
C 130 Aircraft Systems Overview Ep Guide

Hearings

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C-130 Hercules in the RAF

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The Air Force Handbook - Illustrated Guide to the Weapon Systems and Equipment of the USAF, Airplanes, Fighter Jets and Bombers, Missiles, Satellites, Bombs, Munitions for Combat in Air and Space

Lockheed Martin Color

Improving the Efficiency of Engines for Large Nonfighter Aircraft

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A Service Life Analysis of Coast Guard C-130 Aircraft

Airframe and Powerplant Mechanics Powerplant Handbook

Estimating the Operating and Support Cost Difference Among TAAF C-130, C-130B and USAF C-130J Aircraft

Introduction to Aircraft Structures, Systems, and Powerplants

Flight Simulators

Scientific and Technical Aerospace Reports

Air University Quarterly Review

C-130 Aircraft

Defense Acquisitions

Community College of the Air Force General Catalog

Performance of C-130 Ramp Kit on Various Soil Conditions

Department of Defense Authorization for Appropriations for Fiscal Year 2008

Commerce Business Daily

Introduction to Unmanned Aircraft Systems

The MAC Flyer

Manual of Navy Enlisted Manpower and Personnel Classifications and Occupational Standards

Hearings, Reports and Prints of the Senate Committee on Armed Services

The Naval Aviation Maintenance Program (NAMP).: Maintenance data systems

Lockheed Martin

C-130 E/H Handbook

Examination of the U.S. Air Force's Aircraft Sustainment Needs in the Future and Its Strategy to Meet Those Needs

Air Force C-130 Contract Price is Overstated and Proper Action Has Not Been Taken to Improve Lockheed's Cost Accounting and Estimating Systems

Introduction to Aircraft Flight Mechanics

Manual of Enlisted Navy Job Classifications

Aging of U.S. Air Force Aircraft

SHYANNE NIXON

Hearings National Academies Press

Many of the aircraft that form the backbone of the U.S. Air Force operational fleet are 25 years old or older. A few of these will be replaced with new aircraft, but many are expected to remain in service an additional 25 years or more. This book provides a strategy to address the technical needs and priorities associated with the Air Force's aging airframe structures. It includes a detailed summary of the structural status of the aging force, identification of key technical issues, recommendations for near-term engineering and management actions, and prioritized near-term and long-term research recommendations.

USAF Formal Schools National Academies Press

The Department of Defense (DOD) has continuing efforts to modernize its airlift and tanker fleets by investing billions of dollars to modify legacy airlift systems, such as the C-5 and C-130, and procure new aircraft, such as a tanker replacement. Acquisition has been on GAO's list as a high risk area since 1990. Past GAO reports, including two recently issued, raise concerns about the quality of analyses underpinning the programmatic decision-making surrounding DOD's airlift requirements. GAO has reported that elements contributing to a sound business case for an acquisition are missing or incomplete as DOD and the services attempt to acquire new capabilities. Those elements include firm requirements, mature technologies, a knowledge-based acquisition strategy, a realistic cost estimate, and sufficient funding. Acquisition problems that include failure to limit cost growth, schedule delays, and quantity reductions persist, but fiscal realities will not allow budgets to accommodate these problems any longer. This testimony addresses (1) the analyses supporting the Department of Defense's (DOD) mobility capabilities and requirements and (2) actions that are needed to improve the outcomes of weapon system acquisitions.

C-130 Hercules in the RAF John Wiley & Sons

Based on a 15-year successful approach to teaching aircraft flight

mechanics at the US Air Force Academy, this text explains the concepts and derivations of equations for aircraft flight mechanics. It covers aircraft performance, static stability, aircraft dynamics stability and feedback control.

USAF Formal Schools Amberley Publishing Limited

The report describes the test sites and soils data obtained during evaluation of a ramp kit for unloading palletized cargo from C-130 aircraft. Tests were conducted with three loadings on two types of clay soil, with test pads prepared to provide three different grades. In addition, tests were conducted at the heavy clay test site on a pad with an 8-degree twist and on a very soft soil test pad.

