

October 2011

PROVEN

News From the World of the C-130

C-130 Hercules operators gather for record-breaking 2011 conference

Lockheed Martin hosted an attendance record-breaking Hercules Operators' Conference October 17-20 in Marietta. Over 800 representatives from 34 nations — as well as 90 supplier companies — attended and focused on C-130 Hercules support, operations, upgrades and new fleet acquisition.

This year's theme of "Relevance and Affordability" provides insight into how the C-130 Hercules, the world's benchmark for airlift, can meet the needs of multiple operators from a single proven, affordable baseline.

"As C-130 production continues at a high rate, Lockheed Martin seeks additional ways to keep all C-130 models viable through cost-effective



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Attendees at this year's Hercules Operators Conference listen to the keynote address given by Lorraine Martin, Lockheed Martin vice president of C-130 Programs. (Photo by David Key)

Heading Home – Qatar's New Airlift Fleet



On Saturday October 22 a new era in airlift capability for the State of Qatar reached a historic milestone. Three of four C-130J Super Hercules for the Qatar Emiri Air Force departed Marietta for Doha. Qatar is a new C-130 operator country and is the first Middle East nation to operate the C-130J. (Photo by Think Nguyen)



This year's Hercules Operators' Conference welcomed over 800 representatives from 34 nations. Attendees focused on C-130 Hercules support, operations and upgrades. (Photo by David Key)

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modifications and upgrades,” said John Cottam, Lockheed Martin director of C-130 International Operations, during the conference’s opening ceremony. “We know that the C-130 will be here for decades to come and we want to make sure we support all air frames according to our operators’ needs. There is nothing like a Hercules and nothing that can replace a Hercules. Some have tried and some are still trying, but the reality is that the aircraft’s concept, design and proven capabilities have been, and still are, the standard for airlift throughout modern history.”

J-model No. 9 arrives at Dyess



Brig. Gen. Bryan Benson, 18th Air Force vice commander, presents Tech. Sgt. Howard Pavlat, 317th Aircraft Maintenance Squadron, the honorary key at the C-130 J-model number nine arrival, Oct. 12 2011, at Dyess Air Force Base, Texas. The aircraft is the ninth of 28 to be delivered to Dyess by 2013, replacing the current aging fleet of C-130 H models.



The newest C-130 J-model lands, Oct. 12, 2011, at Dyess Air Force Base, Texas.



Brig. Gen. Bryan Benson, 18th Air Force vice commander, addresses attendees at the C-130 J-model number nine arrival, Oct. 12 2011, at Dyess Air Force Base, Texas.

(U.S. Air Force photos by Airman 1st Class Peter Thompson)

Planes leave for the South Pole

C-130s head to Antarctica with stops at Pago Pago, New Zealand



The 109th's ski-equipped LC-130s will be flying in support of the National Science Foundation. (Photo courtesy of 109th Airlift Wing Public Affairs)

By Tech. Sgt. Catharine Schmidt
109th Airlift Wing Public Affairs

The New York Air National Guard's 109th Airlift Wing kicked off its 21st year of support for American Antarctic research today, as two ski-equipped C-130s roared off the runway here bound for the South Pole.

"Today we're taking one of the first planes down to Antarctica," said Lt. Col. George Alston, aircraft commander. "We will fly to California then to Hawaii then to Pago Pago where the recent tsunami was. From there, we'll go to New Zealand, and from there to Antarctica where we'll start the Operation Deep Freeze season."

"This Operation Deep Freeze season will see us returning to a mission count and ops tempo that we are more

accustomed to versus the reduced mission count that we put in place last year as a cost savings measure," said Col. Timothy LaBarge, 109th Airlift Wing vice commander.

The 109th's ski-equipped LC-130s will be flying in support of National Science Foundation research across the Antarctic, as part of Operation Deep Freeze, the U.S. Military's logistical support for Antarctic research.

