob Daniel

Museum of Aviation

A 47-year old C-130E transport that has flown hundreds of combat and humanitarian missions around the world is coming to the Museum of Aviation at Robins Air Force Base to be retired. The aircraft, #63-7868, is expected to make its last flight to Robins on Tuesday to arrive around 11:00 a.m.

The flight has a rather personal connection to Warner Robins – the navigator on the crew flying it in will be Major John Fay who graduated from Houston County High School. Major Fay is a C-130 instructor at Little Rock Air Force Base, the largest C-130 training base in the country. The major comes from a true blue military family. His father, John Sr., was a KC-135 pilot in the Air Force, his mother is a former Air Force nurse, his younger brother is flying C-17 Globemaster aircraft at McGuire AFB, NJ and his older sister serves at a Navy hospital. The Fays live in Boniare, GA and father Fay is planning to meet his son when the aircraft arrives. It will be the first time he has seen his son navigate an aircraft into Robins AFB and the first time he has seen him in over a year. John was a Junior ROTC cadet a Houston County High and an ROTC graduate from Valdosta State.

The C-130 coming in was manufactured by Lockheed Aircraft in Marietta, Georgia in April 1964. Its first assignment was to an airlift unit at Pope AFB, NC. Seven months after it got to North Carolina the brand new aircraft and several other C-130s were called into action to rescue civilians who had been taken hostage by Simba rebels in the Congo city of Stanleyville. Dubbed Operation Red Dragon, U.S. crews first flew to Belgium to pick up Belgian paratroopers, then on to Spain and Ascension Island and finally to a remote airfield in Africa called Kamina, the staging base for the rescue operation. Early on the morning on November 23, the C-130s flew over Sabenas airport in Stanleyville and dropped over 300 paratroopers who overpowered the rebels at the Victoria Hotel and freed the hostages. In the C-130 flights that followed more than 2,000 civilians were



*Survivors of the Victoria Hotel Square massacre in Stanleyville, Congo in 1964 board C-130 #63-7868 just minutes before gunfire damaged the left wing fuel tank on takeoff. (Photo courtesy of Museum of Aviation)*

taken out of Stanleyville to a safe haven at Leopoldville.

The aircraft coming to the Museum was one of the first C-130s to fly out a load of 100 civilians. During its departure it was fired upon by rebels who managed to put a hole

in the left wing fuel tank. The commander of that aircraft was Captain Mac Secord, who now lives in Atlanta, GA. He managed to take off and fly 800 miles to their base but had to shut down one engine during flight. He and the other C-130 crewmembers involved in Operation Red Dragon received the U.S. Air Force MacKay Trophy in 1964 for the most meritorious flight of the year. All of the crewmembers were decorated with the Air Medal, and Captain Secord received the Distinguished Flying Cross.

From 1971 to 1973, #7868 was one of five C-130Es used by Air America for

operations in Laos. For the next 16 years it flew missions out of Clark Air Base in the Philippines. It was then assigned to the Rhode Island Air National Guard, and finally to airlift units at Pope AFB, NC and Little Rock AFB, AR.

The aircraft will eventually will be towed down Highway 247 to be displayed next to the C-141 airlifter on the Museum grounds.

The Hercules E-models have been replaced with newer versions of the venerable airlifter, first the H-model introduced in 1974 and the J-model which entered the inventory in 1999. The C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. The U.S. Air Force has selected the C-130J-30 to replace retiring C-130E's.

# India: Five out of six delivered



*The fifth of six C-130J Super Hercules currently on order for the Indian Air Force has departed the Lockheed Martin facility in Marietta. This aircraft, like its predecessors, was delivered well ahead of schedule and is now en route to Air Force Station Hindan in India. India's sixth C-130J will be delivered in October. (Lockheed Martin photo by David Key)*



## SHADOW, from Page 1

Eric E. Fiel, commander AFSOC.

“Today marks yet another milestone in improving the combat capabilities of Air Force Special Operations Command,” said Gen. Fiel. “The MC-130J represents our efforts throughout the SOF community to recapitalize our assets and improve our ageing fleet in order to meet national requirements.”

“The threats to freedom are ever evolving and as such so must the technology to combat them,” said Lorraine Martin, Lockheed Martin vice president for C-130 programs. “Again — as it has done so often throughout history — the C-130 Hercules has evolved to be the tip of a new spear. The MC-130J Combat Shadow II is unmatched in capability and will give our Special Operations forces the upper hand as they execute critical missions around the world.” Fiel quote — to be obtained on the day

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## COMBAT KING, from Page 1

19th Air Force. Kirtland will be the main training base for both the new HC-130J and the MC-130J Combat Shadow II's being delivered to Air Force Special Operations Command.

