



Futenma Pilots on Okinawa Stay 'Grounded' in New KC-130J Flight Simulator

Article courtesy of U.S. Marine Corps Public Affairs.

Pilots stationed at the Futenma Marine Corps Air Station in Okinawa, Japan, have begun using the KC-130J flight simulator they received earlier this year.

The simulator allows the pilots to practice flying in many different circumstances.



Photo courtesy of Lance Cpl. Daniel Flynn, III Marine Expeditionary Force Public Affairs

“With the simulator, we are able to simulate a large variety of missions in many different terrains and we can even pretend to take fire,” said Capt. Michael Van Wyk, a pilot with Marine Aerial Refueler Transport Squadron 152. “The simulator gives us the ability to control our world.”

The simulator was transported to Okinawa in the Russian-built Antonov AN-124 cargo aircraft in May.

From the outside the simulator looks like nothing more than a big gray box. On the inside, however, it is a very accurate replica of the cockpit of a KC-130J aircraft. The simulated environment is controlled by two stations at the back of the cockpit.

“Flying this simulator is pretty close to flying the real plane. If anything, the plane is a little easier because you can actually feel the movement of the aircraft,” said VMGR-152 pilot 1st Lt. John Menzel.

Training in the simulator includes learning the flight patterns that are used when flying over Okinawa, simulating an in-flight emergency and simulating any weather conditions in which the pilots wish to train. Everyday, an average of four pilots come in and use the simulator for four hours at a time.

“This simulator allows us to train our pilots to the highest standards,” Capt. Andre Jonckheere said, the future operations officer of VMGR-152.

The squadron began using the simulator two weeks ago. It is the third KC-130J flight simulator the Marine Corps has purchased, and is currently the only simulator of its kind in the Pacific.

“We have been looking forward to receiving this simulator and having it operational,” Jonckheere said. “Now that we have it, it’s an absolutely indispensable training tool.”

J. View

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

All the hard work of the last several years has resulted in the best aircraft and the best aircraft team. Based on our FOD and defect-free delivery performance this year, I feel our customers now have a higher confidence in us to make our commitments and deliver to them the highest quality. The increase in the number of customers and aircraft orders is allowing us to increase our rate, and that makes now one of the most exciting times to be on the C-130J program.

Marilou Franklin
C-130J Quality Director



Hurricane Hunters Fly Non-Stop into Ike, Support NHC

Article courtesy of Maj. Chad Gibson, Keesler Air Force Base Public Affairs.

No matter what the forecast, Hurricane Hunters will be there, ready to gather the data needed - any time of day, all day and all night.

As residents of the Texas coastline fled to safe havens, the Air Force Reserve Hurricane Hunters flew right into the center of Mother Nature's fury.

Hurricane Ike made landfall near the city of Galveston and provided tropical storm force winds along the Louisiana and Mississippi coastlines.

By the time Ike arrived, the Hurricane Hunters had been flying non-stop for more than three weeks into Hurricanes Gustav, Hanna and Ike.

The WC-130J, flown by the Citizen Airmen of the 403rd Wing, passed through



Lt. Col. Mark Carter, pilot, views thunderstorms and sunset through the Heads-Up Display of the WC-130J after collecting data in Hurricane Ike. The flight lasted more than nine hours and helped improve the National Hurricane Center forecast by 30 percent. (U.S. Air Force photo by Major Chad E. Gibson)



The pilot's view of sunset through the heads-up display after flying into Hurricane Ike. The Air Force Reserve Hurricane Hunters fly nonstop, 24 hours-a-day, collecting data in the storm that threatened the coastline of Texas. (U.S. Air Force photo/Maj. Chad E. Gibson)

the eye of Hurricane Ike every three hours, 24-hours-a-day, collected life-saving data that was sent directly to the National Hurricane Center (NHC) located in Miami, Fla. This data increases the accuracy of the NHC forecast by 30 percent.

At a cost of \$1 million per mile of coastline to evacuate, the increased accuracy saves tens of millions of dollars on every flight. In addition, residents

heed the NHC's warnings because of the Reservist-added accuracy and lives are saved. Additional concern was the storm surge created by Ike, already covering some low-lying roadways along the Louisiana/Mississippi coastline with water.

"If it's any threat to landfall we're going to have our Air Force Reserve C-130J aircraft in the storm collecting data. We don't stop until the storm is no longer a threat to any coastline," said one 403rd Wing official.

First C-130J for Ramstein

The first United States Air Force C-130J that will be delivered directly to an overseas base has completed Body Mate. The aircraft will be delivered to Ramstein Air Base, Germany, in March of 2009.



Making The Best Even Better – Enhancing the Super Hercules

The U.S. Government, the Royal Air Force, the Italian Air Force, the Royal Australian Air Force and the Royal Danish Air Force have agreed upon an extensive C-130J block upgrade, also known as Block 7.0.

Block 7.0 provides a series of avionics, software and hardware upgrades and enhancements, known as Common Core items.

The Block 7.0 Common Core was agreed upon by the participating nations (PN) during a two-year Cooperative Systems and Software Requirement Management (COSSURM) contract period. Common Core upgrades and enhancements that will be embodied into all C-130Js in each PN's fleet were based on operator enhancement requests as well as regulatory requirements.

Some of the key enhancements found in Block 7.0's Common Core include:

- A new Flight Management System (FMS)
- A Special Mission Display Processor (SMDP)
- Link-16 capability
- Real-Time Operating System (RTOS) for SMDP and the C-130J Mission Computer (MC)
- A Civil Global Positioning System (GPS)
- Ground operation enhancements

The innovative COSSURM program was introduced in 2003 as an integral part of the overall Lockheed Martin Aero C-130J product support strategy. This process gives customers the opportunity to select the upgrade/enhancement capabilities they desire; to share in requirements development; to uphold the interoperability requirements for the C-130J; to partake in

procurement of Common Core aircraft items; and to support the Continual Requirements Management Cycle. The COSSURM process uses a strict system engineering process along with

collaborative national efforts to develop capabilities for eventual incorporation onto the C-130J platform.

Nations participating in the COSSURM process have many benefits with this approach,

including cost-sharing, unified bargaining power, added insight into more accurate funding planning, and the ability to upgrade weapons systems and support elements. There are eventual plans for future block upgrades that would allow PNs to share in acquiring block upgrade-related training and publications.

“The COSSURM program was designed to help our operators meet mission needs and regulatory mandates worldwide. Through this block upgrade approach, the C-130 community has the benefit of using collective resources to obtain world-class capabilities for their platforms,” said Steve Traub, senior Block Upgrade manager, C-130J.

Block 7.0 is in its development phase, which will last until summer 2011. During this time, Lockheed Martin will develop and integrate Block 7.0 enhancements for eventual incorporation into C-130Js in each country's fleet. The Block 7.0 upgrade is expected to be installed via Trial Kit Installation on a C-130J-30 aircraft in 2011, followed by embodiment programs for each nation. The first instance of developing block upgrades using COSSURM (known as Block 6.1) is nearly complete and the block following 7.0 will be Block 8.1, which is in the late stages of its COSSURM process.

“Through this Block Upgrade approach, the C-130J community has the benefit of using collective resources to obtain world-class capabilities for their platforms.”

Steve Traub, senior Block Upgrade manager, C-130J



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