



## CC-130Js: Canada's airlift future coming together

September was a busy month for the C-130J line. The first of 17 CC-130Js being built in Marietta for the Canadian Forces has now completed the major milestone of "body mate." At this stage of production (as seen in two photos, at right), the major center fuselage, cab and aft section come together for the first time. The second Canadian aircraft will complete body mate next month. These two aircraft are due for delivery next year. Last month, members of Canada's Department of National Defence and Public Works and Government Services Department visited the line to get a glimpse of its first CC-130J (see photo below).



Photo above by John Rossino. Photos at right (top and bottom) both by Damien Guarnieri.

### On the dotted line ...

Lt. Gen. Thomas Owen, commander, Aeronautical Systems Center, Wright-Patterson Air Force Base, Ohio, lent his autograph to the cab top of the first HC/MC. Owen visited Lockheed Martin on Friday, Sept. 25, and took time to talk with HC/MC program officials about the progress of Lockheed Martin tail number 5633, which is slated for a fall 2010 delivery.



Photo by John Rossino

# Keesler's Flying Jennies on 120-day deployment

by Tech. Sgt. Michael Duhe  
403rd Wing Public Affairs

Reservists from the 815th Airlift Squadron "Flying Jennies" are playing a big role in supporting Central Command's airlift requirements with a recent deployment that took place in early September.

An advance deployment team departed Keesler Air Force Base, Miss., Aug. 25 to lay the groundwork and arrange a "hand off" with the Reserve unit now deployed at the location, according to Lt. Col. Walt Ord, 815th AS chief of tactics. Next to arrive was the aviation package (815th aircraft, aircrews and some maintainers). Following that were the members who are rotating in to replace Airmen now deployed.

"We'll cover the entire spectrum of airlift operations for the C-130 — anything from the basic air land on a 12,000-foot strip down to short field landings into a 3,000-foot strip," Ord said. "This will include airdrop and aeromedical missions. Those are the bulk of what we'll be doing."

The deployment includes a wide variety of Airmen from the 403rd Wing — pilots, loadmasters, flight management personnel, administration specialists, computer specialists, as well as intelligence and life support personnel. A full maintenance package from the 403rd Maintenance Group deployed to provide their critical work during the deployment.

Members of the Flying Jennies prepared for the 120-plus day deployment during the past few months. During July's Unit Training Assembly, for example, 815th loadmasters took part in training involving the Container Delivery System, making it easier to airdrop cargo more accurately.

"It was a good opportunity to rig the aircraft for different configurations that we don't get to see much here in the local

training environment," said Staff Sgt. Garrett Hamilton, one of the 815th AS loadmasters who participated in the CDS training. "It was also a good refresher on different emergency procedures. We were able to share different techniques that we have all acquired from our different backgrounds."

"We've had some specific spin-up training, but the bulk of the crewmembers maintain a mission-ready status 365 days a year," Ord said when the unit was preparing for deployment. "The spin-up training involved specific items. The goal is to deploy from here with our full package, within a minimum amount of days."

"The last few UTAs have been really busy for us, and we've received a lot of support from various wing agencies," said Lt. Col. Don Buckley, 815th AS director of operations, prior to the unit's departure.

Some of the other preparation work included specific mission planning for air routes to the deployment location, diplomatic clearances worked through Air Mobility Command and coordination with the 403rd Maintenance Group on aircraft requirements, according to Buckley.

"It's a big ballet, all going on at the same time, with a lot of the big agencies working together to get it done," Buckley said.

Last year, the Flying Jennies volunteered for a 60-day deployment, departing in April. However, the upcoming deployment is much larger in scale, Colonel Buckley said. "This one is different because it's a partial mobilization — it's by the order of the president of the United States."

The Flying Jennies are ready to take on the task, Ord said.

"The 815th is a very professional organization. These guys are the best at what they do, and they will be an asset to the CENTCOM commander."



Left: Family members of the 815th Airlift Squadron "Flying Jennies" bid farewell to their loved ones, who departed Keesler Air Force Base, Biloxi, Miss., Aug. 25 for their deployment to Southwest Asia. These Citizen Airmen were the first members of the 815th AS to depart, others joined them in September. U.S. Air Force photo by Tech. Sgt. Michael Duhe. Right: Master Sgt. Dave Cooper, 746th Expeditionary Airlift Squadron loadmaster, prepares a C-130J for take-off, Sept. 14 in an undisclosed location in Southwest Asia in support of Operations Iraqi and Enduring Freedom. U.S. Air Force photo by Staff Sgt. Robert Barney.