“On behalf of 19th Air Force and Air Education and Training Command, I am proud to deliver the first of the next-generation tactical airlift platforms — the HC-130J ‘Combat King II’ — to the 58th Special Operations Wing at Kirtland Air Force Base,” said Gen. Solo. “This aircraft provides greater speed, range, flexibility, and capability to operational commanders in their pursuit of personnel recovery, special operations, global combat missions, and humanitarian assistance. The 58 SOW will employ this new aircraft to train mission-ready Personnel Recovery and Special Operations aircrews to serve in the world’s best Air and Space Force.”

“The HC-130Js and MC-130Js we are now delivering to the Air Force represent a tremendous leap in mission capability,” said Lorraine Martin, Lockheed Martin vice president for C-130 programs. “The training of crews and maintainers is a critical element in bringing a new capability online and we look forward to working with AETC and our fellow Lockheed Martin companies in achieving a 2012 Initial Operational Capability.”

# Lockheed Martin delivers another Super Hercules to Dyess



*Lt. Gen. Robert Allardice, commander of the 18th Air Force, inside the latest addition to the Dyess AFB C-130J fleet. (Lockheed Martin photo by Todd McQueen)*

Lockheed Martin delivered the sixth C-130J Super Hercules to crews at Dyess Air Force Base, Texas, Sept. 8.

Lt. Gen. Robert Allardice, 18th Air Force Commander, accepted delivery of the sixth of 28 C-130Js to be assigned to the 317th Airlift Group.

The 317th Airlift Group at Dyess continues to transition to the new C-130J Super Hercules. By 2013, Dyess will have the distinction of being home to the largest C-130J fleet in the Air Force when it receives its 28th Super Hercules aircraft.

“The latest C-130J delivery represents another key step in continuing efforts to modernize our inventory to provide the best tactical airlift to commanders across the globe,” Allardice said. “Whether supporting contingencies, saving lives

through rapid aeromedical evacuation, delivering hope through worldwide humanitarian assistance and disaster relief response, or a multitude of other roles, the Super Herc provides our Airmen with a new tool to accomplish their world-class mission done better than ever.”

Dyess officials first accepted their C-130 A and D models in 1961, and currently fly the H and J models. These C-130s were used to execute a variety of missions, ranging from military operations to humanitarian airlift to unique tasks including support of NASA’s historic Mercury space program. The J-model continues to be the global leader in tactical airlift and one of the most versatile aircraft in the U.S. inventory with a multitude of various missions.

## New leader takes command of 86th Airlift Wing

*Brig. Gen. Charles Hyde assumes new role*



*Members of the Five Star Brass United States Air Forces in Europe Band play during the 86th Airlift Wing change of command ceremony at Ramstein Air Base, Germany, Sep. 2, 2011. Brig. Gen. Charles Hyde took command of the 86th AW from Brig. Gen. Mark Dillon. (U.S. Air Force photo by Senior Airman Brittany Perry)*

**By Staff Sgt. Travis Edwards**  
86th Airlift Wing Public Affairs

Brig. Gen. Charles Hyde assumed the role of commander of the 86th Airlift Wing in a change of command ceremony here Sept. 2.

Hyde took command of the 86th AW from former commander, Brig. Gen. Mark Dillon in the Dual Bay Hangar. Lt. Gen. Frank Gorenc, 3rd Air Force commander, officiated the ceremony .



*Brig. Gen. Charles Hyde, (right) 86th Airlift Wing commander, takes the 86th AW guidon from Lt. Gen. Frank Gorenc, 3rd Air Force commander, during the change of command ceremony held at the Dual Bay Hangar here Sept. 2, 2011. Hyde took command of the 86th AW from Brig. Gen. Mark Dillon. (U.S. Air Force photo by Senior Airman Brittany Perry)*

# 314th AW Rodeo 2011 team named Best Air Mobility Wing, Airdrop Wing



*Maj. Gen. Frederick Martin (center), Director of Operations, Headquarters Air Mobility Command, Scott Air Force Base, presents the Lt. Gen. Harold L. George Trophy for Best Airdrop Team to Maj. Jacob Sheddan, 62nd Airlift Squadron Assistant director of operations, Aug. 29, 2011 at Little Rock Air Force Base, Ark. A programming error in the Air Mobility RODEO 2011 scoring system resulted in a change to several major awards including the Best Air Mobility Wing and Best Airdrop Wing, both awarded to the 314th Airlift Wing. (U.S. Air Force photo by Tech. Sgt. Chad Chisholm)*

## By 19th Air Wing Public Affairs

Air Mobility RODEO 2011 team members from the 314th Airlift Wing gathered on the base flightline Monday after hearing some surprising post-award ceremony news: the wing earned the Best Air Mobility Wing and Best Airdrop Wing trophies.

A programming error in the AMC RODEO 2011 scoring system resulted in a change to several major awards, including the Best Air Mobility Wing.

