

January 2012

# PROVEN

*News From the World of the C-130*

# 2400



*The 2,400th C-130 waits on the flight line in Marietta, Ga. for the sun and another day of acceptance flights. (Photo by Todd McQueen)*

## *Another historic milestone for the C-130 program*

The C-130 Hercules program has reached yet another historic milestone with the delivery of its 2,400th aircraft. The aircraft is an MC-130J Combat Shadow II assigned to U.S. Air Force Special Operation Command and will be operated by the 27th Special Operations Wing at Cannon Air Force Base, N.M.

The delivery of this aircraft follows a record year for C-130J production at the company's facility in Marietta, Ga. In 2011, 33 C-130J Super Hercules were delivered – a new production record for the C-130J program. Aircraft were delivered in four different configurations for six operators. The C-130 production

line in Marietta is the longest continuously operating military aircraft production line in history.

“As we start a new year it is only fitting that the C-130 breaks yet another record and sets a new milestone,” said Lorraine Martin, Lockheed Martin vice president for C-130 programs. “The C-130 is the benchmark for airlift around the world and we look forward to this year being another year of excellence for our world-wide customers.”

The following aircraft were delivered in 2011:

- Nine C-130J-30s to U.S. Air Force Air Mobility Command

- Eight C-130J-30s to Canada
- Four C-130J-30s to India
- Four MC-130Js to U.S. Air Force Special Operations Command
- Four KC-130Js to the U.S. Marine Corps

- Four C-130J-30s to Qatar

C-130J aircraft are currently in production for the U.S. Air Force and Marine Corps, Iraq, Israel, Republic of Korea, Kuwait, Oman and Tunisia. C-130Js are also flown by Australia, Canada, Denmark, India, Italy, Norway, Qatar, the United Kingdom and the U.S. Coast Guard.

# Canada's 17th CC-130J is Complete

The 17th of 17 CC-130Js built for the Royal Canadian Air Force (RCAF) has completed final painting. Following acceptance flights the aircraft is scheduled for delivery in early May. The aircraft is shown being piped from the paint hangar by Major Allan MacKenzie, the RCAF Detachment Commander at Lockheed Martin in Marietta. "Quite an exciting day for the RCAF. Seeing our seventeenth aircraft coming out of the Paint Shop and heading for its first fuel check, is a Maintainer's glory!" said Major MacKenzie. "It's bittersweet to see the "J" fleet progress toward full operational capability, while seeing the end of the Canadian line in the same instance. We'll have a busy, yet proud few months getting them all delivered, ahead of the original schedule," he added. Canada's new CC-130Js have already been deployed to support a wide range of missions and the completed fleet will give Canada extensive mission flexibility for decades to come.



Major Allan MacKenzie, the RCAF Detachment Commander, pipes the new aircraft into the sun. (Photo by Damien Guarnieri)

## Made of steel

**By Airman 1st Class Alexxis Pons Abascal**

27th Special Operations Wing  
Public Affairs

CANNON AIR FORCE BASE, N.M. — My nerves started to get the best of me when I walked onto the flightline. The winds seem to amplify when you step onto that long stretch of concrete, forcing you to stand your ground. You immediately feel out of place in your Airman Battle Uniform when you're being escorted by several seasoned pilots in flight suits.

My mission was to capture the MC-130 J Commando II training flight Jan. 5, over northern regions of the New Mexico skies.

Stepping onto the flightline is like stepping into another world. For someone who doesn't normally work in such close proximity to aircraft, it's inspiring and overwhelming each and every time I get to see them. You feel so insignificant, but you can't help admire the engineering of such a craft.



A pilot with the 522nd Special Operations Squadron flies an MC-130J Combat Shadow II aircraft, over the skies of New Mexico, Jan. 5, 2012. (U.S. Air Force photo by Airman 1st Class Alexxis Pons Abascal)

I was slightly intimidated walking up to the Commando II with three officers who are all geared up and ready to take control of this metal monolith, while all I'm equipped with is my camera and an extra lens.

I'm not familiar with the flightline etiquette or rituals for most pilots and maintainers, but I couldn't help notice as I boarded the aircraft one of the

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*A 71st Special Operations Squadron CV-22 Osprey receives fuel from a 522 SOS, MC-130J Commando II aircraft, over the skies of New Mexico, Jan. 4, 2012. (U.S. Air Force photo by Airman 1st class Xavier Lockley)*

*A 522nd Special Operations Squadron MC-130J Commando II aircraft, flies over the skies New Mexico., Jan. 4, 2012. The 522 SOS is stationed at Cannon Air Force Base, N.M. and the MC-130J provides in-flight refueling, infiltration/exfiltration and aerial delivery resupply of special operations forces. (U.S. Air Force photo by Senior Airman James Bell)*

## STEEL, from Page 2

captains escorting me walked to the front of the plane and rubbed the nose. It was a simple act, but it stuck with me all day.

