

**Hc130**

United States. Congress. Senate. Committee on Armed Services

**Cost-Effectiveness Study of Potential HC-130 Aircraft Assignment Locations in the U.S. Coast Guard Atlantic Area** Richard Dennis Herr, NAVAL POSTGRADUATE SCHOOL MONTEREY CALIF., Naval Postgraduate School (U.S.), 1973 The report examines alternative locations for the eight HC-130, long-range, fixed-wing aircraft available in the U.S. Coast Guard Atlantic Area during the FY 75 - FY 84 period. The objective was to achieve the maximum effectiveness possible at a reasonable cost. A computer simulation of HC-130 air operations in the region of interest was developed to produce relevant cost and operational effectiveness measurements. The study indicates that of the three potential sites considered--Coast Guard Air Station Cape Cod, Massachusetts, Coast Guard Air Station Elizabeth City, North Carolina, and the St. Petersburg-Clearwater International Airport, Florida--assignment of three HC-130s at CGAS Elizabeth City and five at St. Petersburg-Clearwater is optimal. (Author).

*HC-130 Wing Life Raft Replacement Study*, 1997 The U.S. Coast Guard (USCG) uses HC-130 aircraft for search and rescue (SAR) and other missions. The aircraft are presently equipped with two to four 20 person inflatable life rafts, stowed in cells in the wings. Similar rafts are also used for SAR missions, dropped to survivors from low altitude. The existing HC-130 wing life rafts are reversible, and rely primarily on a drogue both to reduce drift rates and provide some increased resistance to lifting out or capsizing. By contrast, several current designs of rafts, many of which are already in service as survival rafts for commercial ships and smaller craft, incorporate fabric ballast bags, attached below the buoyancy tubes. These bags are intended to rapidly flood with seawater once the raft is afloat. A

prototype raft intended to serve as a replacement for the existing raft incorporates a ballast system of this type. This report summarizes a general review of the available literature on life raft behavior in extreme wind and sea conditions. It emphasizes the underlying physical mechanisms of life raft capsizing, life raft resistance to capsize, raft drift forces and speeds, potential hazards to life raft occupants as a result of extreme motions and sea loads, including capsize in breaking waves, effects of extreme sea loads and unusual attitudes on life raft integrity, and stability criteria and related test requirements currently in effect. The report also summarizes observations made during acceptance tests (inflation, righting, and canopy erection tests) of the prototype HC-130 replacement raft, observations and measurements taken during sea-tests for comparison of existing and prototype rafts, and lift-out force tests in accordance with USCG proposed rules.

**Procurement, [Monday, March 18, 1968** United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Defense, 1968

Intratheater Airlift; Information on the Air Force's C-130 Aircraft , 1998  
The current C-130 fleet is comprised of 12 different variants and the missions vary with each variant. While most of the current fleet is comprised of combat delivery aircraft, many of the C-130 variants perform specialized missions. The combat delivery C-130 fleet, designated as C-130Es and C-130Hs, is used in a wide variety of wartime and peacetime missions. In wartime, the C-130 combat delivery aircraft primarily performs the intratheater portion of the airlift mission, leaving the long-range intertheater transport mission to larger aircraft such as the C-5 and C-17. These C-130s primarily provide rapid transportation of personnel or cargo for delivery by parachute to a designated drop zone, or by landing at austere locations within the conflict

area. These aircraft are also the primary aeromedical evacuation aircraft in a conflict. In peacetime, the combat delivery C-130 is used for training flights, regularly scheduled channel operations, and special assignment missions. It is also used in fire fighting and humanitarian relief missions. For example, it has been used to airlift heavy equipment into remote areas of other countries to build airports and roads, and transport local goods. In addition to the missions performed by the basic combat delivery C-130 aircraft, 11 other variants perform specialized missions. These missions include (1) weather reconnaissance, performed by the WC-130 aircraft; (2) special communication missions, performed by the EC-130 aircraft; and (3) search and rescue, performed by the HC-130 aircraft. The 12 different C-130 models that are currently in the fleet and their respective missions are summarized in table 1.