After hearing the news about the scoring programming error, 314th AW RODEO team members received another surprise: the new trophies would be presented by Maj. Gen. Frederick H. Martin, Director of Operations,

Headquarters, AMC, and RODEO commander.

“It’s an honor for me to be here,” Martin said during an award ceremony Aug. 29, 2011, at Little Rock Air Force Base, Ark. “This award is part of what you’ve done. There is no finer balance between operations and maintenance than what you have here at the Rock.”

Col. Mark Czelusta, 314th AW commander, credited the RODEO success to the strong partnerships enjoyed by his wing.

“We have an incredible partnership with the 19th Airlift Wing and the local community,” said Czelusta.

“The community is such a big part of this trophy and we couldn’t have accomplished all this without them.”

AMC officials found the programming

error Aug. 18 during a thorough scrub of all the results prior to posting the detailed scores for RODEO competitors to access.

“There is an automated process in the scoring algorithm which improperly assigned a median score for an event,” said Martin in a news release. “This program error was not found in testing. All manual scoring processes were triple checked; however, there was not a final check for one critical portion of the automated scoring process.”

The error was isolated to the C-17 and C-130 Container Delivery System airdrop scores. No international team awards were affected.

The corrected results are as follows:

**See RODEO, Page 7**

# Air drops and water cargo



*A C-130 transport aircraft air drops container delivery systems with water cargo here Sept. 9. Marines with Aerial Delivery Team, Landing Support Detachment, Combat Logistics Battalion 11 conducted a live air delivery in support of a humanitarian assistance operation exercise. The team provides an expeditionary means of resupply in high risk environments where vehicle supply lines cannot reach and aerial landing is not possible. The battalion is the logistics combat element for the 11th Marine Expeditionary Unit, which began a sea-based exercise Sept. 1, its second aboard amphibious ships since becoming a complete Marine air-ground task force in May. The unit coordinated the delivery with Marine Aerial Refueler Transport Squadron 352. (Photo by Lance Cpl. Claudia Palacios)*

## **RODEO, from Page 6**

– Best Air Mobility Wing (Moore Trophy) was awarded to the 314th AW. It was incorrectly awarded to the 97th Air Mobility Wing, Altus Air Force Base, Okla.

– Best Airdrop Wing was also awarded to the 314th AW. It was incorrectly awarded to the 97th AMW. The 97th AMW actually finished in third place.

– Best C-130 Airdrop Aircrew was incorrectly awarded to the 314th AW (C-130E). The 314th AW actually finished in second place. This trophy was awarded to the 19th Airlift Wing (AMC) which incorrectly finished in second place.

Maintainers and flyers from the 314th AW RODEO team previously lassoed up the Maintenance Skills Competition

Award - C-130 maintenance and the Maintenance Skills Competition Award - overall winner. The C-130E team snagged the Best Overall Maintenance Team award, Best Team Overall (Maintenance and Operations), Best Overall Aircrew Team and Best Overall Airdrop Score.

“This is a very unfortunate programming mistake,” Martin said in a news release. “I will tell you that all of the competitors at RODEO were outstanding. The scoring was very close, and it was obvious that the best-of-the-best were competing. This scoring error should in no way detract from the incredible efforts our mobility forces put forward every day to ensure mission accomplishment.”

General Martin said actions have been

taken to prevent this type of issue from happening in 2013.

Air Mobility RODEO, sponsored by AMC, is an international Mobility Air Force’s readiness competition focusing on improving worldwide air mobility wartime core abilities. RODEO 2011 was held at Joint Base Lewis-McChord from July 24-29.

From an international perspective, seven countries competed at RODEO 2011. Representatives from more than 20 other countries were on hand to observe. “RODEO provides a very unique forum for our Airmen and international partners to interact and share the best tactics, techniques and procedures for the mobility mission,” Martin said.

*(Air Mobility Command Public Affairs contributed to this report)*

# Marine KC-130Js resupply the fight in Afghanistan

By Cpl. Justin M. Boling  
2nd Marine Aircraft Wing

When supplies run thin at forward operating bases peppering the Helmand River valley, reassurance often comes with the strong hum of a Marine Corps KC-130J Hercules.

“Providing aerial resupplies is one of our primary missions,” said Capt. Sergio Luna, a KC-130J Hercules pilot with Marine Aerial Refueler Transport Squadron 152. “We have been flying out a lot of supplies and putting a lot of energy into getting ground forces in Afghanistan what they need.”

The counterinsurgency in southwestern Afghanistan relies on U.S. Marines and their coalition partners who live at small outposts among Afghan towns and villages. The Marines patrol village streets assisting Afghan citizens and police forces to stand on their own.

However, these small outposts are often largely cutoff from the outside world and can be difficult to reach by convoy. Marine aviators use the Hercules aircraft to drop supplies by parachute, allowing ground troops to stay in the fight with water, food and ammunition.