If the exterior of the aircraft is impressive, the interior is something to behold. So many components and panels, buttons and switches; the only thing I could do to fully appreciate and take it all in was sit down. The seats aren't the most comfortable, it's no commercial flight, but when you have the honor of riding on one of the most technically advanced aircraft in the Air Force Special Operations Command fleet, you don't complain about seat comfort.

Other Air Commandos were hustling around me checking and securing various things, all I could do was stay out of their way. Then I heard the aircraft hum as it slowly warmed up.

You know that feeling you get in your gut when your stomach starts to twist and knot up, and your hands get a little clammy; for no reason at all your heart beats a little faster and your breathing gets heavier? Even that doesn't describe what I started to feel as those engines roared to life.

One of the loadmasters handed me a set of ear plugs, I wished he had handed

me nose plugs. The smell of burning fuel coming from the aircraft is probably the most intense, acrid odor I could imagine. Your throat burns, your lungs tingle, and you can feel your insides shriving a bit. I give all the kudos in the world to the men and women who board these aircraft regularly, they must have iron lungs.

Slowly the Commando II starts to move, and shortly after we begin our ascent. The takeoff was much like any other airplane I've been in. Once we were airborne, I was invited into the cockpit to take photos.

That was a new experience, and an amazing one at that! You experience flying from a completely different perspective. I was able to get directly behind the pilots shoulder and photograph the aircraft flying directly in front of us.

Unfortunately the feeling of awe was quickly replaced by feelings of nausea. My ears began to ring, my vision blurred, and I felt every inch of my body get instantly hot. In an effort to not completely embarrass myself in front of the aircrew, I exited the cockpit as fast as my body would allow.

I had just enough time to make it back to my seat, pull out one of the motion sickness bags I had been thoughtfully provided with prior to takeoff, and fill it up. I spent the remainder of my flight

lying on my side, getting up roughly a dozen more times to add to multiple sickness bags.

I was never happier to be back on solid ground in my life than I was after that flight. I slowly regained control of my body as the plane taxied to a halt. I gathered my camera equipment and liquid filled "souvenir" bags, and exited the aircraft as fast as I could.

As I walked off the flightline I had to laugh out loud at my overall experience. It wasn't until I got into my car that I reached into my pocket and pulled out a small manila envelope. Across the top in all capitals it read "MOTION SICKNESS BAG." In smaller letters beneath that the envelope stated, "Do not be embarrassed by this precaution as even veteran travelers are subject to occasional motion sickness."

Despite the motivational blurb neatly printed on the envelope, I couldn't help disagreeing. I was unable to avoid being physically overwhelmed aboard that craft, but the crew had stood their ground with what seemed like lead feet.

My body had felt every up and down, tilt, and vibration. The Air Commandos controlling these aircraft truly are made of steel, or at least their stomachs are. It was a privilege to fly in the presence of fellow Airmen with such unwavering nerves and courage.

# 9th Special Operations Squadron return brings an era to a close



*U.S. Air Force Capt. Andy Rhodes, navigator for 9th Special Operations Squadron, hugs his wife, Tina, after returning from deployment in Iraq on Eglin Air Force Base, Fla., Jan. 6, 2012. Airmen from the 9th SOS have been deployed in support of Operations Iraqi Freedom and New Dawn since March 2003. (U.S. Air Force photo by Airman 1st Class Christopher Williams)*



*U.S. Air Force MC-130P Combat Shadow taxis after landing on Eglin Air Force Base, Fla., Jan. 6, 2012. Hurlburt Field assets returned home following the completion of Operation New Dawn and the subsequent withdrawal of U.S. forces by Dec. 31, 2011. Hurlburt Field assets have been deployed in support of Operations Iraqi Freedom and New Dawn since 2003. (U.S. Air Force photo by Airman 1st Class Christopher Williams)*



*Airmen from the 9th Special Operations Squadron pack trucks with returning service members gear after returning from a deployment to Iraq, Jan. 6, 2012. Operation Iraqi Freedom was followed by Operation New Dawn Sept. 1, 2010, as the mission changed. (U.S. Air Force photo by Airman 1st Class Christopher Williams)*

**By Staff Sgt. William Banton**  
1st Special Operations Wing Public Affairs

HURLBURT FIELD, Fla. -- The 1st Special Operations Wing welcomed home the final C-130 assets supporting Operation New Dawn from Iraq, Jan. 6.

