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C-130h flight manual

2 magazines, 6 guides, and PDF Photos contains 4,596 pages of Content Keyword Search Printing Personal Copy Payment via PayPal or Credit Card International Orders are welcome! Скачать файлы при оплате Смотреть на Рейне, Гитлера Крепость Европа Возвращение ласточки (Messerschmitt Me-262 Jet) Ночной спектр (Lockheed C-130 Gunship) Fairey авиации Забытые дальние моноплан Летающий пистолет, Североамериканский B-25 Митчелл Коробка с крыльями, Локхид C-130 Геркулес AC-130A Летное руководство AC-130A Данные о производительности C-130B Летное руководство NATOPS C-130T Летное руководство HATOPS EC-130G/C Руководство полета NATOPS KC-130J Руководство по полетам более 700 C-130 фото Общие характеристики экипажа: пять (два пилота, навигатор, бортинженер и грузоподъемность: грузовой отсек C-130E/H/J: длина, 40 футов (12,19 м); ширина, 119 дюймов (3,02 м); высота, 9 футов (2,74 м). Задний пандус: длина, 123 дюйма (3,12 м); ширина, 119 дюймов (3,02 м) грузовой отсек C-130J-30: длина, 55 футов (16,76 м); ширина, 119 дюймов (3,02 м); высота, 9 футов (2,74 м). Задний пандус : length, 123 inches (3.12 m); width, 119 inches (3.02 m) 92 passengers or 64 airborne troops or 74 litter patients with 5 medical crew or 6 pallets or 2–3 Humvees or 2 M113 armored personnel carriers 1 CAESAR self-propelled howitzer Payload: 45,000 lb (20,400 kg) Length: 97 ft 9 in (29.8 m) Wingspan: 132 ft 7 in (40.4 m) Height: 38 ft 3 in (11.6 m) Wing area: 1,745 ft2 (162.1 m2) Empty weight: 75,800 lb (34,400 kg) Useful load: 72,000 lb (33,000 kg) Max. takeoff weight: 155,000 lb (70,300 kg) Powerplant: 4x Allison T56-A-15 turboprops, 4,590 shp (3,430 kW) each Propellers: 4 propellers Propeller diameter: 13.5 ft (4.1 m) Performance Maximum speed: 320 knots (366 mph, 592 km/h) at 20,000 ft (6,060 m) Cruise speed: 292 kts (336 mph, 540 km/h) Range: 2050 nm (2,360 miles, 3,800 km) Service ceiling: 33,000 feet (10,060 m) empty; 23,000 feet (7,077 m) with 42,000 pounds (19,090 kg) payload Lift speed: 1,830 feet/min (1,090 kg) 9.3 m/s) Takeoff distance: 3,586 feet (1,093 m) at 155,000 pounds (70,300 kg) maximum gross weight; 1,400 ft (427 m) by 80,000 pounds (36,300 kg) gross weight Avionics Westinghouse Electronic Systems (now Northrop Grumman) AN/ APN-241 weather and navigation radar C-1 30A/B/E/F/G/H/K/T Tactical Carrier Base Model C-130A-II Dreamboat Early version Electronic Reconnaissance/Intelligence Signals (ELINT/SIGINT) C-130J Super Hercules Tactical Carrier Aircraft, with new engines, Avionics, and updated C-130K designation systems for RAF Hercules C1/W2/C3 aircraft (C-130Js in RAF Service Hercules C.4 and Hercules C.5) AC-130A/E/H/J/U/W Gunship Variants C-130D/D-6 Ski Equipped Option for U.S. Air Force Snow and Ice Operations / Air Force National Guard CC-130E/H/J Hercules Designation for Canadian Force/Royal Canadian Air Force Hercules Aircraft. United States. United States. The force used the designation CC-130J to differentiate the standard version of the C-130J from the stretched C-130J (the designation of the company C-130J-30). C-130M Designation, used by the Brazilian Air Force for the locally modified/up-class C-130H aircraft DC-130A/E/H U.S. Air Force and USN Drone Control EC-130 EC-130E/J Commando Solo - U.S. Air Force/Air Force National Guard Psychological Operations Version EC-130E Airborne Combat Command and Control (ABCCC) - USAF Airborne Attack NRT threats to upgrade EC-130E Rivet Rider - EC-130H Compass Call airborne psychological combat aircraft - electronic warfare and electronic attack. EC-130V - Airborne Early Warning and Control (AEW-C) variant used by USCG for drug control missions GC-130 Permanently grounded training gliders HC-130 HC-130B/E/H - Early model of combat search and rescue HC-HC-4 130P/N Combat King - U.S. Air Force Air Tanker and Combat Search and Rescue HC-130J Combat King II - Next Generation Combat And Rescue HC-130H/J - USCG Long-Range Surveillance and Search and Rescue JC-130 Temporary Conversion for Flight Test Operations; It is also used to recover film from U.S. spy satellites. KC-130F/R/T/J U.S. Marine Corps air refueling tanker and tactical carrier LC-130F/H/R USAF / Air National Guard - ski-equipped version for Arctic and Antarctic support operations; LC-130F and R previously operated USN MC-130 MC-130E/H Combat Talon I/II - Mc-130W Combat/Dragon Spear Special Operations Option - MC-130P Combat Shadow - SPECIAL Operational Tanker MC-130J Commando II (formerly Combat