“I feel that the most important factor of conducting aerial resupplies is the fact you are saving lives,” said Lance Cpl. Shane Johnson, a Marine Aerial Refueler Transport Squadron 152 loadmaster, and native of Green Bay, Wis. “We are giving supplies to those who need them and keeping motor transportation Marines on the ground from being put into harm’s way.”

In addition to being immune to the threat of improvised explosive devices that could hinder a ground supply convoy’s progress, aerial drops deliver supplies faster without limitation from geographical obstacles.

“Our KC-130J is excellent for delivering large amounts of supplies quickly to where they are needed most,” said Luna, a native of Redmond, Wash. “We can get to areas and perform drops at speeds and places convoys can only dream about.”

The KC-130J Hercules is the largest aircraft in the Marine Corps arsenal. The propeller-driven, fixed-wing behemoth is the latest iteration of an airframe the U.S. military has relied on for more than 50 years.

The Marine Corps uses the Hercules



*Camp Bastion, Helmand, Afghanistan-U.S. Marines with 2D Marine Logistics Group (Forward) and Marine Aerial Refueler Transport Squadron 252 (VMGR-252) load cargo onto a KC-130J Super Hercules airplane, Camp Bastion, Afghanistan, September 5, 2011. VMGR-252 conducted an aerial drop to re-supply ground troops with necessary supplies of ammunition, food, and water. (Photo by Staff Sgt. James R. Richardson)*

*Camp Bastion,  
Helmand,  
Afghanistan-A latch  
holds cargo in a  
Marine Corps KC-130J  
Hercules in the skies of  
Afghanistan, Sept. 5.  
The Hercules is capable  
of carrying more than  
30,000 pounds of  
supplies to help ground  
forces maintain the  
fight against the enemy.  
(Photo by Staff Sgt.  
James R. Richardson)*



for troop and supply transport throughout southwestern Afghanistan, as well as battlefield illumination during coalition night operations. The KC-130J also serves as an aerial refueling platform for Marine Attack Squadron 513’s AV-8B Harrier attack jets.

KC-130J support in Afghanistan comes from a combined unit made up of

three Marine aerial refueler transport squadron’s detachments from Miramar, Calif.; Okinawa, Japan; and Cherry Point, N.C.

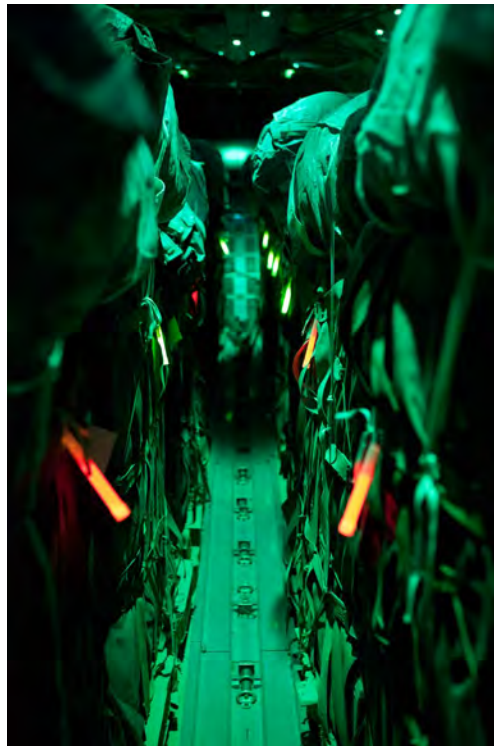
Marine Aerial Refueler Transport Squadron 252, out of Cherry Point,

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*Top and bottom left: Camp Bastion, Helmand, Afghanistan-Marines with 2nd Marine Logistics Group (Forward) and Marine aerial refueler transport squadrons deployed in support of NATO International Security Assistance Force operations load cargo onto a KC-130J Hercules at Camp Bastion, Afghanistan, Sept. 5. The Marines conducted an aerial drop to re-supply ground troops with necessary supplies of ammunition, food, and water.*

*(Photos by Staff Sgt. James R. Richardson)*



*Above: Camp Bastion, Helmand, Afghanistan-Marines with Marine aerial refueler transport squadrons deployed in support of NATO International Security Assistance Force operations move cargo in a KC-130J Hercules over Afghanistan, Sept. 5. The Hercules is capable of carrying more than 30,000 pounds of supplies to help ground forces maintain the fight against the enemy,*

## **MARINES, from Page 8**

currently serves as the command element for the deployed detachment. The Cherry Point troops work daily with Marine Aerial Refueler Transport Squadron 152 Marines, deployed from Okinawa.

Marine Aerial Refueler Transport Squadron 352, deployed from Miramar, operates the specially equipped Harvest HAWK KC-130J, which in addition to typical Hercules duties, is also capable of providing close-air support with its

advanced targeting system and air-to-ground missiles.