The return of the two MC-130P Combat Shadows and aircrew from the 9th Special Operations Squadron represents the end of Hurlburt Field's involvement to OND. The initial withdraw from Iraq began in December with return of the 4th Special Operations Squadron's aircraft.

"The return of these aircraft marks a significant event in Hurlburt's history,"

said Col. Jim Slife, commander of 1st Special Operations Wing. "Since February 2003, our people and assets have steadily deployed in support of Operations Iraqi Freedom and New Dawn, defining the Air Commando spirit every step of the way. Although this aircraft's arrival signifies the end of one chapter, we remain engaged in operations around the globe and vigilant in the defense of our country's freedom."

Since 2003 the 9th SOS flew 8221 sorties accumulating more than 12,000 flying hours in support of Operation Iraqi Freedom and OND.

This unit, as with a large portion of the Air Force Special Operations Command, forces has been continuously deployed in one form or another since 9/11, said

Chief Master Sgt. William Turner for command chief AFSOC.

"Many of our forces have been deployed since long before (9/11)," said Turner. "It's good to have the total force home for the first time, I heard today, in maybe 22 years."

For Combat Shadow aircrews, the final flight over Iraq was bittersweet marking not only the end of an era but also a reflection of how far Iraq has come.

"Flying over Iraq for the last time and knowing that I was there five years ago and seeing the difference -- it's night and day from five years ago and now," said Capt Mike Proctor, an aircraft commander for the 9th SOS. "It was a beautiful experience knowing we made a difference over there."

# 8 Wing “reindeers” help Santa bring smiles to children north of 60

**By Lt. Christopher Daniel**  
Royal Air Force

The aircrews of 424 Transport and Rescue Squadron from 8 Wing Trenton, Ont. were honoured and privileged to be helping Santa this holiday season.

On the weekend before Christmas, 424 (Transport and Rescue) Squadron, 8 Wing Trenton, Ont. pilots Major Daniel Bouchard, Captains Gillian Parker and Greg Dujean as well as loadmaster Master Corporal Colm Canavan, flight engineer Warrant Officer Mark Kovacic and air combat systems operators Maj Bill Snyder and Capt Jim Wilson transported several pallets of new toys and goods valued at more than \$80,000 to Iqaluit, Nunavut and Yellowknife, N.W.T. The gifts were to be distributed by “Santa” from the Royal Canadian Mounted Police.

These gifts to underprivileged children in the North were made possible through the generous contributions of volunteers and supporters from Toronto through the Toys for the North project, which is an initiative of the Toronto Santa Claus Parade committee.

“It was a great honour for the RCMP to represent Toronto’s generosity by distributing the toys to the far reaching communities which we proudly serve and protect,” said Sergeant Greg Sutherland, a Mountie serving in Nunavut.

“We would like to thank the Royal Canadian Air Force for helping us bring the toys and goods up North,” said Sergeant Wes Heron, RCMP Northwest Territories. “Their assistance was vital in getting all these gifts to Iqaluit and Yellowknife.”

Major Bouchard said the RCAF received the request from the RCMP and the crew was “happy to assist during our routine flights to the North. We were privileged to support this initiative that aims to bring smiles to children living north of 60.”

For Capt Parker, being a “reindeer” for Santa this holiday season was a wonderful experience.

“It was heartwarming to know that we helped make this Christmas a memorable one for children up here,” said Capt Parker. “I was glad to be part of it.”

MCpl Canavan said he was honoured



*RCMP G Division commanding officer Wade Black and 440 (T) Sqn deputy commanding officer, Maj Darran Leaker, stand with members of the Santa CC-130 Hercules in Yellowknife, NWT. (Photo courtesy Royal Canadian Air Force)*



*RCMP G Division commanding officer Wade Black and 440 (T) Sqn deputy commanding officer, Maj Darran Leaker, stand with members of the Santa CC-130 Hercules in Yellowknife, NWT. (Photo courtesy Royal Canadian Air Force)*

to part of 8 Wing’s “reindeer” team.

“Not everyone gets a chance to be closely working with Santa,” said MCpl Canavan with a smile. “Loading Santa’s supply is a fantastic story that I was excited to share with my family and friends this Christmas.”

The Toronto Santa Claus Parade committee has been organizing the Toys for the North initiative for the last two years.