This season brings a lot of firsts for the crews. The early deploying aircraft will support the National Science Foundation's Western Antarctic Ice Sheet Divide Ice Core project. This project involves drilling ice cores to establish a climate and greenhouse gas history for the southern hemisphere.

The 109th will also support the Australians Casey Antarctic Station on Wilke Island for the first time. One aircraft was carrying a crevasse detection

radar that will be used in Antarctica for the first time.

"We're hoping that with the radar is a faster turnaround in the amount of time to check on a site," said Capt. Daniel Marchegiani, co-pilot. "The radar will determine where the crevasses are and we'll be able to put scientists into that location much sooner than having to wait a whole year. Safety is always the first and most important thing. Being able to see where these things are before we touch down on the snow or before we even attempt to try and get into a different area of the continent is extremely paramount to what we do."

And according to Maj. Joseph DeConno, chief of Antarctic Operations, in the middle of the season, crews will be going from using two runways to single-

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airfield operations.

“It’s an aggressive schedule where we’re testing a new concept of single-airfield operations, which we haven’t done in previous seasons,” he said. “The second half of the season, we’re moving

all operations out to Pegasus Field for the first time and not using Willie Field. We’re optimistic we’ll do it safely and crews, as usual, will do their best to get the job done.”

“Single runway operations at Pegasus and increased operations at some of the remote research stations will create both challenges and opportunities, and that is what keeps this annual deployment fun

and interesting,” Colonel LaBarge said.

The 109th Airlift Wing, the only unit in the United States military equipped with ski landing gear, has provided airlift support for the National Science Foundation’s South Pole research since 1988. Since 1999 the unit has been the sole provider of this type of airlift to the National Science Foundation and United States Antarctic research efforts.



Second Lt. Christine Reape, navigator, and Senior Master Sgt. Mark Olena, flight engineer, walk out to a ski-equipped LC-130 Hercules. The seven member crew left New York on Oct. 21 to make the 11,000-mile journey to Antarctica in support of the United States Antarctica Program. The 109th Airlift Wing is part of the New York Air National Guard located in Scotia, N.Y.



A ski-equipped LC-130 Hercules finishes final preparation before leaving New York on Oct. 21 to make the 11,000-mile journey to Antarctica in support of the United States Antarctica Program. The 109th Airlift Wing is part of the New York Air National Guard located in Scotia, N.Y.

(U.S. Air Force photos by Master Sgt. Willie Gizara)

Thracian Fall exercise kicks off in Bulgaria



C-130J aircraft from the 37th Airlift Squadron, Ramstein Air Base, Germany, fly over Plovdiv, Bulgaria, during Exercise Thracian Fall 2011, Oct. 17, 2011. Thracian Fall is an off-station training exercise designed to enhance interoperability between U.S. and Bulgarian Air Forces as well as build partnerships with paratroopers from both. (U.S. Air Force photo by Senior Airman Stephen J. Otero)

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

Service members from the Air Force, Army, Navy and Bulgarian air force are participating in a two-week jump exercise, which started Oct. 9 and is scheduled to end Oct. 22.

Operation Thracian Fall 2011 is part of a semi-annual off-station training that gives U.S. and coalition jumpers and pilots an opportunity to hone their battlefield skills together.

“We are here to further the U.S., Bulgaria ties, through cooperative training with Bulgarian forces,” said Capt. Beau Tresemer, mission commander for Thracian Fall 2011. “It’s a great opportunity to see how other countries train and prepare to fight.”