The Air Force Handbook - Illustrated Guide to the Weapon Systems and Equipment of the USAF, Airplanes, Fighter Jets and Bombers, Missiles, Satellites, Bombs, Munitions for Combat in Air and Space DIANE Publishing

This study addresses the operation and support cost differences between the TUAFC-130E & C-130B, and the USAF C-130J aircraft. The TUAFC-130s have been being used for more than 30 years and changing world situations give armed forces different roles, and Turkey participates in all peacekeeping missions that are assigned by NATO (North Atlantic Treaty Organization) and the United Nations. While performing these roles, the importance of air mobility and the importance of reliability became widely appreciated. Moreover, the coming retiring age of the existing C-130s in the TUAFC forced the TUAFC to look for ways to improve its air mobility. Under these conditions the TUAFC is trying to find a way to decrease these interruptions in the missions and to increase the capability of carrying more personnel and materials so as to increase the effectiveness of Air Lift missions. There are two ways to accomplish this target: 1. Refurbish the existing C-130s and increasing its reliability. 2. Buy the newest version of C-130 Hercules, the C-130J. This study investigates the O&S cost difference among the aircraft by establishing a model to assess the O&S cost that can be used to evaluate the competing alternatives as well as the replacement decision for the existing systems. Cost Oriented Resource Estimation (CORE) model utilized in establishing the model. Sensitivity Analysis, and

Breakeven Analysis are applied to the cost figures over 40 years. The analysis showed that C-130J amortizes itself in the lifetime of the cargo aircraft. In addition to that improved avionics, and propulsion systems increase the efficiency and effectiveness of the air mobility.

Lockheed Martin Color DIANE Publishing

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. *Improving the Efficiency of Engines for Large Nonfighter Aircraft* National Academies Press

Lockheed Martin (NYSE: LMT) is an American global aerospace, defense, security, and advanced technology company with worldwide interests. It was formed by the merger of Lockheed Corporation with Martin Marietta in March 1995. It is headquartered in Bethesda, Maryland, in the Washington Metropolitan Area. Lockheed Martin employs 123,000 people worldwide. Robert J. Stevens is the current Chairman and Chief Executive Officer. Lockheed Martin is one of the world's largest defense contractors; In 2009, 74% of Lockheed Martin's revenues came from military sales. It received 7.1% of the funds paid out by the Pentagon. Lockheed Martin operates in four business segments. These comprise, with respective percentages of 2009 total net sales of \$45.2 billion, Aeronautics (27%), Electronic Systems (27%), Information Systems & Global Solutions (27%), and Space Systems (19%). In 2009 US Government contracts accounted for \$38.4 billion (85%), foreign government contracts \$5.8 billion (13%), and commercial and other contracts for \$900

million (2%). In both 2009 and 2008 the company topped the list of US Federal Contractors. The company has received the Collier Trophy six times. Most recently (in 2001) for being part of developing the X-35/F-35B LiftFan Propulsion System, and again in 2006 for leading the team that developed the F-22 Raptor fighter jet. Lockheed Martin is currently developing the F-35 Lightning II. Merger talks between Lockheed Corporation and Martin Marietta began in March 1994, with the companies announcing their \$10 billion planned merger on August 30, 1994. The deal was finalized on March 15, 1995 when the two companies' shareholders approved the merger. The segments of the two companies not retained by the new company formed the basis for the present L-3 Communications, a mid-size defense contractor in its own right. Lockheed Martin later spun off the materials company Martin Marietta Materials. Both companies contributed important products to the new portfolio.

Aircraft Systems BoD – Books on Demand

This book introduces aircraft to students in any aviation-related track of study, whether they are future mechanics/technicians, pilots, or aviation managers. High school programs will also find this book useful for teaching the basics about aircraft. Readers get an excellent overview of aircraft structures and systems. And a substantial portion of the book is devoted to reciprocating and turbine powerplants and the systems that support them. Similar books offered in the past are out of print, out of date, and some ignore turbine engines. Throughout, this book explains the newest technologies and the tried-and-true ones that are still used. It is easy to understand, heavily illustrated, and has many photographs—all to enhance learning. Topics include aircraft structures; flight controls and flaps; electrical systems; hydraulic systems; landing gear, wheels, tires, and brakes; fuel systems; cabin atmosphere; instrument systems; ice, rain, smoke, and fire protection systems; aircraft powerplants overview; reciprocating engines; reciprocating engine systems; turbine engines and systems; and aircraft maintenance and documentation
Flying Safety AIAA

The Dept. of Defense (DoD) used nearly 700 aircraft, as well as commercial and leased aircraft, to carry about three million troops and 800,000 tons of cargo in support of wartime, peacetime, and humanitarian efforts in 2008. C-5s and C-17s move troops and cargo internationally (strategic airlift) and