“This is a great opportunity for us to demonstrate that we are a team. We deliver supplies to all those fighting the insurgency,” said Luna.

The ability to move life-sustaining supplies safely and efficiently keeps Marines on the ground fighting. The Marines of the aerial refueler transport squadron said they understand the importance of their missions, and use the strength of the Hercules to get the supplies and equipment where they are needed most.

“We can load up to 30,000 pounds of water and other supplies, which can be lifted and delivered to our forces on the ground in a single drop,” said Johnson. “I have been on more drops than I can count. I cannot even begin to imagine the amount of stuff that we have given to troops and will continue to get them in the future.”

Connect with 2nd Marine Aircraft Wing (Forward) throughout the deployment. Stay up to date with the latest 2nd MAW (Fwd.) news, photos and videos at <http://www.facebook.com/2ndmawfwd>.

# C-130Js improve Bagram's airlift, airdrop capabilities



*The sun begins to set on the horizon behind a C-130J Hercules aircraft from the 774th Expeditionary Airlift Squadron here Sept. 20, 2011. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs. The aircrafts' improved engines enables the J model to climb faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. (U.S. Air Force photo by Staff Sgt. John Wright)*

## **By Staff Sgt. John Wright**

455th Air Expeditionary Wing Public Affairs

The 774th Expeditionary Airlift Squadron recently filled its ranks with C-130J Hercules aircraft and aircrews as two new units ripped in to comprise the squadron at Bagram Airfield, Afghanistan.

Almost two dozen C-130Js and a full complement of aircrew and maintenance personnel split between California Air National Guard's 146th Airlift Wing and Rhode Island Air National Guard's 143rd Airlift Wing replaced C-130H-model guard units from Alaska and New York.

"Our mission is airlift and airdrop to all the forward operating bases within country," said Lt. Col. Bill Willson, 774th EAS commander and C-130J pilot. "The primary way the forward operating bases

get supplies is by airlift or airdrop. We are their lifeline of sustainment."

The previous guard units Willson's crews replaced maintained consistently high, fully mission capable and sortie effectiveness rates, but his people are ready to tackle the challenge and set the bar even higher, since the C-130J model is considered the "latest and greatest."

In their first month alone, the 774 EAS flew more than 900 sorties with a 99.9 percent sortie effectiveness rate, completing approximately 40 airdrops and delivering more than 3,100 tons of cargo.

The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs. The aircrafts' improved engines enables the J model to climb faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. It has 15 extra feet in the fuselage, increasing usable space in the

cargo compartment.

"These airplanes are considerably more capable than the H model," Willson said. "It's the equivalent of adding an additional engine and two pallet positions. It can carry approximately 40 percent more load, giving us a much higher fully mission capable rate. We can actually do the same job with 10 Js that it takes 15 Hs to do."

Willson said one of the more significant improvements is the ability to more accurately airdrop from high altitudes, which makes it safer for the aircrews, especially in the area of operations.

"We have the capability of doing a joint precision air drop system drop that requires dropping a Sonde out of the airplane," Willson, a Thousand Oaks, Calif., native said.

A Sonde is a device attached to a parachute that takes wind readings every

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500 feet and transmits the information back to the aircraft. At that point, the airplane's computers determine a computed air release point.

They fly to the CARP, which is accurate to within one meter, and let the bundles out, Willson said.

The automated systems like the JPADS Sonde airdrop make the job smoother for the 774 EAS loadmasters like Master Sgt. Jessica Barry.

"The J makes my job much easier," the Pawtucket, R.I., native said. "We have a computer that controls our load plan. We also have electric locks as opposed to ratchet locks. It's a very efficient 'push button' system."

As a loadmaster, Barry is responsible for configuring and overseeing the loading of people and cargo onto the aircraft. However, even though the J model makes the job easier, Barry said the job has unique challenges in Afghanistan.

Ordinarily, the cargo and airdrop bundles are planned well in advance and a computer comes up with how it should be loaded on the aircraft.

"In this deployed environment, we get a lot of last-minute requests to add cargo," Barry said. "So, we have to manually figure out how to accommodate the additional weight. We don't mind though. It's very rewarding knowing we're getting the troops on the ground what they need."

While Willson and Barry comprise the aircrew, the people who make sure the planes are fit to fly are maintainers like Master Sgt. Jason Sturtevant, C-130J crew chief and a Warwick, R.I., native.

As a maintainer, Sturtevant services and works on any discrepancies on the aircraft. He performs, preflight, postflight and throughflight inspections.

"We do everything from servicing hydraulic fluid to liquid oxygen," Sturtevant said. "Basically, we look at the entire aircraft and its systems."