C-130J Super Hercules from Ramstein Air Base, Germany, along with Bulgarian C-27 Spartans will continue to drop more



Capt. Gerad Gill, 37th Airlift Squadron pilot from Ramstein Air Base, Germany, briefs Bulgarian aircrew members during Exercise Thracian Fall 2011 in Plovdiv, Bulgaria, Oct. 17, 2011. Thracian Fall is an off-station training exercise designed to enhance interoperability between U.S. and Bulgarian Air Forces as well as build partnerships with paratroopers from both. (U.S. Air Force photo by Senior Airman Stephen J. Otero)

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1st Lt. Caitlin Curran, a 37th Airlift Squadron pilot from Ramstein Air Base, Germany, reviews operating instructions during Exercise Thracian Fall 2011 in Plovdiv, Bulgaria, Oct. 17, 2011. Thracian Fall is an off-station training exercise designed to enhance interoperability between U.S. and Bulgarian Air Forces as well as build partnerships with paratroopers from both. (U.S. Air Force photo by Senior Airman Stephen J. Otero)



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than 100 coalition service members near a designated drop zone the rest of this week.

A plus to the training is the added benefit of working alongside Bulgarian service members, giving them a broad spectrum look at how the Air Force prepares for contingencies.

“Our pilots are accomplishing day and night flying with simulated combat drops in unfamiliar mountainous terrain,” said Tresemer. “At the same time we are helping Bulgarians get their personnel airdrop qualifications.”

“The Bulgarian airspace allows us the training we can’t get in Germany,” he said. “There are less restrictions on altitudes. Here we are allowed to fly as low as what our regulations say we can.”

However, training isn’t the only thing getting accomplished in Bulgaria. The relationship built from the jumpmasters from the U.S. and jumpers from Bulgaria is a bond that solidifies with each jump.

“It gets easier when we have a solid foundation of jumping with them in the past,” said Staff Sgt. Myron Austin, 435th Contingency Response Group airborne planner and jumpmaster for the operation. “This is my third trip to Bulgaria and I have made plenty of friends that know me by face; the trust is there.”



(Above and bottom left) U.S. Air Force C-130J Super Hercules assigned to the 37th Airlift Squadron, Ramstein Air Base, Germany, conduct low level flight training during Operation Thracian Fall 2011, Oct. 18, 2011, in Plovdiv, Bulgaria. OTF11 is off-station training designed to enhance interoperability between U.S. and Bulgarian Air Forces as well as build partnerships with paratroopers from both. (U.S. Air Force photos by Senior Airman Stephen J. Otero)

Parajumpers jump from newest Air Force capability: CC-130J Hercules



Parajumpers board a CC-130J Hercules before a jump. (Photo by Cpl. Precious Carandang)

8 Wing Trenton

Thirty-five parajumpers from the Royal 22e Regiment, based in Valcartier, Que., jumped from the Air Force's newest aircraft, the CC-130J Hercules, on Oct. 3 during Exercise Mountain Star, held at 8 Wing Trenton's Mountain View training area, in Ontario.

During this exercise, which took place from Sept. 25 to Oct. 7, participants were training for non-combatant evacuation operations, that is to say, evacuating



A CC-130J Hercules from 436 Transport Squadron at 8 Wing Trenton, during Ex Mountain Star. (Photo by Cpl. Darcy Lefebvre)

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Parajumpers prepare for a static line jump from a CC-130J Hercules. A static line is attached to both the aircraft and the jumper's chute. After the jump, the chute is released from the deployment bag when the line becomes taut. (Photo by Cpl. Precious Carandang)

civilians from deteriorating security situations abroad.

Parajumpers from 424 Transport and Rescue Squadron and the Canadian Forces Land Advance Warfare Centre (CFLAWC), both from 8 Wing, also participated in a simulated major air disaster (MAJAD) exercise. The training tests an emergency response plan to a major air incident that exceeds the local resources of a responsible Joint Rescue Coordination Centre (JRCC).

The CC-130J conducted eight flights and a CC-177 Globemaster III conducted one flight in support of the exercise.

“This exercise provided our military personnel with a realistic training experience, in a simulated humanitarian deployment, to effectively operate and sustain a deployed operating base,” said Lieutenant-Colonel Sean Lewis, exercise director. “This capability will allow 8 Wing personnel to provide enhanced security to Canadians abroad.”