C-130s are the primary aircraft that moves them within a theater of operation (tactical airlift). Over the next four years, DoD plans to spend about \$12 billion to modernize and procure airlifters and is currently studying how many it needs. This report: (1) identifies the status of DoD's modernization and acquisition efforts; and (2) determines how well DoD is addressing any capability gaps and redundancies. Includes recommendations. Charts and tables.
National Defense Authorization Act for Fiscal Year 2014 CRC Press
Introduction to Unmanned Aircraft Systems surveys the fundamentals of unmanned aircraft system (UAS) operations, from sensors, controls, and automation to regulations, safety procedures, and human factors. It is designed for the student or layperson and thus assumes no prior knowledge of UASs, engineering, or aeronautics. Dynamic and well-illustrated, the first edition of this popular primer was created in response to a need for a suitable university-level textbook on the subject. Fully updated and significantly expanded, this new Second Edition: Reflects the proliferation of technological capability, miniaturization, and demand for aerial intelligence in a post-9/11 world Presents the latest major commercial uses of UASs and unmanned aerial vehicles (UAVs) Enhances its coverage with greater depth and support for more advanced coursework Provides material appropriate for introductory UAS coursework in both aviation and aerospace engineering programs
Introduction to Unmanned Aircraft Systems, Second Edition capitalizes on the expertise of contributing authors to instill a practical, up-to-date understanding of what it takes to safely operate UASs in the National Airspace System (NAS). Complete with end-of-chapter discussion questions, this book makes an ideal textbook for a first course in UAS operations.

Defense Acquisitions BoD – Books on Demand

This third edition of Aircraft Systems represents a timely update of the Aerospace Series' successful and widely acclaimed flagship title. Moir and Seabridge present an in-depth study of the general systems of an aircraft – electronics, hydraulics, pneumatics, emergency systems and flight control to name but a few – that transform an aircraft shell into a living, functioning and communicating flying machine. Advances in systems technology continue to alloy systems and avionics, with aircraft support and flight systems increasingly controlled and monitored by electronics; the authors handle the complexities of these overlaps

and interactions in a straightforward and accessible manner that also enhances synergy with the book's two sister volumes, Civil Avionics Systems and Military Avionics Systems. Aircraft Systems, 3rd Edition is thoroughly revised and expanded from the last edition in 2001, reflecting the significant technological and procedural changes that have occurred in the interim – new aircraft types, increased electronic implementation, developing markets, increased environmental pressures and the emergence of UAVs. Every chapter is updated, and the latest technologies depicted. It offers an essential reference tool for aerospace industry researchers and practitioners such as aircraft designers, fuel specialists, engine specialists, and ground crew maintenance providers, as well as a textbook for senior undergraduate and postgraduate students in systems engineering, aerospace and engineering avionics.

Aircraft Systems Classifications John Wiley & Sons

Lockheed Martin (NYSE: LMT) is an American global aerospace, defense, security, and advanced technology company with worldwide interests. It was formed by the merger of Lockheed Corporation with Martin Marietta in March 1995. It is headquartered in Bethesda, Maryland, in the Washington Metropolitan Area. Lockheed Martin employs 123,000 people worldwide. Robert J. Stevens is the current Chairman and Chief Executive Officer. Lockheed Martin is one of the world's largest defense contractors; In 2009, 74% of Lockheed Martin's revenues came from military sales. It received 7.1% of the funds paid out by the Pentagon. Lockheed Martin operates in four business segments. These comprise, with respective percentages of 2009 total net sales of \$45.2 billion, Aeronautics (27%), Electronic Systems (27%), Information Systems & Global Solutions (27%), and Space Systems (19%). In 2009 US Government contracts accounted for \$38.4 billion (85%), foreign government contracts \$5.8 billion (13%), and commercial and other contracts for \$900 million (2%). In both 2009 and 2008 the company topped the list of US Federal Contractors. The company has received the Collier Trophy six times. Most recently (in 2001) for being part of developing the X-35/F-35B LiftFan Propulsion System, and again in 2006 for leading the team that developed the F-22 Raptor fighter jet. Lockheed Martin is currently developing the F-35 Lightning II. Merger talks between Lockheed Corporation and Martin Marietta began in March 1994, with the companies

announcing their \$10 billion planned merger on August 30, 1994. The deal was finalized on March 15, 1995 when the two companies' shareholders approved the merger. The segments of the two companies not retained by the new company formed the basis for the present L-3 Communications, a mid-size defense contractor in its own right. Lockheed Martin later spun off the materials company Martin Marietta Materials. Both companies contributed important products to the new portfolio.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2013, MAY 11, 2012, 112-2 HOUSE REPORT 112-479