# Ramstein C-130Js support Market Garden 65th anniversary

Article courtesy of Aaron Schoenfeld  
86th Airlift Wing Public Affairs

Airmen from the 86th Airlift Wing celebrated Holland's independence alongside joint and international partners during the 65th anniversary of the largest airborne assault of World War II Sept. 14 to 20 in the Netherlands.

Operation Market Garden liberated several Dutch cities, though did not capture strategic positions held by enemy forces. To mark the occasion and celebrate the September 1944 effort of allied nations, annual festivities are held throughout the region.

"This is something that is organized every year to remember the effort of the allied nations involved with Operation Market Garden," said Capt. Bart Anten, a member of the Dutch Marine Corps who participated in the memorial jump onto the same battlefield where allied troops landed in 1944.

"The end goal of the original mission was to secure the Rhine and liberate the city of Arnhem, which is where we are jumping today. On one hand it was a great success because of the liberation, but on the other, it was a failure because of all the allied lives that were lost," Anten said.

This year about 1,000 paratroopers for six countries descended from the sky in a ceremonial jump timed to coincide with the historic invasion sixty-five years ago. Six hundred of those jumpers were transported on C-130Js from the 37th Airlift Squadron at Ramstein. In addition to participation in the airdrop, the 37th AS also provided a flyover during the festivities.

"This event usually has only about 80 to 100 jumpers, so it's about ten times larger than normal," said Maj. Travis Shoemaker, assistant director of operations for the 37th AS, and this year's Air Force mission commander. "I've never seen this many people participate; it's good to see."

U.S. Marine Capt. Ben Michaels serves as an exchange officer with the 1st Battalion of the Royal Dutch Marines and highlighted the joint and international cooperation present for the mission.

"We've got Germans here, Dutch, Canadians, British, Polish and of course we have U.S. Army, two Marines and the Air Force flying the birds," Michaels said.

Many of the jumpers were participating in an international wing exchange that qualified them to wear jump wings from another country.

"For all of the countries we have here today, one of the fun things we're doing is a wing exchange," Michaels said. "I'm jumping with British gear, a British parachute and out of a British plane, so I'll get British jump wings when I land."



Military members from the United States, United Kingdom, Poland, Germany and Holland, participate in the jump over Arnhem, Holland, Sept. 19, 2009, to commemorate the 65th Anniversary of Operation Market Garden. U.S. Air Force photo by Staff Sgt. Jocelyn Rich.

Jumpers from other nations also qualified for American jump wings when they departed Ramstein's C-130Js.

"Some of the British will also be on our aircraft with American jumpmasters, so the Dutch and British will get American wings," Major Shoemaker said.

Each jumper was given a detailed briefing about the parachute they were using and the proper procedures for each aircraft. After they landed in the drop zone where veterans from the original operation were observing the maneuver, they were awarded their new wings.

And though the event itself was certainly unique, aboard the aircraft, the presence of international passengers was not anything new for Master Sgt. Gregory Everett, operations superintendent and loadmaster with the 37th AS.

"There's not much difference between international and American jumpers, only a language barrier that can be easily overcome because the hand signals are the same," Everett said.

Loadmaster responsibilities don't change much because everything about the aircraft remains the same, according to Everett.

What's different for the crews, however, is the type of aircraft they're flying. This year marks the first time crews from the 37th AS have the capability of the C-130J to for the event.

The first C-130J in U.S. Air Forces in Europe was delivered to

See "Market Garden" on page 5

# Harvest Hawk brings new era for USMC aviation

Cpl. Christopher O'Quin  
3rd Marine Aircraft Wing

Marine Corps aviation took the next step in battlefield capabilities, when a KC-130J "Super Hercules" from Marine Aerial Refueler Transport Squadron 352 tested a new surveillance and weapons system, Aug. 29.

Personnel from Navy Air Test and Evaluation Squadron 20, took off from Air Force Plant 42 on its first flight with the new "Harvest Hawk" mission kit. Since the introduction of the original C-130 more than 50 years ago, the Harvest Hawk mission kit program marks the first time the Marine Corps will have the capability to fly an armed Hercules into the fight.

The \$22 million mission kit provides Super Hercules aircrew first strike ability, intelligence, surveillance and reconnaissance capabilities with a Hellfire weapons system and targeting sight system.

The retrofitted KC-130J will use an AN/AAQ-30 Targeting Sight System located under the left wing's external fuel tank to give the fire control operator eyes on target from more than several thousand feet away. Lockheed Martin equipped the aircraft with a AGM-114P Hellfire II weapons rack, in place of the left-hand aerial refueling pod, that can carry a maximum of four air-to-ground Hellfire missiles for close-air support.