The first jumper prepares for his jump. (Photo by Cpl. Precious Carandang)



Thirty-five parajumpers dot the sky after exiting a CC-130J Hercules. (Photo by Cpl. Dan Strohan)



Following his jump, a parachutist walks with his gear. (Photo by Cpl. Dan Strohan)

AIR DROPS SAVE LIVES

Process regularly provides bundles of supplies, food to units in need



U.S. Marines deployed to Forward Operating Base Edinburgh roll over a bundle of food rations that was recently airdropped by a U.S. Air Force C-130 Hercules on Oct 3, 2011. The supplies are loaded on trucks for transport back to the FOB and the parachutes and other packing material are collected and burned on site to reduce the debris left on the drop zone. Aerial delivery of food and water allows Marines to get some critical supplies without having to rely on risky ground convoys. (U.S. Air Force Photo by Master Sgt. Jeffrey Allen)

By Staff Sgt. David Salanitri

U.S. Forces Central Command
Combat Correspondent

Forward Operating Base Edinburgh is a small community comprising mostly Marines, but is supported by everyone. Located in the Helmand Province of Afghanistan, FOB Edinburgh, or FOB Edi as most who live here call it, is a key logistics installation for Operation Enduring Freedom.

While the main mission of FOB Edi may not be direct action, the members they keep healthy, fed, hydrated and supplied with fuel and ammo are the ones taking the fight to the enemy.

The logistics hub for Regional Command Southwest's Northern

Helmand Province runs like a finely oiled machine. When a unit in Edi's area of responsibility is in need of supplies, the call is made to the S4 logistics officer in charge, and the airdrop process starts.

"Once we know that a unit needs supplies, we figure out if we have it here and if we don't, where can we get them," said U.S. Marine 2nd Lt. Zander Carbajal, S4 and OIC of FOB Edi. "If we don't have the supplies here, we make arrangements through the Air Force to have the supplies airdropped, so we can push the supplies out to the units that need them."

Within hours of the initial request being made, pallets are prioritized and the mission starts.

"When the request comes to us through S4, we start preparing for the airdrop," said U.S. Marine Lance Cpl. Peter

Leonard second in charge of arrival, departure and airfield control (ADAC) at FOB Edi and a native of Clarkston, Wash. "On average, we're getting about 100 bundles per week."

Watching the pallets float down from the C-130 Hercules, the ride down appears peaceful. Then the pallets make their landing known, hitting the ground with a force hard enough to send bottles of water flying, and food exploding out of the packaging like a fragmentation grenade.

As Marines and Navy Corpsmen make their way to the pallets, it looks like they're approaching a battlefield in which war was waged with meatball marinara and M&Ms.

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A member of the 816th Expeditionary Airlift Squadron observes pallets dropped out the back of a C-17 Globemaster III over Afghanistan Sept. 30, 2011. (U.S. Air Force Photo by Staff Sgt. David Salanitri)

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“Once the pallets have landed on the DZ (drop zone), we cut off the parachutes and burn the pallets so we’re not leaving a mess,” said U.S. Marine Sgt. Davies, NCO in charge of ADAC. “Water seems to land a little easier than food, but it’s still a little bit of a mess ... Hey, we’re being fed so it’s great.”

Once FOB Edi has taken control of the pallets, the supplies are loaded up and taken to the unit in need.

In a war where a majority of casualties stem from roadside bombs, less time on the roads means less lives at risk.

“Any time we can get supplies in through the air delivery system, we prefer it,” said Carbajal, a native of Ventura, Calif. “The less men I have to put on the roads, the better.”

Though at first it appears FOB Edi’s main mission is to support units logistically, it’s only one their missions.

Edi houses a team called Dust-Off, whose mission is to pick up wounded patients in the field via a UH-60 Blackhawk and get them back to Edi.