The 20-year veteran said the challenges of his job include parts supply and high-operations tempo, but, like Barry, he diligently works through the problems. He said in the end, he finds the job highly rewarding.

"I love watching these planes fly, knowing I'm helping the guys on the ground," he said. "I feel like I'm directly contributing to the fight. I also take pride in keeping my aircrews safe."

While the 774 EAS is comprised of Air National Guard Airmen from different



Senior Airman James Mitchell removes an engine cowling on a C-130J Hercules aircraft from the 774th Expeditionary Airlift Squadron here Sept. 20, 2011, as Tech. Sgt. Wayne Warner looks on. Both Airmen are 774 EAS maintainers. Mitchell hails from North Kingston, R.I., while Warner is a native of Warwick, R.I. (U.S. Air Force photo by Staff Sgt. John Wright)



C-130J Hercules aircraft from the 774th Expeditionary Airlift Squadron stand ready to be loaded with cargo here Sept. 20, 2011. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs. The aircrafts' improved engines enables the J model to climb faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. (U.S. Air Force photo by Staff Sgt. John Wright)

units and varying walks of life, they have deployed together since 2004 and consider themselves one big family.

"We complement each other very well," Willson said. "One of the nice things about the guard is you stay with the same people for sometimes decades. Most of the pilots here I have flown with for 20 years."

The continuity that comes with working with the same people for so long is something the loadmasters and maintainers tout as the reason they operate like a well-oiled machine.

"There is a great chemistry here," Barry said. "These guys are great to work with." Sturtevant echoed the loadmaster's words.

"We maintainers mesh very well," the sergeant said. "They are very easy to work with. I noticed as soon as we got here, everybody just wanted to work together."

Willson also noted the sense of pride and dedication his unit has for the work they perform.

"We all recognize the importance of coming here to do this mission," Willson said. "We have a tremendous sense of patriotism. Most of these people have very well-paying jobs on the outside, yet they still come here. They do this because they want to. The love of wearing the uniform and doing the job outweighs everything else."

# 1855: A special ‘tale’

**By 2nd Lt. Mallory Glass**  
19th Airlift Wing Public Affairs

Chief Master Sgt. Mark Marson, 314th Airlift Wing command chief, wrote in permanent marker, “she is an Airman,” on the 47-year-old skin of aircraft C-130E 62-1855 at the 309th Aerospace Maintenance and Regeneration Group here. The Vietnam-Era C-130E was delivered to AMARG, commonly known as the “bone yard,” following its retirement and change of the 314th AW flagship ceremony at a Little Rock Air Force Base, Ark., Sept. 20. The event marked the end of a 47-year relationship between the 314th AW and the C-130E.

Tail 62-1855 not only tells her own C-130E combat and training story but also represents the closing of an era for the wing. The retirement of 62-1855 to AMARG marked the departure of the C-130E model from the 314th AW’s inventory.

As the flagship, 62-1855 embodied not only the other 314th C-130s, but more importantly, the Airmen who maintain, fly and support the combat airlift training mission. Col. Mark Czelusta, 314th AW commander, stated during the retirement ceremony, “This airplane is as much of an Airman as I am. She has seen it all. Yet, as special as 1855 is, she is not unique for she actually represents the entire C-130 fleet old and new.”

At the retirement ceremony on Little Rock Air Force Base, Ark., retired Airmen who were crew members or maintainers for 62-1855, the 314th AW or other C-130Es were in attendance. Several are Sliver Star and Distinguished Flying Cross recipients. “Their presence really shows the impact the C-130E model had and has on United States Airmen,” said Senior Airman Blake Lyles, a 314th Aircraft Maintenance Squadron crew chief.

The wing’s new flagship, C-130J 98-1358, was unveiled at the ceremony and toured by 314th Airmen, civic leaders, retirees and base leaders. The C-130J represents a new era for combat airlift; however, at the same time the Air Force never forgets its legacy.

The 314th AW has been flying C-130s since 1957 and C-130Es since 1964. When the wing was mobilized for service in Vietnam in 1966, C-130E 62-1855 began its years in combat operations, training missions, and Air Force



*C-130E 62-1855, assigned to the 314th Airlift Wing, churns air as it takes off from the Little Rock Air Force Base, Ark., runway for the last time, Sept. 20, 2011. Tail 62-1855 delivery to the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base, Ariz., marked the end of a 47-year relationship between the 314th AW and the C-130E. (U.S. Air Force photo by Staff Sgt. Jim Araos)*



*C-130E 62-1855, assigned to the 314th Airlift Wing, closes the door in preparation for taxi and departure from Little Rock Air Force Base, Ark., Sept 20, 2011. The Vietnam-Era C-130E was delivered to the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base, Ariz., following its retirement and change of the 314th AW flagship ceremony. (U.S. Air Force photo by Staff Sgt. Jim Araos)*

competitions. During Rodeo 2011 at Joint Base Lewis McChord, Wash., the 314th AW won Best Air Mobility Wing in the world with 62-1855, the oldest C-130 in the competition. “Everyone agrees that 1855 is a special tail ... Team Little Rock and, indeed, the entire nation watched with pride as she earned a perfect maintenance inspection (during RODEO 2011), one of only two planes to do so,” said the colonel.