Proposed Sale of C-130's to Egypt United States. Congress. Senate. Committee on Foreign Relations. Subcommittee on Foreign Assistance, 1976

**Department of Homeland Security Appropriations for 2005** United States. Congress. House. Committee on Appropriations. Subcommittee on Homeland Security, 2004

*Air Force Magazine* , 2004

*Directives, Publications and Reports Index* United States. Coast Guard, 1975-07

**The Praetorian STARShip : the untold story of the Combat Talon** , 2001 Jerry Thigpen's study on the history of the Combat Talon is the first effort to tell the story of this wonderfully capable machine. This weapons system has performed virtually every imaginable tactical event in the spectrum of conflict and by any measure is the most versatile C-130 derivative ever

produced. First modified and sent to Southeast Asia (SEA) in 1966 to replace theater unconventional warfare (UW) assets that were limited in both lift capability and speed the Talon I quickly adapted to theater UW tasking including infiltration and resupply and psychological warfare operations into North Vietnam. After spending four years in SEA and maturing into a highly respected UW weapons system the Joint Chief of Staff (JCS) chose the Combat Talon to lead the night low-level raid on the North Vietnamese prison camp at Son Tay. Despite the outcome of the operation the Talon I cemented its reputation as the weapons system of choice for long-range clandestine operations. In the period following the Vietnam War United States Air Force (USAF) special operations gradually lost its political and financial support which was graphically demonstrated in the failed Desert One mission into Iran. Thanks to congressional supporters like Earl Hutto of Florida and Dan Daniel of Virginia funds for aircraft upgrades and military construction projects materialized to meet the ever-increasing threat to our nation. Under the leadership of such committed hard-driven officers as Brenci Uttaro Ferkes Meller and Thigpen the crew force became the most disciplined in our Air Force. It was capable of penetrating hostile airspace at night in a low-level mountainous environment covertly to execute any number of unconventional warfare missions.

**Department of Defense authorization for appropriations for fiscal years 1990 and 1991** United States. Congress. Senate. Committee on Armed Services, 1989

**Department of Defense Appropriations, 1965, Hearings Before ... 88-2** United States. Congress. Senate. Appropriations Committee, 1964

Department of Defense Authorization for Appropriations for Fiscal Year 2008

United States. Congress. Senate. Committee on Armed Services, 2008

**A Review of Coast Guard Acquisition Programs and Policies** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Coast Guard and Maritime Transportation, 2010

White Knuckle Flying and Other Misadventures Louis Malucci, 2018-10-09  
Readers who want to vicariously share the real, in-the cockpit experiences of a military aircrew, this book is for you. Here, Lt. Colonel (Retired) Malucci follows his well-read book *B-47, Nuclear Deterrent in the Threat of the Cold War*, by cleverly wending his way through his 25 years of excitement flying as a navigator and navigator/bombardier in the B-47, C-119 and C-130 aircraft. Readers will be compelled to follow his exploits with this anecdotal, sometimes tragic, often whimsical, historical litany of episodes.

*Running on Empty: The Development of Helicopter Aerial Refueling and Implications for Future USAF Combat Rescue Capabilities*, 1997 By 1999 the total active United States Air Force fighter wing equivalents will have shrunk from 24 to 13 in only ten years. The declining defense budget means painful force structure decisions lie ahead. Even as funds are drying up, the armed forces are being called upon to execute contingencies in places such as Haiti, Somalia, Liberia, and Bosnia. The future appears very busy for Air Force rescue units as well. According to Strategic Assessment 1996 Instruments of U.S. Power by the National Defense University and the Institute for National Strategic Studies, U.S. armed forces will most likely be called upon to engage in numerous evacuation and rescue missions for Westerners over the next quarter of a century. It goes on to predict, The rescue of U.S. military personnel under combat conditions, particularly downed flight crews, will also continue to be carried out on a fairly

frequent basis. Ultimately it concludes, The practice by certain societies of abusing U.S. military prisoners to put psychological pressure on the U.S. government and public will only make such rescue operations more imperative. To accomplish these long-range operations USAF rescue helicopters rely greatly on aerial refueling from HC-130 tanker aircraft. Unfortunately, the current fleet of HC-130s has many deficiencies that degrade mission performance. Worse yet, based upon current operations tempo these tankers will begin to lose airworthiness in 2005. Despite the budget crunch the time has come to modernize the HC-130 fleet. By tracing helicopter aerial refueling from its inception during the Vietnam War to the present, this paper will demonstrate the need to purchase new HC-130J aircraft. This should occur even if it means delaying other programs or further cutting active duty personnel.

**Lockheed Aircraft Since 1913** René J. Francillon, 1987

Department of Defense Appropriations for Fiscal Year 1980: Posture statements United States. Congress. Senate. Committee on Appropriations. Subcommittee on Department of Defense, 1979

Department of Defense appropriations for 1985 United States. Congress. House. Committee on Appropriations. Subcommittee on Dept. of Defense, 1984

Limiting Risk in America's Wars Phillip S Meilinger, 2017-11-15 The United States has the most expensive and seemingly unstoppable military in the world. Yet, since World War II the nation's military success rate has been meager. The Korean War was a draw, while Vietnam, Mogadishu, Afghanistan, and Iraq were clear losses. Successes include Iraq in 1991, the Balkans (Croatia and Kosovo), Panama, the initial takedowns of Afghanistan in 2001 and Iraq in 2003, and Libya. What differentiates the failures from the successes?