“In most cases, we’re the closest role two medical facilities for Dust-Off to get to,” said U.S. Navy Commander Michael Barker, OIC of the Shock Trauma Platoon (STP). “Typically, within 15 minutes of receiving the patient, we’ve already put new blood into them, and have stopped, or slowed the bleeding. As soon as we can, we try to get them to a role three facility, which is (Camp) Bastion for us.”

Though airdrops lessen the likelihood



Pallets of Meals, Ready to Eat are loaded onto a truck outside of Forward Operating Base Edinburgh Oct. 3, 2011. A C-130 Hercules dropped 20 pallets of MREs to the Marines. (U.S. Air Force photo by Staff Sgt. David Salanitri)

of casualties, there’s no shortage of work for the medical staff on Edi.

“Of the approximant 30-35 critical patients we’ve seen in the last five weeks, about 75 percent of them are from IEDs (improvised explosive device),” said Barker. “The more our guys are on the road and on foot patrols, the more patients we can expect to see.”

The sense of community Edi has is beyond reproach.

“We really are one team, one fight,” said Carbajal. “Yeah, it may sound corny but it’s the truth. We live the motto.”

Carbajal’s words couldn’t be truer. Like any community or family, members of Edi take care of their own. Members here give their blood so teammates can live.

“When we get a patient in, one of the first things we do is get blood back into

them,” said Barker, a native of Camden, N.Y. “Though we have a supply of blood here, we often set up a walk-in process. Live blood can be more useful than what we have stored.”

The walk-in process starts when members of Edi are alerted that there’s a patient here that needs a certain type of blood. When a member has that type of blood, he then goes to the STP to donate it.

Marines at Edi want to make sure that the folks building the pallets and getting them here know that what they do is vital.

“It can be easy to lose track of the mission, but what the Air Force does is vital to our success,” said Leonard. “If I ever got the chance, I would thank them (airdrop crews) for what they do. Airdrops are essential. They save lives.”

Airdrop over Afghanistan



A U.S. Marine drags a parachute away from a bundle of food rations that were airdropped to Forward Operating Base Edinburgh, the logistics hub for Northern Helmand Province, on Oct. 3, 2011. The parachutes and other packing material are collected and burned on site to reduce the debris left on the drop zone. Aerial delivery of food and water allows Marines to get some critical supplies without having to rely on risky ground convoys. (Photo by Master Sgt. Jeffrey Allen)

First special operations MC-130J for Kirtland



Lockheed Martin has delivered the first MC-130J Combat Shadow II to a new training facility at Kirtland Air Force Base, N.M. Kirtland will be the main training base for both the new HC-130J Personnel Recovery aircraft for Air Combat Command and the MC-130J Combat Shadow IIs being delivered to Air Force Special Operations Command. (Photo by Damien Guarnieri)

Deployed C-130's vital to personnel recovery



U.S. Air Force Staff Sergeants Thomas Sinon and Chris Bageant, 79th Rescue Squadron flight engineers, pre-flight the refueling pod on a HC-130P Combat King prior to a training mission at Davis-Monthan Air Force Base, Az. on Sept. 23, 2011. The refueling pod houses the hose used to refuel fellow aircraft while in flight. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)

**By Airman 1st Class
Nicholas Benroth**
23rd Wing Public Affairs

“That others may live” is a motto that rings true throughout the rescue community despite the high operations tempo that is required of them.

Over half of the 79th Rescue Squadron at Davis-Monthan Air Force Base deployed, just as the other half returned from their four month tour where they were on a high alert.

