

AVIATION AFTERMARKET

Sustainment and
Modernization
DEFENSE

Fall/Winter 2021-22 Vol. 17, No. 2

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MOVERS & SHAKERS

MOVERS & SHAKERS

An interview with
**MAJOR GENERAL
JEFFREY R. KING**

Commander,
Oklahoma City Air Logistics Complex



FROM: A.A.D./P.O. Box 110382
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COVERAGE**

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How Technology Meets the Moment

When the military first invested in aircraft prior to WWI, the idea was to focus on reconnaissance. The full capabilities of aviation for a military force were not yet apparent. It took an evolution in thinking and in technology, working in tandem, to move the uses of aviation forward.

Sometimes a capability is waiting for the supporting technology to catch up, and sometimes the technology is there and it is our view of it that needs a boost. This can happen gradually over time—or it can all change in a moment due to a major event. In this issue of Aviation Aftermarket Defense, we examine areas in which that ever-present relationship is visible throughout aviation technology.

Unmanned aircraft were developed during WWI and have served tactically in some capacity ever since, but they did not come into the mainstream until advanced networking capabilities allowed them to be more integrated into the fleet. Take a look at our article on fighter drones, in which Donna Kelly highlights the use of unmanned aerial vehicles (UAVs) by the United States Air Force. UAVs are increasingly becoming a vital part of aerial combat strategies, with scalable individual UAV platforms operating autonomously to gather, analyze, and transmit data, while the air force's Skyborg serves as a robotic pilot capable of operating aircraft autonomously on a variety of missions. While remotely controlled unmanned aircraft have been in operation since the early days of manned flight, advancements in networking and artificial intelligence allow them to play a transformational role in defense operations.

John Likakis's article, Hercules Takes to the Seas, discusses the impending addition of floats to the C-130, allowing the large transport plane to land on and take off from water, increasing the littoral warfare capabilities of the United States. This is a need that has long existed, but the extensive challenges in designing floats for a land-based plane as large as the C-130 were prohibitive. New technology in today's engineering world makes it, for the first time, a viable goal. Designs can be both created and tested in a virtual-reality-based "digital proving ground," allowing for safe and cost-effective advancements in this and many other aviation capabilities.

Japan, the focus of this issue's "Country Feature" by Tracy Martin, has long been one of the United States' closest allies. From the beginning, Japan has been a major contributor to the development and implementation of aviation for military forces. This began in 1910 with the purchase of a Farman biplane and a Grade monoplane. After WWI they had achieved aviation engineering dominance with the development of the Mitsubishi A6M Zero, a carrier-based fighter that combined unparalleled maneuverability with an extremely long range. Today, Japan partners closely with the U.S. in the use of some of our most advanced aircraft, including the F-35 and the E-2D, allowing for more advanced tactics and decreased production and maintenance costs for both nations.

Finally, this issue's "Movers and Shakers" piece focuses on Major General Jeffery R. King, Commander of the Oklahoma City Air Logistics Complex. Regardless of the developments that occur in aviation technology and tactics, aircraft must stay operational for our force to be effective. Supply and readiness will always be called upon to meet the challenges presented by these ongoing changes. Major General King offers important insight on the constant evolution of processes needed to maintain fleet readiness. These processes will always be key foundational points in the balance that must occur for technology to effectively serve the needs of the nation.

Richard Greenwald

Richard Greenwald
Publisher



SUPPORTING THE HERCULES 18



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By Patrick J. Walsh



U.S. Air Force service members maintaining a Lockheed Martin F-35 Lightning II.

Lockheed Martin F-35 Support Will Lower Sustainment Costs
 Lockheed Martin, headquartered in Bethesda, Maryland, has been awarded annualized contracts by the F-35 fighter Joint Program Office to provide support and sustainment for fiscal years 2021–2023. Per this agreement, the company will

provide maintenance, training, and support operations for the F-35 Lightning II at a substantial savings.

“These contracts represent more than a 30 percent reduction in cost per flying hour from the 2020 annualized contract, and exemplify the trusted partnership and commitment we share to reduce sustainment costs and increase availability for this unrivaled 5th generation weapon system,” said Bridget Lauderdale, Lockheed Martin Vice President and General Manager of the F-35 program.

The scope of services provided by Lockheed Martin includes maintenance, pilot and maintainer training, and fleetwide data analytics and supply chain management for parts, repair, and replenishment. The savings realized over the next 2 years will be achieved through increased supply chain velocity, continued reliability improvements, and greater manpower efficiencies.

Support and sustainment operations for the F-35 is shared by the U.S. government, Lockheed Martin, and Pratt & Whitney (East Hartford, Connecticut; a subsidiary of Raytheon Technologies), which manufactures the F135 engine for the F-35. Lockheed Martin has contributed to the overall reduction of F-35 sustainment and support costs by reducing its own cost per flight hour by 44 percent during the past 5 years. The company plans to achieve an additional 40 percent reduction in costs over the next 5 years.