A fire control operator will manage the new targeting sight system and weapons from a removable cargo platform mounted fire control station. The flexible design feature allows Marines to take off the mission kit and mount it onto another modified Super Hercules between flights. This means the squadron can still provide surveillance and close air support if only one modified aircraft is available.

"The Harvest Hawk mission kits will usher in a new era of Marine aviation, bringing a more versatile aircraft into the fight," said Maj. Jeffrey P. Pellegrino, the KC-130J requirements officer, Aviation Requirements Branch, Headquarters Marine Corps. "It's a flying Swiss Army knife, and we must continue to take advantage of



Test pilots and aircrew from Air Test and Evaluation Squadron 20 take off in a KC-130J "Super Hercules," belonging to Marine Aerial Refueler Transport Squadron 352 during its first flight with the new Harvest Hawk mission kit at Air Force Plant 42, Aug. 29. Lockheed Martin manufactured the mission kit and intends to produce two more by early 2010. (Photo by United States Marine Corps Cpl. Christopher O'Quin)

its versatility. This mission kit will bring tremendous agility and flexibility to the MAGTF commander."

The right wing can still carry fuel for aerial refueling while the left wing carries the kit, retaining the Marine Corps' standard of versatility. The Corps intends to provide three systems to each KC-130J squadron. However, Lockheed Martin plans to retrofit "the Marine Corps' fleet of KC-130J aircraft with the necessary wiring to carry the new system.

The aircrew conducted a three-hour check flight to examine systems that did not pertain to the additions. In the fleet, aircrew perform operational check flights on the aircraft that have not flown for 30 consecutive days to ensure the main systems function properly. Not only was it the first time the Marines flew it with the new kit, it was also the first time Marines operated it since VMGR-352 brought the KC-130J to Palmdale in May.

## Saluting JATO

It has recently been confirmed that the Blue Angels' 2009 season will officially be the last year of the Jet Assisted Take-Off (JATO) for Fat Albert Airlines. Fat Albert JATO take-offs have been a tradition for the Blue Angels since Nov. 22, 1975. Fat Albert's final JATO take-off will be Nov. 13-14, during its last 2009 season show in Pensacola, Fla. With the end of JATO, a new era begins for Fat Albert Airlines. Next year marks the 40th anniversary of the all Marine Corps C-130 crew serving proudly on the Blue Angels and will also mark the beginning of the next chapter in the history book. The team is researching several alternatives to replace JATO.



Photo courtesy of the Blue Angels

# J View

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

*"I really love the C-130. In fact, some would say I've got it in my blood. My father was a C-130 navigator, and growing up I always wanted to fly the herc. As a business development representative for Lockheed Martin, as well as navigator in the Reserves, I get to work with the great teams of people who build and fly this airplane everyday. It's really neat to go out to the production floor and see the newest C-130Js being assembled and then go out and fly the wonderful product that these folks have built."*

Rich Briggs,  
Lockheed Martin Business Development  
Air Mobility and SOF Programs



Photo by John Rossino

*"Market Garden" from page 3*

the 86th AW in April and they have since replaced several of the wing's older C-130E models. The J-model provides more size and capability than the E-model. The event provided an opportunity for crews to hone their skills with the more capable aircraft.

"While we're up here, we are getting our four-ship training reaccomplished," the major said. "We hadn't done these kinds of maneuvers with the J-models before this exercise."

The flying procedures with the J-model are not much different than the E-model, according to Shoemaker, rather, the equipment is what makes the difference and takes some getting used to.

"We just haven't done it with this equipment yet. If you were going to shoot with a new rifle, you want to take it out and become familiar with it before you went into action," he said. "It's a new airplane — you can't think of it as just a C-130 because it's so much different. Even though the procedures as far as the users are concerned are no different, the procedures for the aircrew are not the same, so we need to practice them."

By users, Shoemaker refers to the jumpers or other personnel

that may be airlifted by the squadron.

"Absolutely it's a better aircraft for users," said Shoemaker. "It's bigger so it can deliver more people. The Army's mass on the drop zone is larger, but as far as the formation procedures, what we're training on this week, the user doesn't care. They just want to be delivered. We need to practice to make sure we do our part right."

While the event offered a unique opportunity to learn new techniques and strengthen international partnerships, the main focus was on recognizing a historic event for the host nation and the allied countries involved.

"Really, this is an opportunity for the Dutch armed forces to commemorate this day to celebrate the allied counterparts who gave their best and their lives to liberate our country," Anten said.

Commemorations for Operation Market Garden are an annual operation for the 37th AS, which has strong ties to the historic event. The squadron, then designated the 37th Troop Carrier Squadron, was part of the 1944 operation and flew C-47 Skytrains to support the Allied cause.



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