“We were on constant alert during our deployment, waiting for the call to let us know someone was hurt,” said Capt. Trevor Millette, 79th RQS HC-130P



Master Sgt. Todd Popovic, a pararescueman with the 48th Rescue Squadron, goes over his equipment prior to a night training mission at Davis-Monthan Air Force base, Az. on Sept. 23, 2011. Popovic and members of the 48th RQS train with fellow rescue units, the 55th and 79th Rescue Squadron's, on a regular basis in order to prepare them for their real-world missions. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)

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Maintainers with the 563rd Rescue Group perform last minute maintenance on a HC-130P Combat King prior to a night-time operation training mission at Davis-Monthan Air Force Base, Az. on Sept. 23, 2011. The Combat King which is attached to the 79th Rescue Squadron, routinely trains with its sister squadrons, 48th and 55th Rescue Squadrons, to emulate its real world missions while in deployed locations. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)



A HC-130P Combat King from the 79th Rescue Squadron, sits on the flight-line at Davis-Monthan Air Force Base, Az., as pre-flight procedures are being done prior to a night mission on Sept. 23, 2011. The Combat King is the only fixed wing aircraft in the U.S. Air Force's inventory that is used for personnel recovery. U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)



Staff Sgt. Thomas Sinon, 79th Rescue Squadron flight engineer, runs pre-flight checks on the communication box for a HC-130P Combat King prior to a night time training mission at Davis-Monthan Air Force Base, Az. on Sept. 23, 2011. The flight engineers help pilots make decisions on aircraft systems and flight operations and safety. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)

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Combat King pilot. "We are one of the fast movers and have a longer range, so we would pick people up from the hospitals or where ever was needed and get them to a higher level of care."

During their most recent deployment, the crew members of these Combat Kings had a dual role, personnel recovery and medical recovery.

"This is a no fail mission, so when we ask one of our Airmen to step up regardless of the mission tempo, we take care of our people because they take care of the mission," said Lt. Col. Michael Guischar, 79th RQS director of operation. "There is not one person in the 79th RQS who wouldn't step up to do this."

The rescue squadron's main mission is to provide assistance for personnel recovery, but that's not the only mission they support.

"Personnel recovery is a mission that is one of our top priorities, but we now lend a hand to provide support for medical recovery to all different types of personnel," said Guischar. "In my four and a half to five months over in Afghanistan, we flew over 800 missions, saved over 200 lives, and assisted in saving the lives of 300 other personnel, which included Afghan personnel.

"We were on alert every day of the week to ensure

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we could bring those patients to life saving care, which was really gratifying,” he added.

Three crews deployed along with Guisnard and Millette who helped support the mission.

The C-130 crews worked hand in hand with pararescuemen to assist in personnel recovery and medical transportation.

During the four months that Millette was deployed, his crew had 120 combined saves and assists.

“We transported around 15 Afghan kids while we were there and some of the things that happened to them were just horrible,” he said. “We had some kids that the Taliban had blew up with improvised explosive devices... which still haunts me a bit.”

Through all of this, Millette still gained something from his deployment, a sense of purpose.

“I felt a sense of purpose after

spending two or three years just training; actually deploying really showed me why what I do is important,” Millette said. “Seeing those kids in the back of the plane or the special forces member was held held down after a leg injury was blown off because he wanted to get back and get to his boys and continue to fight.”

For Guisnard and Millette their next deployment will be a little different from their usual as they will fly the new HC-130J Combat King II aircraft.



Master Sgt. Todd Popovic, pararescueman with the 48th Rescue Squadron, and 1st Lt. Willingham, a HC-130P Combat King pilot with the 79th Rescue Squadron, stand by as maintenance is performed on a HC-130P prior to a night operational training mission at Davis-Monthan Air Force Base, Az. on Sept. 23, 2011. The 79th RQS and 48th RQS routinely train together to provide realistic training scenarios for their personnel. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)

U.S. Air Force Capt. Scott Swigert, left, and 1st Lt. Nelson Willingham, 79th Rescue Squadron pilots, run through pre-flight procedures prior to a training mission at Davis-Monthan Air Force Base, Az. on Sept. 23, 2011. Members of the 79th RQS train alongside their sister squadrons, the 55th and 48th Rescue Squadrons, to ensure that they are mission capable and ready. (U.S. Air Force photo by Staff Sgt. Joshua J. Garcia)