With the support of the RCAF,

this initiative was a collaborative effort between many community members, elders, volunteers, charitable organizations, the RCMP, other police services, and government representatives, with the intent of bringing smiles to underprivileged children.

“We have a special connection with Santa because our Canadian Forces Station Alert in the Arctic is located about 800 kilometres from Santa’s home,” said MCpl Canavan.

# Air Force giants in Townsville for Exercise Precision Red

By Eamon Hamilton

RAAF Public Affairs Officer Air Lift Group

Air Force workhorse aircraft have deployed to RAAF Base Townsville as they prepare for tough airlift missions they'll find in the Middle East Area of Operations.

From November 23 until December 10, Exercise Precision Red 11-2 will see Air Force C-130 Hercules and C-17A Globemaster aircraft fly from RAAF Base Townsville to nearby military training areas. Australian Defence Force personnel rely upon these aircraft to deliver the essential cargo, personnel and supplies they require.

Squadron Leader Shane Peacey, Detachment Commander for Exercise Precision Red 11-2, said aircrews and ground crews would receive valuable experience whilst in Queensland.

"Exercise Precision Red is conducted by Air Force at RAAF Base Townsville twice a year, as new C-130J Hercules crews complete their training and 'graduate' to operational flying."

"At Exercise Precision Red 11-2, a C-17A Globemaster crew from RAAF Base Amberley will participate for several days and likewise receive useful experience for operations in the Middle East."

A pair of C-130H Hercules will also be in Townsville to allow its crew to conduct



A C-130J Hercules lands on the dirt runway at Bennings Field during "Exercise Precision Red 11-2." (Photo courtesy Royal Australian Air Force)

similar operational readiness missions, including airdrop of cargo to a drop zone. Deploying Hercules and Globemasters to Townsville allows Air Force to recreate the working tempo and missions encountered by crews when they deploy.

"By using airfields in Shoalwater Bay and Townsville Field Training Areas, we introduce our junior crews to an unfamiliar environment and recreate the workloads they encounter on operations," Squadron Leader Peacey said.

The C-130 Hercules can carry a payload up to 20 tonnes, and is well suited to flying to semi-prepared runways with limited parking space. The larger C-17A can carry up to 70 tonnes, and can

carry trucks, helicopters, personnel or pallets of cargo.

Alongside Exercise Precision Red, Air Force will also conduct Exercise Precision Support. This will see Combat Support Group personnel activate airfields in the Shoalwater Bay and Townsville Field Training Areas.

This includes providing expeditionary logistics, health, airfield security and air movements services at remote airfields. Joint Battlespace Air Controllers will also provide air traffic control services for these airfields. Approximately 474 personnel are expected to participate in Exercises Precision Red and Precision Support.

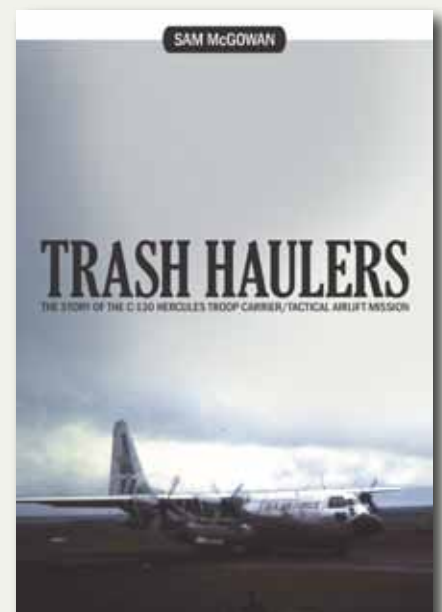
## Talkin' Trash (Hauling)

*Trash Haulers* tells the story of the C-130 troop carrier mission (it was redesignated as "troop carrier" on August 1, 1966) from start to finish. Much of the material comes from the author's own experiences as part of the 464th TCW at Pope, the 6315th Operations Group/374th Troop Carrier Wing at Naha and the 463rd Tactical Airlift Wing at Clark Field, Philippines. Other material was provided by other troop carrier/tactical airlift veterans and some is from official sources. E Flight, Heavy Chain, Commando Vault, Fact Sheet and Jillie, Commando Scarf, Banich



Air Force veteran and retired corporate pilot Sam McGowan has also authored four books, three published and one in publication.

Beach - they're all here. If you want to know what C-130 crews did prior to and during the Vietnam War, you'll find it here.



