

**C 130**

**David Doyle**

*C-130 Hercules* Martin W. Bowman, 2017-07-30 "An engaging retrospective on the long-lived and ubiquitous C-130 Hercules tactical airlifter . . . Sweeping in its scope . . . an invaluable reference." —Aviation History Designed in response to a 1951 requirement, the C-130 Hercules is the most successful military airlifter ever built. Since it first flew in prototype form on August 23, 1954, more than 2,100 have been produced in over eighty different versions. Across its variants, the Hercules serves more than sixty air forces, as well as many civilian cargo operators, in a multiplicity of roles, including air-to-air refueller, gunship, airborne command post, flying hospital, and firefighter. This rugged and easily maintained aircraft entered service in 1956 with the USAF Tactical Air Command. Ten years later, the "Charlie 130" was providing essential logistical support in Vietnam. This period in Southeast Asia was the Hercules' finest hour. Paradrops, airlift, and evacuation operations were completed around the clock, often at low level, usually under fire and nearly always in bad weather. A generation later, this "Mr. Dependable" was serving with equal distinction in the Gulf War in the role of airlifter, radio-countermeasures, and "psy-ops" platform, gunship and, once again, "block-buster bomber." The "Herky Bird" or "Fat Albert," as the C-130 is fondly known, has proved a key component in humanitarian relief operations, as well, in all parts of the world. "Martin's technical and informative look at their creation and use is absolutely fascinating. An iconic aircraft gets Martin's VIP treatment in this wonderful book." —Books Monthly "A history of an aviation great, from the pen of a popular and well-established author of aviation history." —Firetrench

*Lockheed C-130 Hercules* Peter Charles Smith, 2001 A fabulous all-color tribute to the transport aircraft that has served numerous nations in peace and war for more than three decades. The Hercules and all its variants are portrayed in a range of roles around the globe with superb photography and accurate design and detail records.

*I Never Liked Those C-130's Anyway* Terry Wilbur Smith, Malcolm R. Smith, J. Wilfred Cahill, 2003 Your chance to relive a little piece of The Good Old Days and find the answers to these burning questions: Which future Coast Guard Captain said Shit, Mal, let's do a 360 and get out of here. Which Coast Guard astronaut said, when asked to describe his scariest moment, Flying as Malcolm Smith's co-pilot. Which Coast Guard aviator got the blame for putting training wheels and streamers on the commanding officer's and XO's new bicycles. Which Coast Guard aviator threw up in his glove while flying rather than make a mess in the cockpit. This book brings back some of the funniest moments of the Coast Guard during the time period between the Old Guard and the new modern Coast Guard. For more than two decades, Mal has threatened to write a book to chronicle his many colorful experiences during his Coast Guard aviation career. Mal can spin a tale better than any sailor and his exploits in and out of the cockpit are indeed legendary. But the fact is, the closer he gets to the completion of this life-long dream of his, the more nervous I become. I can't wait to read it! RADM David W. Kunkel, COAST GUARD AVIATOR #1726 Malcolm Smith is a master storyteller with a flair for finding humor in everyday activities and recounting his observations with entertaining splendor that leaves you thirsting for another. Since meeting him when I was a teenager in Alaska, I have been absorbed by his colorful renditions and have long awaited this composition. I just hope I'm not the subject in one of his stories. CAPT. E. Darrell Nelson, COMMANDING OFFICER, CGAS KODIAK

*Lockheed C-130 Hercules and Its Variants* Chris Reed, 1999 Lockheed C-130 Hercules and its Variants chronicles the development and career of the world's predominant military airlifter, from its origins in the depths of the Cold War through the present day. Over 170 photographs, many never before published, show the Herk in a variety of roles and paint schemes; coverage includes gunships,

electronic warfare and reconnaissance models, testbed and special use aircraft, and Navy/Models. Close-up detail photos of several variants will be of interest to scale modellers.

*Trash Haulers* Sam McGowan,2011-12-15 On August 23, 1954 the most successful airplane in aviation history took to the skies on its maiden flight. A little over two years later the first operational airplanes were delivered to the 463rd Troop Carrier Wing at Ardmore AFB, Oklahoma. Over the next 21 years Tactical Air Command, United States Air Forces Europe and Pacific Air Forces troop carrier/tactical airlift crew amassed a heroic and impressive record from Africa to Vietnam. Trash Haulers is a revision of a 1988 TAB/Aero publication by Sam McGowan, who was part of that mission.