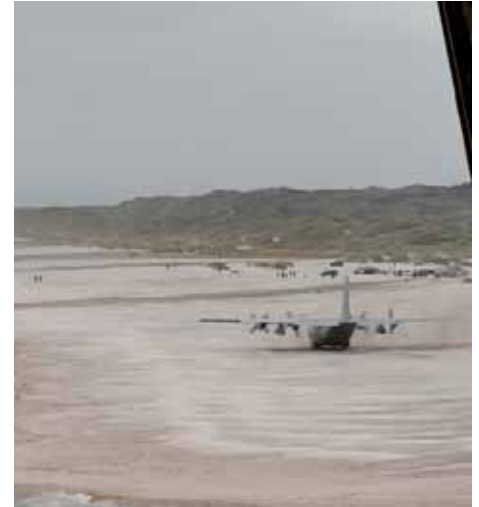


Danish C-130J Hercules lands on Saltum Beach

Night Hawk exercise meets challenges of fog, sand, wind



One of the Z-Team soldiers who also helped create the improvised airstrip. (Photo by PIC HOK)



In addition a Swedish C-130 took part in the exercise. Here the Norwegian C-130 prepares to take off. (Photo by Rune Dyrholm)



The Danish pilots made two landings on the beach which both went smoothly. (Photo by Rune Dyrholm)



The wide beach at the West Coast is ideal as a landing strip for a C-130 Hercules. (Photo by Rune Dyrholm)

By Rune Dyrholm
Royal Danish Air Force

As part of a recurring exercise known as Night Hawk, which focuses on commando operations, the Royal Danish Air Force landed one of its C-130Js on Saltum Beach in Jutland.

Landing on the west coast of Jutland was both to train aircrew aboard the plane and the soldiers on the ground who have

to prepare the landing zone. The Danish C-130Js regularly fly in areas where weather conditions are harsh and landing zones at best consist of a strip of gravel. It is in locations such as this that only the C-130 can operate.

The North Sea coast offers good conditions for training. With strong winds, sand and fog it was a challenge for the pilots but the conditions were similar to those found resupplying the Greenland stations or an austere airfield

in Afghanistan.

The pilots did not have to land based solely on 'gut' feel as on the ground was the RDAF Z-Team who specialize in preparing temporary runways and support. Before the plane arrives the team determine that the ground can support the weight of the plane and selects the actual touchdown point. The Z-Team is in constant contact with the crew and act as air traffic controllers plus providing meteorological data.

Exercise bayonet resolve



C-130J Super Hercules prepare to take off in support of Exercise Bayonet Resolve, Ramstein Air Base, Germany, Oct. 5, 2011. This joint exercise with U.S. Army members highlights Ramstein's training, war readiness, and combat delivery capabilities. (U.S. Air Force photo by Senior Airman Brittany Perry)

Milestone J-Model delivered to Dyess



The tenth C-130J Super Hercules was delivered to Dyess Air Force Base, Texas on Oct. 28 by Brigadier General Jon F. Fago, Air National Guard Assistant to the Director of Operations, Air Mobility Command. The aircraft is also the 100th overall C-130J delivered to the Air Force and the 150th overall to the United States government. Dyess will be the largest C-130J operator in the world in 2013. (Photo by Tinh Nguyen)

Blankets of relief for Turkey



A forklift unloads blankets and cots from a C-130J Super Hercules aircraft assigned to the 37th Airlift Squadron Oct. 29, 2011, at Erzurum Airport, Turkey. The U.S. European Command provided humanitarian relief supplies to Turkey after a 7.2 magnitude earthquake struck its eastern province of Van Oct. 23, 2011. (Department of Defense photo by Staff Sgt. Benjamin Wilson, U.S. Air Force)



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