The U.S. Coast Guard is facing a dramatic transformation of its forces to meet current and future service requirements. Responding to this transformation, the Coast Guard has initiated the Deepwater System, a complete review of the offshore mission requirements and the modernization of its infrastructure. Deepwater will review and modernize the Coast Guard's aviation assets, improving aircraft systems, airborne sensors, and communications and information management systems. However, these capability advancements will take time and money to implement, and will require careful management of the current resources. One of the oldest and most versatile Coast Guard aircraft is the C-130. Service life decisions regarding the C-130 are complicated by aging aircraft issues, and the introduction of the C-130J. It will be difficult for Coast Guard decision makers to select how program funding should be executed within the C-130 fleet. This study examines how long the current airframes can safely remain in service, how much the remaining service life will cost, and what level of availability can be realized for the rest of the service life. Answering these questions, it will then be possible to perform an insightful analysis of alternatives for modernizing, sustaining, and if necessary retiring the C-130s.

A Service Life Analysis of Coast Guard C-130 Aircraft

The ability of the United States Air Force (USAF) to keep its aircraft operating at an acceptable operational tempo, in wartime and in peacetime, has been important to the Air Force since its inception. This is a much larger issue for the Air Force today, having effectively been at war for 20 years, with its aircraft becoming increasingly more expensive to operate and maintain and with military budgets certain to further decrease. The enormously complex Air Force weapon system sustainment enterprise is currently constrained on many sides by laws,

policies, regulations and procedures, relationships, and organizational issues emanating from Congress, the Department of Defense (DoD), and the Air Force itself. Against the backdrop of these stark realities, the Air Force requested the National Research Council (NRC) of the National Academies, under the auspices of the Air Force Studies Board to conduct an in-depth assessment of current and future Air Force weapon system sustainment initiatives and recommended future courses of action for consideration by the Air Force. Examination of the U.S. Air Force's Aircraft Sustainment Needs in the Future and Its Strategy to Meet Those Needs addresses the following topics: Assess current sustainment investments, infrastructure, and processes for adequacy in sustaining aging legacy systems and their support equipment. Determine if any modifications in policy are required and, if so, identify them and make recommendations for changes in Air Force regulations, policies, and strategies to accomplish the sustainment goals of the Air Force. Determine if any modifications in technology efforts are required and, if so, identify them and make recommendations regarding the technology efforts that should be pursued because they could make positive impacts on the sustainment of the current and future systems and equipment of the Air Force. Determine if the Air Logistics Centers have the necessary resources (funding, manpower, skill sets, and technologies) and are equipped and organized to sustain legacy systems and equipment and the Air Force of tomorrow. Identify and make recommendations regarding incorporating sustainability into future aircraft designs.

Airframe and Powerplant Mechanics Powerplant Handbook
A highly illustrated celebration of fifty years of the Hercules in service with the Royal Air Force.

Estimating the Operating and Support Cost Difference Among T-130, C-130B and USAF C-130J Aircraft

The national defense strategy of the United States is evolving in response to changing global environments. As Congress responds to these changes, an important aspect is the responsibility for oversight and appropriations for an aging tactical airlift fleet. The United States primary tactical airlift aircraft is the C-130. Nicknamed the Hercules, this venerable aircraft has been the workhorse of U.S. tactical airlift for the past 57 years. The majority of C-130s in the U.S. government are assigned to the U.S. Air Force, but the U.S. Navy, Marine Corps, and Coast Guard

also operate sizeable C-130 fleets. The potential concerns for Congress include oversight of and appropriations for an aging C-130 fleet. This book discusses the background of the C-130 aircraft as well as the issues involved.