As of September 2021, Lockheed Martin has delivered more than 690 F-35s. More than 1,460 pilots and 11,025 maintainers have been trained to operate and maintain the airframe, which has amassed an estimated 430,000 cumulative flight hours.

Collins Aerospace to Provide New Brake System for Super Hercules

Collins Aerospace, of Charlotte, North Carolina, a subsidiary of Raytheon Technologies, has been selected to provide boltless wheels and carbon brakes for sixty Lockheed Martin C-130J Super Hercules aircraft being produced for the U.S. Air Force.

The new brake system, which will replace the airframe’s legacy steel brakes, is designed to reduce maintenance time and cost and increase safety margins for the C-130J. “Our equipment will simplify aircraft maintenance and increase safety—ultimately helping our warfighters execute their missions with increased efficiency and success,” said Matt Maurer, General Manager, Military Landing Systems for Collins Aerospace.

Featuring a proprietary carbon heat sink material, Collins’s C-130 brakes will enable as many as 2,000 landings per overhaul. This is in contrast to the 250 landings per overhaul typical of steel brake systems, according to information provided by the company.

“This selection builds on our longstanding relationships with the U.S. Air Force and Lockheed Martin as a premier wheel and brake supplier with a proven record of performance,” Maurer said.

Collins will manufacture the new C-130J wheels and brakes at its production facility in Troy, Ohio, which has been named a Lockheed Martin Aeronautics Elite Supplier in 5 of the past 6 years. The Troy facility also produces wheels and carbon brakes for the Lockheed Martin F-16 and U-2 high-altitude reconnaissance aircraft, as well as the commercial LM-100J model.



Boeing introduced the first F-15QA Strike Eagle advanced variant being produced for Qatar in a rollout ceremony held at its production facility in St. Louis, Missouri.

Boeing Rolls out First F-15s for Qatar

Boeing rolled out the F-15QA variant of its F-15E Strike Eagle, the first of thirty-six advanced F-15s being produced for the Qatar Emiri Air Force, in a ceremony at its production facility in St. Louis, Missouri, in August. Qatar placed the order for the advanced fighters in 2017, and delivery of the first F-15QAs to Qatar is expected by the end of this year.

“The rollout of the F-15QA is momentous, not just in terms of capability but also in terms of the enhanced partnership it represents,” said Lieutenant General Greg Guillot, Commander of 9th Air Force. “The relationship the United States shares with Qatar is critical to the stability and security of the central command area of responsibility, and we are grateful for our coalition partner’s continued focus on building interoperability and combined readiness.”

According to Prat Kumar, Vice President of the F-15 program, the development of the F-15QA represents “A transformational leap for the F-15.” He explains, “The Qatar F-15QA program further enhanced next-generation technologies in the advanced F-15, such as the fly-by-wire flight controls, an all-glass digital cockpit, and contemporary sensors, radar and electronic warfare capabilities.”

Boeing has been providing pre-delivery pilot training for the new aircraft. The company also will provide aircrew and maintenance training and repair and logistics support via a training center it will establish for the Qatar Emiri Air Force at Al Udeid Air Base in Qatar.



Image courtesy of Airbus Helicopters.

Airbus has delivered the first UH-72B, the latest variant of the Lakota utility helicopter, to the U.S. Army National Guard from its production facility in Columbus, Mississippi.

Airbus Delivers Latest Lakota Variant to U.S. Army National Guard

The U.S. Army National Guard received the first of eighteen UH-72B helicopters from Airbus Helicopters in September. The UH-72B is the newest variant of the Lakota, the

unarmed light utility helicopter adopted by the U.S. Army in 2006.

Improvements incorporated into the upgrade were largely developed from the Airbus H145 civilian helicopter. These include an upgraded powerplant, a Fenestron tail rotor, and the Airbus Helionix avionics suite. In an announcement of the new addition to the fleet, Colonel Calvin Lane, U.S. Army Project Manager for Utility Helicopters, noted the benefit of leveraging technologies developed for the civilian version of the aircraft:

“The Lakota helicopter has been a staple of the Army for more than 15 years now, and we look forward to benefiting from the latest technologies and performances that the newest 72B variant will provide, at no additional research and development costs for the Army.”

Airbus manufactures the Lakota line at its production facility in Columbus, Mississippi. Training, aftermarket support, and technical assistance is provided by personnel at its location in Grand Prairie, Texas, for the North American regional in-service fleet of about 3,100 helicopters

“We thank the Army for the trust they’ve placed in Airbus for more than 15 years and counting,” stated Scott Tumpak, Airbus Vice President responsible for military helicopter programs in the United States. “Our teams in Mississippi, many of whom are U.S. Army and National Guard veterans themselves, are proud to build and deliver the first of this newest Lakota variant in support of the Army’s essential missions.”