Tail 62-1855 didn’t receive a grand welcome when it landed smoothly at AMARG. It joined the scores of other C-130s that had been delivered to the desert to be preserved in the nearly perfect conservation climate. As the crew looked out of the cockpit Staff Sgt. Sean Ryan, a 62nd Squadron flight engineer, observed, “I thought Little Rock had a lot

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# The circle of life

**By Peter Simmons**

PROVEN Editor

Eric Scheibe is a 1st Lieutenant in the Marine Corps – his dad, Alan, is an engineer working on Lockheed Martin’s advanced development programs. This picture is of son Eric doing his first air-to-air refueling behind a KC-130J tanker that his dad helped develop !!!

Eric is a Graduate of Harrison High School in Georgia, a Graduate of Embry Riddle University and began Officer Candidate School in January 2008. He was Commissioned 2nd Lieutenant March 2008 and selected for aviation career track. He did primary flight training in the T-34C at Pensacola Naval Air Station and advanced flight training in the T-45 at Meridian Naval Station. He began AV-8B Harrier qualification in the Replacement Air Group at Cherry Point Naval Air Station in April of this year. He is now with 2nd Marine Aircraft Wing, Marine Aircraft Group 14, Training Squadron VMAT-203.

This flight was Eric’s first air-to-air Refueling sortie and was flown off the coast of North Carolina on Sep 13. The two-seat trainer version TAV-8B is not equipped with an aerial refueling probe, therefore the first refueling is performed solo in the AV-8B with two instructor pilots flying nearby in a TAV-8B. One of the instructors took the picture. The



*Eric Scheibe, U.S. Marine Corps, executing his first air-to-air refueling. (Photo courtesy U.S. Marine Corps)*

KC-130J is from refueling squadron VMGR-252, also at Cherry Point.

Dad Alan Scheibe enlisted in the Air Force after high school but subsequently returned to college and received a commission and assignment to flight school. After a tour as a flight instructor, he became an instructor pilot in the Air Force combat search and rescue HC-130N/P tanker aircraft used to refuel special operations and rescue helicopters. When he retired from the Air Force in 1997 he joined Lockheed Martin on the C-130J program as a systems engineer. His very first

assignment was to write the aircraft specification for the proposed new KC-130J tanker aircraft.

The Scheibe family lived on or near air bases when Eric was growing up so it’s not surprising he decided to become a pilot. He received his commercial license while attending college and interned with the aviation branch of the Georgia DOT. His decision to become a Marine was probably influenced by a friend of the family who is a Marine pilot and by his high school buddy who joined the Marine Corps soon after high school.

## **A SPECIAL TALE, from Page 12**

of C-130s.”

Staff Sgt. Shawn Larson, a 314th AMXS crew chief, added as he looked out at the retired fleet of C-130s, “If it has a blue tail and has been through Little Rock in the past 10 years, I’ve probably seen it or worked on it.”

AMARG is 1,400 acres and hosts more than 5,000 government aircraft, including planes from all branches of the military. These aircraft remain an important part of the U.S. arsenal. About 1,000 can be returned to service, while the rest are on stand-by for parts, propped on pieces of wood or others even completely cut in half.

All Team Little Rock wings continue to fly legacy C-130Hs, and the 314th

AW and 19th Airlift Wing also operate J-models. The 19th AW still utilizes a dozen C-130E models, which they will be gradually retiring to AMARG in the coming year. “So why do we feel nostalgic as if we are saying goodbye to an old friend?” the colonel asked. “Tail 1855 is a reflection of our ideals and the very best attributes we know are in each of us. She is a great tail, but only because her crews, maintainers and support teams made her so ... [she] shares the same source of greatness as our Air Force--its Airmen.”

Every crew member of 62-1855s retirement flight had a special tale about how she impacted his career as an Airman. The retirement flight was crewed by:

Pilot- Col. Mark Czelusta, 314th AW

commander

Co-pilot- Lt. Col. James Schartz, 62nd Airlift Squadron director of operations

Navigator- Capt. Chris Staphenhorst, a 314th Operations Group evaluation navigator

Loadmaster- Tech. Sgt. Joshua Mackey, a 62nd AS loadmaster

Flight Engineer- Staff Sgt. Sean Ryan, a 62nd AS flight engineer

Crew Chiefs- Staff Sgt. Shawn Larson, a 314th Maintenance Squadron crew chief, and

Senior Airman Blake Lyles, a 314th Maintenance Squadron crew chief.

