



Norway's first J heads for flight test

The first of four C-130Js for Norway has now completed production and painting. As the first C-130J order under the U.S. Foreign Military Sale program, the Norway contract marks yet another important milestone in the history of the world's most versatile airlifter. Deliveries to Norway will include one aircraft in 2008, one in 2009 and two in 2010. The C-130Js that Norway will receive are capable of generating much greater operational efficiencies than the 1960s era C-130Hs that Norway has been operating. The new aircraft will enable Norway to fully meet its national airlift

mission requirements as well as those in support of international organizations such as the U.N. and NATO.



Modernized asset provides increased capabilities

by Tech. Sgt. James Law 455th Air Expeditionary Wing Public Affairs

Airmen from the Rhode Island, California and Maryland Air National Guard deployed with the Air Force's newest Hercules C-130J and C-130J-30 to enhance airdrop and airlift capabilities supporting military and civilians in Afghanistan.

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J.View

Each month J.News offers an individual's perspective of the C-130J program.

"Participation in the design and test of the C-130J has been an opportunity of a lifetime. It is great to part of a team of our customers and Lockheed Martin employees, who design, build and continuously improve the most innovative airlifter in the world. My proudest moments are when our customer pilots operate their J models so superbly in the toughest scenarios, and then brag about its performance and capabilities to their colleagues."

– Wayne Roberts
Chief Experimental Test pilot



Modernized asset (cont.)

“The biggest advantages are its capabilities in terms of what it can haul,” said Lt. Col. Mike Comstock, 774th Expeditionary Airlift Squadron director of operations. Colonel Comstock explained that the C-130J can fly higher and faster and has better fuel conservation translating to a longer range than its predecessors. The “stretch” model, the C-130J-30, has an added 15 feet of additional cargo space, increasing its cargo-carrying capacity from six to eight pallets.

“It out-performs the previous models of the C-130 on all fronts,” Colonel Comstock said. “And it does it with a smaller crew complement.”

The flight engineer and navigator positions were removed and replaced with technology. All of the navigation information is integrated into heads-up displays in both the pilot’s and co-pilot’s positions.

“The heads-up display is a big deal for the pilots, especially when flying a mission, utilizing night vision goggles,” Colonel Comstock said. Colonel Comstock said that without heads-up displays, pilots would use the NVGs to check the terrain but would have to look underneath the goggles to check the flight data on the instrument panels. The lighting in older C-130 models was not compatible with using NVGs. “We used to tape up chem light sticks because the lighting on E models was not designed for NVGs,” Colonel Comstock said. “On this airplane (C-130J), you flip a switch and put the whole airplane in compatible NVG lighting.”

Another upgrade to the aircraft is the enhanced cargo handling system, a feature that allows the loadmasters to easily make configuration changes. “Frequently, we go into the field, carrying pallets and have to reconfigure to carry troops out,” Colonel Comstock said.

On the new models, the rollers used to slide the pallets on are set in panels that can be flipped over, putting the rollers into the floor, leaving a flat surface to set up troop transport seating. Previously, the rollers had to be picked up and strapped down

on each side of the cargo compartment, taking up space and additional time to accomplish.

Whether transporting pallets or U.S. and coalition forces, the upgrades to the C-130 in the J models have added to its versatility and role as the backbone of intra-theater supply and troop movement in the U.S. and in deployed locations like Afghanistan.

California Air National Guard working hard in the heat



U.S. Air Force Capt. Sheila Carlson scans the terrain from a C-130J Hercules aircraft over Afghanistan May 1, 2008. Carlson is a pilot assigned to the 774th Expeditionary Airlift Squadron and deployed from the 115th Airlift Squadron, Channel Island Air National Guard Station, California Air National Guard, Port Hueneme, Calif.

U.S. Air Force photo by Master Sgt. Andy Dunaway



U.S. Air Force Senior Airman Raul Linares preflights a C-130J Hercules aircraft at Bagram Air Field, Afghanistan, May 1, 2008. Linares is a loadmaster assigned to the 774th Expeditionary Airlift Squadron and deployed from the 115th Airlift Squadron.

U.S. Air Force photo by Master Sgt. Andy Dunaway