Failures have been marked by the introduction of large numbers of conventional American ground troops, while successes have been characterized by the use of airpower, special operations forces, robust intelligence and sensor platforms, and the use of indigenous ground troops. Phillip S. Meilinger's new book advocates strategies that limit risks in war as well as achieve measurable goals. Instead of large numbers of conventional ground troops, the author argues in favor of a focus on asymmetric capabilities—a combination of airpower, special operation forces, intelligence, and indigenous ground troops—to achieve the desired political outcomes.

**51 Lessons from the Sky** Fletcher McKenzie, 2018-12-24 Learn from the largest air force in the world – the US Air Force. 51 Lessons From The Sky contains stories from USAF pilots and crew who lived to share their stories of air incidents, and close calls. If you enjoy Mayday, Air Crash Investigation or Seconds Before Disaster, then you will love this companion book to the best selling General Aviation book 81 Lessons From The Sky and the Commercial and Air Transport Aviation book 101 Lessons From The Sky. 51 Lessons From The Sky is possible thanks to the USAF pilots who served and shared their failings and misadventures. All fifty-one stories are introduced by former USAF Test Pilot, Shuttle Pilot and Shuttle Commander Colonel Tom Henricks. Real life unclassified stories straight from the pilots who lived to tell the tale. 51 stories about unique military aircraft, including the F-16 Viper, C, CJ, U-28A, T-1A Jayhawk, C-21 Super Taxi, C-17 Transport, C-130E Hercules, AC-130, HC-130, MC-130H, EC-130H, B-52, KC-135, KC-10, A-10 Thunderbolt, F-15 Eagle, E-3 Sentry, B-1B Bomber, CF-5, CV-22B Osprey and a T-6 II doing aerobatics, and includes a number of declassified stories. It includes the Special Operations Squadron, 77th Fighter Squadron, 36th Maintenance



Squadron, 58th Operations Support Squadron, 962nd Airborne Air Control Squadron, 80th Flying Training Wing, 25th Fighter Squadron, 18 OSS/OSOST, 47th Flying Training Wing, 40th and 39th Airlift Squadron, 43rd Airlift Wing, 32nd Air Refueling Squadron. With all crew surviving to tell their tale. Read about complacency, maintenance issues, poor planning, limitations and fatigue, and dozens more easy-to-read true accounts of potentially catastrophic incidents narrowly averted. And the lessons the pilots, the crew, the ground crew, the engineers, and the co-pilots learnt. Learn from the experiences of others so you don't make the same mistakes. An essential read for all current and future crew, aviators and air force personnel. Remember, safety first. Order now.

## Unveiling the Energy of Verbal Artistry: An Mental Sojourn through **Hc130**

In a world inundated with monitors and the cacophony of quick interaction, the profound energy and mental resonance of verbal art usually fade into obscurity, eclipsed by the continuous onslaught of noise and distractions. However, situated within the musical pages of **Hc130**, a interesting perform of fictional elegance that pulses with fresh feelings, lies an memorable journey waiting to be embarked upon. Composed by a virtuoso wordsmith, that mesmerizing opus books visitors on an emotional odyssey, gently revealing the latent possible and profound impact embedded within the complex web of language. Within the heart-wrenching expanse with this evocative evaluation, we will embark upon an introspective exploration of the book is key themes, dissect their charming writing design, and immerse ourselves in the indelible

impact it leaves upon the depths of readers souls.

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contracting system." The CPA's State of Texas Procurement Manual, Section 1.2. 4.1. Policies and Procedures : Procurement & Strategic Sourcing Texas State Financial Services Procurement & Strategic Sourcing How to Purchase Policies and Procedures. Policies and Procedures. Texas State University ... Texas Administrative Code Purchases of goods and services may be made in accordance with the following provisions. (A) State agencies must solicit at least three informal bids, including ... Honourably Wounded: Stress Among Christian Workers Honourably Wounded is an excellent help for Christian workers who have served cross-culturally. It offers help on stress from interpersonal relationships, re- ... Honourably Wounded: Stress Among Christian Workers Honourably Wounded is an excellent help for Christian workers who have served cross-culturally. It offers help on stress from interpersonal relationships, re-



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1. When walking by the sea, come and follow me, Jesus called. Then all through Galilee, the sick and the diseased, He healed them all. Jesus hasn't changed, His ... Chords for What A Healing Jesus - ChordU [C Eb Fm Dm G] Chords for What A Healing Jesus. Discover Guides on Key, BPM, and letter notes. Perfect for guitar, piano, ukulele & more!

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