Chief Master Sgt. Mark Marson, 314th AW command chief, also attended 62-1855’s retirement ceremony and delivery to AMARG.

# Dyess receives seventh and eighth C-130Js



*Brig. Gen. Harold Reed, 18th Air Force/Command Guard, presents the honorary key of the newest C-130J to Tech. Sgt. Gordon West, 317th Airlift Group, who is receiving the key on behalf of Staff Sgt Jaime Febus, 317th Airlift Group, who is currently deployed, Sept. 28, 2011, at Dyess Air Force Base, Texas. The aircraft is the eighth of 28 to be delivered to Dyess by 2013, replacing the current aging fleet of the C-130 H model. (U.S. Air Force photo by Airman 1st Class Cierra Bullock)*



*Delivery of a new C-130J flies into Dyess Air Force Base, Texas, Sept. 28, 2011. The new C-130J was delivered by Brig. Gen. Harold Reed, 18th Air Force/Command Guard, from Dobbins Air Reserve Base, Ga; the aircraft is the eighth of 28 to be delivered to Dyess by 2013, replacing the current aging fleet of the C-130 H model. (U.S. Air Force photo by Airman 1st Class Cierra Bullock)*



*Brig. Gen. John Owen, Air Mobility Command, gives a speech about the capability of the C-130J Super Hercules Sept. 22, 2011 at Dyess Air Force Base, Texas. The aircraft is the seventh of 28 to be delivered to Dyess by 2013, replacing the current aging fleet of C-130 Hercules models. (U.S. Air Force photo by Airman 1st Class Jonathan Stefanko)*

# MAFFS aircraft join aerial firefighting efforts in Texas, Northwest U.S.

**By 302nd Air Expeditionary Group Public Affairs**

Six Department of Defense C-130 aircraft equipped with U.S. Forest Service, Modular Airborne Fire Fighting Systems (MAFFS) have been tasked by U.S. Northern Command in support of the National Interagency Fire Center to supplement wildland firefighting efforts in Texas and in the Northwest U.S.

Four MAFFS-equipped aircraft, two from the Air Force Reserve Command's 302nd Airlift Wing, Peterson AFB, Colo. and two from the 145th Airlift Wing of the North Carolina Air National Guard will deploy to Austin, Texas to support the ongoing wildland fires there. Two MAFFS equipped C-130s and crews from the 153rd Airlift Wing assigned Wyoming Air National Guard will stage out of Boise, Idaho to provide support as needed for fires in the West and Northwest U.S. In addition to the six MAFFS-equipped C-130s, approximately 90 Air Reserve Component crews and support personnel will deploy to support the aerial firefighting missions.

"This has been a very active fire season. We exceeded our annual average of fire missions two months ago, and this is now becoming one of the most active fire seasons we have faced," said Lt. Col. David Condit, Deputy Commander of the 302nd Air Expeditionary Group.

The 302nd AEG is comprised of personnel from the Air Force Reserve Command's 302nd Airlift Wing, Colo., North Carolina Air National Guard's 145th Airlift Wing, California Air National Guard's 146th Airlift Wing and Wyoming Air National Guard's 153rd Airlift Wing.



*A U.S. Forest Service Modular Airborne Fire Fighting System II (MAFFS II) unit is loaded on to an Air Force Reserve Command C-130 Sept. 9 at Peterson Air Force Base, Colo. in preparation for support of aerial firefighting missions in Texas. Four Air Reserve Component MAFFS-equipped C-130s and crews have been tasked by U.S. Northern Command in support of the National Interagency Fire Center to supplement wildland firefighting efforts in Texas. Two C-130s from the 302nd Airlift Wing, stationed at Peterson AFB, Colo. and two C-130s from the 145th Airlift Wing of the North Carolina Air National Guard will deploy to Austin, Texas. (U.S. Air Force photo by Capt. Jody L. Ritchie)*

MAFFS is a self-contained, portable aerial firefighting system, which can discharge 3,000 gallons of water or fire retardant in less than five seconds, over an area one-quarter of a mile long by 60 feet wide. Once the load is discharged, the MAFFS system can be refilled in less than 12 minutes.

With the use of new MAFFS II units, this year's fire season was the first to successfully fly fire missions using a new concept of operations that increased the effectiveness while decreasing costs.

The MAFFS units are owned by the U.S. Forest Service, one of

several federal and state government agencies and organizations with roles and responsibilities in wildland fire suppression that make up the National Interagency Fire Center in Boise, Idaho. The Department of Defense is flying at the request of NIFC.

The Department of Defense, through the Commander, U.S. Northern Command provides support to NIFC in conducting wildland firefighting operations within the continental United States, Alaska, Puerto Rico and the U.S. Virgin Islands as approved by the Secretary of Defense.



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