*C-130 Hercules* David Doyle,2020-11-28 The Lockheed C-130 Hercules has been in continuous production for over six decades, longer than any other military aircraft in the world, and no end of production is yet in sight. The Hercules has been a part of US combat operations since Vietnam, and the airframe, which began life as a simple transport, has been adapted to a variety of roles, including gunship, electronic warfare, refueling, and rescue. This book chronicles the development and use of the Hercules from concept to combat. Through dozens of archival photos, many never before published, as well as detailed photographs of some of the finest existent examples of surviving vehicles, these iconic armored fighting vehicles are explored, and their history is explained.

**Runway Visions** David Kirk Vaughan,2010-06-21 In February 1967, Air Force Lieutenant Vaughan arrived at Ching Chuan Kang Air Base in Taiwan to begin 14 months as a C-130 Hercules pilot, airlifting supplies and troops throughout southeast Asia. Feeling well suited, Vaughan had volunteered for the duty, but little had he realized the pressure associated with flying the heavy cargo plane under combat conditions and taking off and landing on the short runways that dotted the Vietnamese countryside. Among his most harrowing duties was the aerial resupply of the Marine base at Khe Sanh during the most intense action of the Tet Offensive. This is the story of an Air Force pilot's progression from inexperienced flyer to veteran crew member and how he came of age under combat conditions.

Blind Bat Frederick F. Nyc,2000 C-130 Night Forward Air Controller on the Ho Chi Minh Trail

**My Life with the C-130 Hercules** Ross Holdeman,2015-11-27 Ross Holdeman's career with Lockheed's aeronautical engineering division led him to adventures in over 100 countries supporting Herky Birds and improving aviation safety by investigating what went wrong when they crashed. My Life with the C-130 Hercules chronicles those adventures from the early days of the C-130 Hercules development in 1951 though 1984. The Lockheed C-130 Hercules is the longest continuously operating military aircraft production line in history having made its first flight on 23 August 1954. You name it and the Hercules has been there and done that for over 60 years and continues to do so today. The C-130 has flown to both poles, landed or airdropped cargo at every hot spot from the Congo to Vietnam to Kosovo to Afghanistan and Iraq. It has hauled relief supplies to every outpost in the world and even landed on an aircraft carrier without a tailhook. It has been used to airdrop 15,000 pound bombs, paratroopers, and leaflets that weigh only a few grams. The C-130 serves as a gunship, is used for search and rescue missions, and has medevaced thousands of casualties to hospitals. It monitors and jams enemy radio transmissions. It is used for aerial refueling, to track icebergs in the North Atlantic, and drug traffickers in the Caribbean.

**C-130 E/H Handbook** ,1996

**Intratheater airlift information on the Air Force's C130 aircraft : report to the Honorable John McCain, U.S. Senate ,**

**Walk Around C-130 Hercules** Lou Drendel,2003-01-01 Inside and out coverage of the USAF's turboprop transport. Covers

transport, gunship, and special mission variants. Includes multi-view and detail drawings, three full color action paintings & 9 color profiles. 40 pgs of color.

C-130 Hercules Illustrated ,2019-04 The C-130 Hercules is the most successful airlifter in history. The production line for the C-130 is the longest-running in history, having produced over 2,500 aircraft since it's start in 1954. It is still running and producing even more advanced versions of the C-130, which has been tasked with a wide variety of missions, including cargo, reconnoissance, rescue, and gunship. It is destined to fly well into the middle of this century.

*Ministry of Defence* Great Britain. National Audit Office,2008 Transport aircraft are vital for both strategic and tactical tasks to support national security objectives, military exercises and training, and humanitarian aid. Despite a decreasing fleet size, and an increasing need for maintenance and upgrades, the Ministry of Defence is meeting the requirement for Hercules aircraft to transport military personnel and freight in Iraq and Afghanistan. Hercules aircraft are available to fly on planned missions 85 per cent of the time. This report found increased stress on the aircraft has been caused by landing on unpaved airstrips in Iraq and Afghanistan, additional use of air drops, as well as a change from transporting people and equipment over long distances to making short flights in theatre. More wear and tear' has resulted, and increased maintenance costs. Fatigue, which decreases the life span of the wings, is accumulating more rapidly than in the past. The Department has had to retire four aircraft during 2006 and plans to retire a further five C-130Ks during this year, ahead of their planned retirement date of 2010. The Department will also need to address shortened wing life on the newer C-130J. The initial estimate for the number and type of spares for the C-130J was inaccurate, leading to some spares shortages. Whilst the shortages have not been allowed to affect aircraft deployed in Afghanistan or Iraq, on average Hercules C-130J have been unable to fly for 24 days a year for lack of parts. The Department has a shortage of engineering staff, and the RAF estimates that additional personnel would give increased aircraft availability. The focus on operations has meant there are fewer aircraft available for training. Aircrew on operations in Iraq and Afghanistan fly on average 60 hours per month, as opposed to 13 hours for aircrew based in the UK. Simulators are not able to replicate fully flying the Hercules C-130, as they have not kept pace with modifications and upgrades to the aircraft. As a result, there is a danger that the broader skills base of crews could be eroded in the future. There are also significant risks to the future ability of the Department to provide sufficient airlift to the armed forces. These include the withdrawal from service of the Hercules C-130K, the late delivery of the planned A400M transport aircraft, and a reduction in the anticipated service life of the C-130Js wings from flying in more challenging environments during operations. These issues could leave the RAF with a shortage of fixed wing aircraft.