Shadow II) - Special Operational Tanker30H - Modified aircraft as part of Operation Credible Sport for the second attempt to rescue Iran's hostage NC-130 Permanent conversion for flight test operations PC-130/C-130-MP Maritime Patrol RC-130A/S Surveillance aircraft for reconnaissance SC-130J Sea Herc Proposed Maritime Patrol version of the C-130J, designed for coastal surveillance and anti-submarine warfare. TC-130 Aircrew Training VC-130H VIP Transport WC-130A/B/E/H/J Weather Intelligence (Hurricane Hunter) version for U.S. Air Force/Air Force Reserve Command 53D Weather Reconnaissance Squadron in support of the National Weather Service National Hurricane Center C-130B FAATC-60. ex USAF 61-0964 received in February 1992 is now at the National Aeronautics Museum since September 2011. The C-130A RAAF A97-214, used by 36 Squadron since early 1959, was decommissioned at the end of 1978; currently at the RAAF Museum, RAAF Base Williams, Point Cook. The C-130E RAAF A97-160, used by 37 Squadron since August 1966, was decommissioned in November 2000 to the RAAF Museum, November 14, 2000, cocooned as of September 2005. CC-130E RCAF 10313 (later 130313) is on At the National Air Force Museum of Canada, CFB Trenton CC-130E RCAF 130328 is on display at the Greenwood Aviation Museum, CFB Greenwood C-130B FAC 1010 (serial number 3521) moved on January 14, 2016 to the Columbia Aerospace Museum in Tokansipip, Kundinamarca, for a static display. C-130B FAC1011 (serial number 3585, ex 59-1535) is stored at the Columbia Air and Space Museum in CATAM AFB, Bogota. The C-130B of the Indonesian Air Force A-1301 survived on the Suleiman runway, Bandung. It is also sometimes used for Paskhas Training.The aircraft is relocated to the Air Force Museum in Yogyakarta in 2017. The C-130H Royal Norwegian Air Force 953 was decommissioned on June 10, 2007 and moved to the Air Force Museum in Oslo Gardermoen in May 2008. The C-130H RSAF 460 was operated by 4 Squadron of the Royal Saudi Air Force from December 1974 to January 1987. It was damaged in a fire in Jeddah in December 1989. Restored for ground preparations for August 1993. The Royal Museum of Saudi Arabia, November 2002, is restored for ground display using a tail from another C-130H. The Hercules C3 XV202 served in the Royal Air Force from 1967 to 2011, on display at the Royal Cosford Air Force Museum. GC-130A, AF Ser. No. 55-037 used 773 TCS, 483 TCW, 315 AD, 374 TCW, 815 TAS, 35 TAS, 109 TAS, belly landed in Duluth, Minnesota, April 1973, repaired; 167 TAS, 180 TAS, at the Shanuth Technical Training Centre as a GC-130A, May 1984; currently on display at the Missouri Museum of Military History, Missouri National Guard Ike Skelton Training Center, Jefferson City, Missouri. Previously exhibited at the Octave Chanute Aerospace Museum, (formerly Chanute AFB, Rantul, Illinois, until the museum is closed. C-130A, AP No. 56-0518 used 314 TKV, 315 AD, 41 ATS, 328 TAS; in the Air Force of the Republic of Vietnam 435 Transport Squadron, November 197; holds the C-130 record for takeoff with most personnel on board, during the evacuation of the SVN, April 29, 1975, with 452. returned to the U.S. Air Force, 185 TASS, 105 TASS On June 28, 1989, he flew to Little Rock AFB. It was transformed into a static display at the LRAFB Visitor Center, Arkansas in September 1989 C-130A, AF Ser. No. 57-0453 operated from 1958 to 1991, the last debt from the 155th TAS, 164th TAG, Tennessee Air National Guard, Memphis International Airport / ANGB, Tennessee, 1976-1991, named Nite Train to Memphis; to AMARC in December 1991 and then shipped to Texas for modification in the replica C-130A-II Dreamboat aircraft, af Ser. No. 56-0528, shot down by Soviet fighter jets in Soviet airspace near Yerevan, Armenia on September 2, 1958, while at ELINTmission with the loss of all crew members, is displayed in Vigilance Park, National Security Grounds, Fort George Meade, Maryland. C-130B, AF Ser. 59-0528 was operated by the 145th Air Wing of the North Carolina National Guard; Placed at a static exhibition at Charlotte Air National Guard Base, North Carolina in 2010. C-130D, AF Ser. No 57-0490 is used 61st 61st 17th TCS, 139th TAS with skis, July 1975 - April 1983; to MASDC, 1984-1985, GC-130D Ground Coach, Chanute AFB, Illinois, 1986-1990; When Chanute AFB closed in September 1993, he moved to the Octave Chanute Aerospace Museum (formerly Chanute AFB, Rantul, Illinois. in July 1994, he moved to the Empire State Air Museum, Shenectadi County Airport, New York, until