Introduction to Aircraft Structures, Systems, and Powerplants

The Air Force Handbook is a comprehensive reference sourcebook about the systems and equipment of the USAF: airplanes, war planes, fighter jets, bombers, cargo aircraft, helicopters, weapons, bombs, missiles, munitions, rockets, satellites, ground stations and systems, control networks, communications equipment, AWACS, Joint Stars, installation locations, glossary of terms and acronyms, systems by contractor, and much more. This book is designed for clear and easy reference to critical information about Air Force systems. TITLE: All systems are in alphabetical order. MISSION: How the system benefits Airmen, combatant commanders, support personnel, and the overall achievement of Air Force strategies. CONTRACTORS: A listing of prime and subcontractors. DESCRIPTION: A general explanation of the system and its key capabilities. SPECIFICATIONS: A listing of technical and functional parameters. ACQUISITION STATUS: The status of the system program, including the locations assigned, the current inventory, and a listing of key future upgrades to the system. OPERATIONAL ROLES: The Air Force is leveraging its core strategic capabilities-Global Power, Global Reach, Global Vigilance, and Agile Combat Support-to ensure joint air, space, and cyberspace dominance; strengthen joint warfighting capabilities; and implement Total Force Integration. Here is an abbreviated list of the systems covered in this guide: A-10/OA-10 Thunderbolt II * AC-130H Spectre * AC-130U Spooky * Advanced Extremely High Frequency (AEHF) System * AGM-65 Maverick * AGM-86B Air Launched Cruise Missile (ALCM) * AGM-86C/D Conventional Air Launched Cruise Missile (CALCM) * AGM-88 High Speed Anti-Radiation Missile (HARM) * AGM-129A Advanced Cruise Missile (ACM) * AGM-130 Standoff Attack Weapon * AIM-7M Sparrow * AIM-9M Sidewinder * AIM-9X Sidewinder * AIM-120 Advanced Medium Range Air-to-Air Missile (AMRAAM) * Air Force Combat Identification (AFCID) * Air Force Satellite Control Network * Air Force Weather Weapon System (AFWWS) * Airborne Laser (ABL) * AN/GSQ-272 Air Force Distributed Common Ground System (AF DCGS) * AN/USQ-163 Falconer Air and Space Operations Center Weapon System (AOC-WS) * B-1B Lancer * B-2

Spirit * B-52H Stratofortress * C-5 Galaxy * C-9C * C-12C/D/F/J * C-17 Globemaster III * C-20B/H * C-21A * C-32A * C-37A * C-40B/C * C-130 Hercules * C-130 Senior Scout * C-130H Scathe View * C-130J * CBU-87/103 Combined Effects Munition (CEM) * CBU-89/104 Gator * CBU-97/105 Sensor Fused Weapon (SFW) * Combatant Commanders Integrated Command and Control System (CCIC2S) * Combat Survivor Evader Locator (CSEL) * Control and Reporting Center (CRC) * Counterspace Systems * CV-22B * Defense Meteorological Satellite Program (DMSP) * Defense Satellite Communications System (DSCS) III * Defense Support Program (DSP) * Deliberate Crisis and Action Planning and Execution Segments (DCAPES) * Distributed Mission Operations (DMO) * E-3 Sentry Airborne Warning and Control System (AWACS) * E-4B National Airborne Operations Center (NAOC) * E-8C Joint STARS * EC-130H Compass Call * Evolved Expendable Launch Vehicle (EELV) * Expeditionary Combat Support System (ECSS) * F-15A-D Eagle * F-15E Strike Eagle *

F-16 Fighting Falcon * F-16 HARM Targeting System (HTS) R6 and R7 * F16-TARS (Theater Airborne Reconnaissance System) * F-22A Raptor * F-35 Lightning II Joint Strike Fighter * F-117 Nighthawk * GBU-31/32/38 Joint Direct Attack Munition (JDAM) * GBU-39/B Small Diameter Bomb (SDB) * Global Broadcast Service (GBS) * Global Positioning System (GPS) * Halvorsen (formerly Next Generation Small Loader [NGSL]) * HC-130P/N King * HH-60G Pave Hawk * Hypersonic Technology Vehicle (HTV) * Joint Air-to-Surface Standoff Missile (JASSM) * Joint Helmet Mounted Cueing System (JHMCS) * KC-10 Extender * KC-135 Stratotanker * Launch & Test Range System (LTRS) * LGM-30G Minuteman III * MC-130E Combat Talon * more

Flight Simulators

Aircraft Systems Classifications Enables aerospace professionals to quickly and accurately reference key information about all types of aircraft systems Aircraft Systems Classifications: A Handbook of Characteristics and Design Guidelines provides

comprehensive information on aircraft systems delivered in a concise, direct, and standardized way, allowing readers to easily find the information they need. The book presents a full set of characteristics and requirements for all types of aircraft systems, including avionic, mission, and supporting ground systems, in a single volume. Readers can delve further into specific topics by referencing the detailed glossary and bibliography. To aid in reader comprehension, each aircraft system is broken down according to various criteria, such as: Purpose, description, and safety Integration with other systems Key interfaces and design drivers Modeling and simulation Best practices and future trends Written for aerospace professionals, researchers, and advanced students with some existing knowledge of the aircraft industry, this book allows readers to quickly reference information on every aspect of aircraft systems.

Scientific and Technical Aerospace Reports
Air University Quarterly Review