**C130 HERCULES SPECS**

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| **Photos** |

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| A line of C-130 Hercules aircraft prepare to depart Ramstein Air Base, Germany, March 5 for mass tactical training. The training allows 86th Airlift Wing aircrews to maintain proficiency in large formation flying and airdrop operations. (U.S. Air Force photo/Senior Airman Melissa Sheffield) |
| [**Download HiRes**](http://www.af.mil/shared/media/photodb/photos/080305-F-2970S-901.jpg) |  |
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| A C-130 Hercules taxis at Balad Air Base, Iraq, after an Operation Iraqi Freedom mission. The C-130 provides intra-theater heavy airlift throughout Southwest Asia. The C-130 is deployed from the Colorado Air National Guard's 439th Airlift Wing in Colorado Springs. (U.S. Air Force photo/Staff Sgt. Tony R. Tolley) |
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| C-130 Hercules aircraft sit on the flight line during the sunset Feb. 6 at Charlotte, N.C. Several 145th Airlift Wing North Carolina Air Guard aircraft and Airmen are deploying to support Operation Enduring Freedom. The C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and passengers. (U.S. Air Force photo/Tech. Sgt. Brian E. Christiansen)  |
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| A C-130 Hercules from the North Carolina Air National Guard's 145th Airlift Wing equipped with the modular airborne firefighting system takes off from McClellan Airfield, Calif., on a firefighting support mission. A continuing heat wave and an ongoing need for aircraft to support ground firefighters will likely keep Department of Defense aircraft very busy for the foreseeable future in support of the national wildland firefighting effort. (U.S. Air Force photo/Staff Sgt. Hector Garcia) |
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| CLARK AIR BASE, Philippines -- Silhouetted by the setting sun, a C-130 Hercules aircraft prepares to land during a 10-ship air drop exercise being conducted by the 21st Tactical Airlift Squadron, 374th Tactical Airlift Wing. (U.S. Air Force photo by Staff Sgt. Daniel C. Perez.) |
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**Mission**The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, firefighting duties for the U.S. Forest Service and natural disaster relief missions.

**Features**Using its aft loading ramp and door, the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to return to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace aging C-130Es. The C-130J incorporates state-of-the-art technology, which reduces manpower requirements, lowers operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to the fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include advanced two-pilot flight station with fully integrated digital avionics, color multifunctional liquid crystal and head-up displays and state-of-the-art navigation that includes a dual inertial navigation system and GPS. The aircraft also features fully integrated defensive systems, low-power color radar, digital moving map display, new turboprop engines with six-bladed all-composite propellers and a digital auto pilot. The C-130J/J-30 also includes improved fuel, environmental and ice-protection and an enhanced cargo-handling system.

**Background**Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprop engines. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprop engines and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130Es that were ordered using the same Allison T56-A-7 engine, but adding two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130Hs with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J, entered the inventory in February 1999. With the noticeable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models. The C-130J-30, a stretch version with a 15-foot fuselage extension, increases the capabilities even more. To date, the Air Force has taken delivery of 77 C-130J aircraft from Lockheed-Martin Aeronautics Company.

Active-duty locations for the C-130 and its variations are Dyess Air Force Base, Texas; Little Rock AFB, Ark.; Ramstein Air Base, Germany; and Yokota AB, Japan.

Air Force Reserve locations for assigned C-130 models are Dobbins Air Reserve Base, Ga.; Keesler AFB, Miss.; Maxwell AFB, Ala.; Minnesota-St. Paul Joint Air Reserve Station, Minn.; Niagara Falls ARS, N.Y.; Peterson AFB, Colo.; Pittsburgh ARS, Pa.; Pope Field, N.C. and Youngstown ARS, Ohio.

Air National Guard locations for the C-130 and its variations are Joint Reserve Base Carswell, Texas; Channel Island Air National Guard Station, Calif.; Charlotte/Douglas International Airport, N.C.; Cheyenne Municipal Airport, Wyo.; Kulis Air National Guard Base, Alaska; Little Rock AFB, Ark.; Louisville IAP, Ky.; Munoz ANGB, Puerto Rico; Minnesota-St. Paul ARS, Minn.; Nashville IAP, Tenn.; New Castle County ANGB, Del; Greater Peoria Regional Airport, Ill.; Quonset State Airport, R.I.; Reno-Tahoe IAP, Nev.; Savannah IAP, Ga.; Schenectady MAP, N.Y.; Rosecrans Memorial Airport, Mo.; and Yeager Airport, W.V.

General Characteristics

 **Primary Function:** Global airlift
**Contractor:** Lockheed-Martin Aeronautics Company

**Power Plant:**C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower
C-130H: Four Allison T56-A-15 turboprops; 4,591prop shaft horsepower
C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower
**Length:** C-130E/H/J: 97 feet, 9 inches (29.3 meters)
C-130J-30: 112 feet, 9 inches (34.69 meters)
Height: 38 feet, 10 inches (11. 9 meters)
Wingspan: 132 feet, 7 inches (39.7 meters)
Cargo Compartment:
C-130E/H/J: length, 40 feet (12.31 meters); width, 119 inches (3.Remove 12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)
C-130J-30: length, 55 feet (16.9 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)
**Speed:**C-130E: 345 mph/300 ktas (Mach 0.49) at 20,000 feet (6,060 meters)
C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)
C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)
C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)
**Ceiling:**C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload
C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.
C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.
C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload
**Maximum Takeoff Weight:**C-130E/H/J: 155,000 pounds (69,750 kilograms)
C-130J-30: 164,000 pounds (74,393 kilograms)
**Maximum Allowable Payload:**C-130E, 42,000 pounds (19,090 kilograms)
C-130H, 42,000 pounds (19,090 kilograms)
C-130J, 42,000 pounds (19,090 kilograms)
C-130J-30, 44,000 (19,958 kilograms)
**Maximum Normal Payload:**C-130E, 36,500 pounds (16,590 kilograms)
C-130H, 36,500 pounds (16,590 kilograms)
C-130J, 34,000 pounds (15,422 kilograms)
C-130J-30, 36,000 pounds (16,329 kilograms)
**Range at Maximum Normal Payload:**C-130E, 1,150 miles (1,000 nautical miles)
C-130H, 1,208 miles (1,050 nautical miles)
C-130J, 2,071 miles (1,800 nautical miles)
C-130J-30, 1,956 miles (1,700 nautical miles)
**Range with 35,000 pounds of Payload:**C-130E, 1,438 miles (1,250 nautical miles)
C-130H, 1,496 miles (1,300 nautical miles)
C-130J, 1,841 miles (1,600 nautical miles)
C-130J-30, 2,417 miles (2,100 nautical miles)

**Maximum Load:**C-130E/H/J: 6 pallets or 74 litters or 16 CDS bundles or 92 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.
C-130J-30: 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.
Crew: C-130E/H: Five (two pilots, navigator, flight engineer and loadmaster)
C-130J/J-30: Three (two pilots and loadmaster)

Aeromedical Evacuation Role: A basic crew of five (two flight nurses and three medical technicians) is added for aeromedical evacuation missions. Medical crew may be decreased or increased as required by the needs of patients.
**Unit Cost:** C-130E, $11.9, C-130H, $30.1, C-130J, $48.5 (FY 1998 constant dollars in millions)
**Date Deployed:** C-130A, Dec 1956; C-130B, May 1959; C-130E, Aug 1962; C-130H, Jun 1974; C-130J, Feb 1999
Inventory: Active force, 145; Air National Guard, 181; Air Force Reserve, 102

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