The C-130 Hercules Jan Goldberg,2002-12-15 Discusses the history of the C-130 Hercules transport plane and its use in military campaigns as well as civilian missions, such as studying weather, controlling fires, and supporting researchers in Antarctica.

The Lockheed Martin C-130 Hercules Peter Smith,2010 The most versatile military transport aircraft ever built, the C-130 Hercules has been in continuous production for more than half a century and has seen service with more than 50 different air forces around the world. No other aircraft has shown such continuous durability and her adaptability has ensured that the Hercules in all her many manifestations is the ultimate success story of aviation and military design. Originating in the 1950's when the USAF needed an aircraft with heavy cargo lifting ability, troop-carrying capacity, and the ability to operate safely from the most primitive of runways, the Hercules has appeared wherever there has been a crisis, war, or emergency. In combat, no matter whether in tropical jungle, desert

landing strips, or almost-impassable terrain, the C-130's homely and familiar profile has arterialized where she was most needed. From the icy wastes of Antarctica to the earthquake-stricken island of Haiti in January 2010, the aircraft has arrived on the scene laden with medical and emergency supplies, aid teams, and heavy lifting gear. This is the full story of the Hercules and a faithful record of all her exploits over half-a-century, in her many guises, from gunship in Vietnam, to flying hospital in Arabia, and is fully illustrated with many original color and black-and-white photographs. All Hercules types and many foreign air forces and civilian operators are covered, including their varied uses and multiple roles. This complete aircraft history also contains a type listing, details of sub-contractors, exhibits and museums, together with color aircraft profiles which combine to make The Lockheed Martin Hercules essential reading for the aviation enthusiast or historian.

*Lockheed-Martin C-130 Hercules* Robert Pied,Nicolas Deboeck,2019-11 A complete close up of the Famous C-130 Hercules transport aircraft in use with over 70 Air Forces. Every part of the aircraft is included in the over 500 photos. In the 65 years of service so far, many types have been developed and are all included: C-130H, EC-130H Compass Call, EC-130J Commando Solo, the gunship versions: AC-130W Stinger II and AC-130J Ghost Rider, the MC-130J Commando II, MC-130H Combat Talon II, HC-130P Combat King I and HC-130J Combat King II, the Hurricane hunter WC-130J Weatherbird, the ski-equipped LC-130 and fire-fighting C-130s. Includes 14 pages of cockpit and 14 pages of maintenance! A unique and complete reference book!

*Improving the Efficiency of Engines for Large Nonfighter Aircraft* National Research Council,Division on Engineering and Physical Sciences,Air Force Studies Board,Committee on Analysis of Air Force Engine Efficiency Improvement Options for Large Non-fighter Aircraft,2007-07-30 Because of the important national defense contribution of large, non-fighter aircraft, rapidly increasing fuel costs and increasing dependence on imported oil have triggered significant interest in increased aircraft engine efficiency by the U.S. Air Force. To help address this need, the Air Force asked the National Research Council (NRC) to examine and assess technical options for improving engine efficiency of all large non-fighter aircraft under Air Force command. This report presents a review of current Air Force fuel consumption patterns; an analysis of previous programs designed to replace aircraft engines; an examination of proposed engine modifications; an assessment of the potential impact of alternative fuels and engine science and technology programs, and an analysis of costs and funding requirements.

**C-130 Hercules in Action** Lou Drendel,1984-05 Beskriver det amerikanske transportfly Lockheed C-130 Hercules og dets forskellige anvendelsesmuligheder.

C-130 Hercules in the RAF Clive Bennett,2018-05-15 A highly illustrated celebration of fifty years of the Hercules in service with the Royal Air Force.

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