# AFSOC featured in Air Force Year in Photos



*Tech. Sgt. Ray Decker prepares his rucksack prior to boarding an MC-130P Combat Shadow on March 16, 2011, at Yokota Air Base, Japan. Decker is from the 320th Special Tactics Squadron at Kadena AB, Japan. (U.S. Air Force photo by Staff Sgt. Samuel Morse)*



*An AC-130U Gunship flies a local training mission Jan. 27, 2011, over Hurlburt Field, Fla. The Gunship is the primary weapon of Air Force Special Operations Command, and its primary missions are close-air support, air interdiction and armed reconnaissance. The Gunship is assigned to the 4th Special Operations Squadron at Hurlburt Field. (U.S. Air Force photo by Master Sgt. Jeremy T. Lock)*

# Crew provides lifesaving transportation

ISAF Regional Command East

BAGRAM AIR FIELD, Afghanistan – “Prepare to lift! Lift!”

U.S. Air Force 1st Lt. Timothy Talbert shouted these commands to fellow medics who then lifted the Critical Care Air Transport Team patient from the ambulance to the C-130 Hercules because they understood that time was a factor in saving the patient’s life.

Talbert, a flight nurse, is part of the 455th Expeditionary Aeromedical Evacuation Flight team on Bagram Air Field, whose mission is to care for and transport patients from one location to another to get them further medical care.

“Our primary mission is to transport patients anywhere in theater,” said Talbert, a native of Richmond, Va. “We move injured and wounded patients whether they are soldiers, sailors, airmen, Marines or contractors. There isn’t a patient we can’t transport.”

The 455th EAEF picks up and treats service members and civilians with



U.S. Air Force 1st Lt. Timothy Talbert, native of Richmond, Va., a flight nurse with the 455th Expeditionary Aeromedical Evacuation Flight, watches over a patient while the critical care air transport team works to keep the patient alive on a C-130 Jan. 10. (Photo by Spc. Cody Barber, 11th Public Affairs Detachment)

injuries varying from anything as minor as a cough to as severe as multiple amputation or gunshots wounds.

The unit covers all of Afghanistan. They also take patients from Craig Joint Theater Hospital to Landstuhl Regional Medical Center, Germany for a higher level medical care.

Talbert said they are the medics in-between when referring to the

transportation of patients from one location to the next.

“We are a part of a system,” said Talbert. “We are the intermediate area between point A to point B. The transport is vital for the continuity of care and getting the patient to the next step, which might be the life saving step, the diagnosis that they need, or the treatment that they need.”

## Australian, Indonesian Hercules unite for exercise

Indonesian and Australian Air Force personnel will participate in Exercise RAJAWALI AUSINDO at RAAF Base Darwin from 1 to 6 December 2011.

Exercise RAJAWALI AUSINDO will involve C-130 Hercules transport aircraft and crews from both countries undertaking cargo airdrop missions.

Commander Air Lift Group, Air Commodore Gary Martin, said Indonesia and Australia benefit from participation in such exercises.

“Exercise RAJAWALI AUSINDO is an important exercise for fostering the relationship between Australian and Indonesian Air Force personnel,” Air Commodore Martin said.

“These strong ties are evident when both countries work together in airlift missions, such as during humanitarian assistance and disaster relief operations.

“This was highlighted during Operation PADANG ASSIST in South Sumatra in 2009, and Operation Sumatra Assist I & II in 2004-2005.

“It is also an opportunity for Air Forces to gain a better understanding of each other’s capability, safety practices, and methods of operation.

“Air lift is a critical capability within this region, as the respective experiences of Indonesia and Australia demonstrate.



(Photo courtesy Royal Australian Air Force)

“Both of our Air Forces are versed in flying to remote runways with vital loads, whether they are across the Indonesian archipelago or to remote Australian airfields.”

The C-130 Hercules is powered for by four turboprop engines, and has a cargo bay that can accommodate up to 20 tonnes in payload or more than 90 passengers. Australia’s C-130 will be drawn from No. 37 Squadron at RAAF Base Richmond, west of Sydney, while Indonesia’s C-130 will be from No. 31 Squadron at Halim Perdanakusuma Air Base in Jakarta.

“The C-130 forms an important part of both our respective defence forces, for its ability to carry useful loads of cargo in to short, semi-prepared airstrips and deliver that cargo with the minimum of support infrastructure,” Air Commodore Martin said.

“Australia has flown different models of the C-130 since 1958, and Indonesia since 1960, so between our two countries there is a great body of experience.”

Prime Minister Gillard announced recently that Australia has offered to gift up to four surplus C-130H aircraft to Indonesia.

# CC130J



*The Canadian CC-130J at work doing what it does best — supporting the Army. (Photo courtesy by Sgt. D. Desrochers)*



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