it was installed at the gates of the Strathton Air National Guard in October 1994. NC-130B, AF Ser. No 57-0526 was the second Model B produced, originally supplied as the JC-130B; Appointed 6515th Organizational Maintenance Squadron for Flight Testing at Edwards AFB, California, November 29, 1960; flipped over on the 6593rd Test Squadron operational location No. 1 at Edwards AFB and spent the next seven years supporting the Corona program; J's status and prefix were removed from the aircraft in October 1967; transferred to 6593 Test Squadron in Hickam AFB, Hawaii, and modified to search for satellites in the air; acquired the 6514th Test Squadron in Hill AFB, California, in January 1987 and was used as an electronic test site and cargo transport; The aircraft retired in January 1994 with 11,000 flight hours and moved to the Hill Aerospace Museum on AFB Hill by January 1994. C-130E, AF Ser. 62-1787, exhibited at the U.S. Air Force National Museum, Wright-Patterson AFB, Ohio, was delivered to the museum on August 18, 2011. One of the greatest feats of heroism during the Vietnam War involved the C-130E, the sign of the call Spare 617. The C-130E tried to sell ammunition to encircled South Vietnamese forces in Al-Lock, Vietnam. Approaching the fall zone, Spare 617 received a strong enemy ground fire, which damaged two engines, tore the bleeding duct in the cargo hold and set fire to ammunition. Flight engineer TSgt Sanders was killed, and navigator 1st Lt. Lenz and co-pilot 1st Lt. Hering were both wounded. Despite receiving severe burns from hot air running out of the damaged duct, the TSgt Shaub loader extinguished the fire in the cargo hold and successfully dropped the cargo pallets that exploded in the air. Despite losing the third engine on the last approach, pilot Captain Caldwell safely landed a spare 617. Caldwell and Shaub received the U.S. Air Force Cross, the second-highest award for valor by the U.S. Air Force. TSgt Shaub also received William X. Pitsenbarger Award for Heroism from the Air Force Sergeants Association. KC-130F, USN/USMC Bu No. 149798, used in tests in October-November 1963 by the U.S. Navy for untested landings and unassisted takeoff from the aircraft carrier USS Forrestal (CV-59), it remains the record holder for the number of aircraft operated from the deck of the aircraft carrier, and was named Look Ma, No Hook during testing. Retired to the National Museum NAS Pensacola, Florida in May 2003. C-130G, USN/USMC BuNo 151891; changed to EC-130G, EC-130G, then the test site for the EC-130TACAMO in 1981. For the TC-130G in May 1990 and appointed as a U.S. Navy Blue Angels USMC support aircraft serving as Fat Albert Airlines from 1991 to 2002. Retired at the National Naval Aviation Museum in NAS Pensacola, Florida in November 2002. C-130E, AF Ser. 64-0525 was exhibited at the 82nd Airborne Division of the Civil Memorial Museum in Fort Bragg, North Carolina. The aircraft was last scheduled for the 43rd AW in Papa AFB, North Carolina before retiring from the U.S. Air Force. C-130E, AO No. 69-6579, operation of the 61st TAC, 314th TAV, 50th AO, 61st AO; at DYEss AFB as Maintenance Coach as GC-130E, March 1998; dyesss AFB, January 2004. MC-130E Combat Talon I, AF Ser. No 64-0567, informally known as The Wild Thing. He transported captured Panamanian dictator Manuel Noriega in 1989 during Operation Simple Deal and participated in Operation Eagle Claw, a failed attempt to rescue American hostages from Iran in 1980. The Wild Thing was also the first aircraft to use night vision goggles. On display in Herlbert Field, Florida. C-130E, AF Ser. 69-6580 is operated by the 61st TAC, 314th TAV, 317th TAV, 314th TAV, 317th TAV, 40th A.S., 41st A.S., 43rd AB, resigned after cracks were discovered in the wing of the center in April 2002; at the Air Mobility Command Museum, Dover AFB, Delaware, February 2, 2004. C-130E, AF Ser. No 70-1269 is used by 43rd AW and exhibited at Papa Air Park, Papa AFB, North Carolina, as 2006. C-130H, AF Ser. No 74-1686 is used by the 463rd TAW; One of three C-130H gliders changed to YMC-130H for an aborted attempt to rescue Iranian hostages, Operation Credible Sport, with rocket packs blistered on the fuselage in 1980, but they were removed after the mission was cancelled. Subsequent duties with the 4950th Test Wing and then donated to the Aviation Museum in Robins AFB, Georgia, in March 1988. 1988. c-130h flight manual pdf. c-130h flight manual download

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