First U.S. Air Force CV-22 Osprey Receiving Nacelle Upgrade

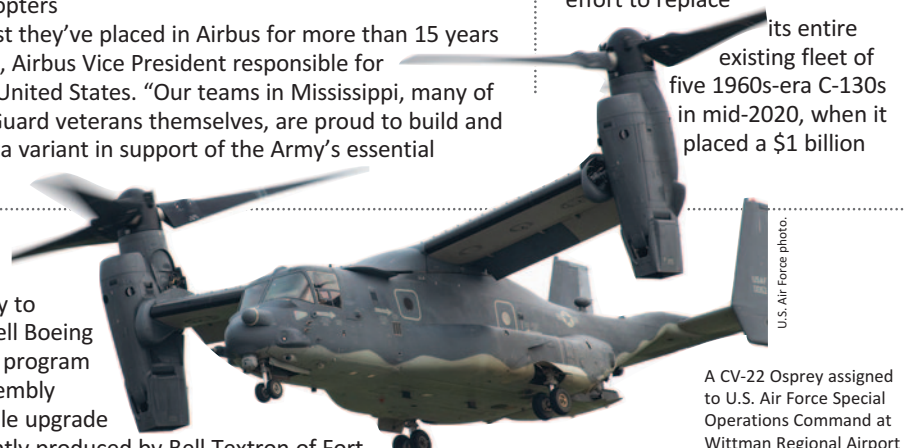
The first U.S. Air Force CV-22 Osprey to receive an upgrade as part of the Bell Boeing nacelle improvement modifications program was recently delivered to Bell’s Assembly Center in Amarillo, Texas. The nacelle upgrade program for the CV-22, which is jointly produced by Bell Textron of Fort Worth, Texas, a subsidiary of Textron Inc., and the Boeing Defense, Space & Security division of The Boeing Company, based in Arlington, Virginia, was launched in December 2020 with an \$81 million contract award to Bell Boeing from U.S. Naval Air Systems Command.

“No other aircraft can accomplish the unparalleled reach, speed, agility of the V-22, and these upgrades help ensure the Osprey remains a ready and capable aircraft for the DOD for decades to come,” said Shane Openshaw, Boeing Vice President and V-22 Deputy Director.

To improve the reliability and maintainability of the nacelles, Bell Boeing engineers developed more than 1,300 new V-22 part numbers. Reportedly, the nacelles account for approximately 60 percent of maintenance man hours devoted to the CV-22.

“We worked directly with our DOD partners, including servicemen and women who maintain these transformational aircraft, in development of the targeted improvements within the nacelle to increase readiness rates while driving down sustainment costs,” stated Kurt Fuller, Bell Vice President and V-22 Program Director.

Flight testing of the nacelle upgrade began in April 2021, using the U.S. Marine Corps MV-22 version of the Osprey. The resulting feedback from U.S. Naval Air Systems Command and fleet maintainers was incorporated into the program prior to the start of the U.S. Air Force modifications. Outfitting the Air Force CV-22 fleet with the upgraded nacelles is slated to be completed by 2025.



U.S. Air Force photo

A CV-22 Osprey assigned to U.S. Air Force Special Operations Command at Wittman Regional Airport in Wisconsin in July 2021. Ongoing nacelle improvements will increase readiness rates and drive down sustainment costs for the CV-22.

Rolls Royce Receives C-130J Engine Order Supporting Foreign C-130J Sales

The U.S. Department of Defense awarded an order for \$82,957,980 to Rolls Royce for the procurement of engines for Lockheed Martin C-130J Super Hercules aircraft in support of sales to France, Germany, and New Zealand. Rolls Royce will manufacture the engines for the C-130Js at its production facility in Indianapolis, Indiana.

The French Air and Space Force inducted its first Super Hercules into service in January 2018. Germany committed \$1.4 billion to the purchase of multiple C-130J aircraft and engines in May 2018. The sales to France and Germany will support the two nations’ ongoing establishment of a joint air transport squadron, which calls for a combined fleet of ten C-130Js by 2024.

New Zealand embarked on an effort to replace

its entire existing fleet of five 1960s-era C-130s in mid-2020, when it placed a \$1 billion



BATTERIES



A KC-135R Stratotanker from the 465th Air Refueling Squadron at Tinker Air Force Base refuels an AC-130W Stinger from the 16th Special Operations Squadron at Cannon Air Force Base.

Courtesy U.S. Air Force. Photo by Senior Airman Mary Bagby.

AVERTING EARLY FAILURE

A CASE STUDY

U.S. Air Force Technicians Find Fix to Prevent Premature Battery Failure
By John Michaels

Aircraft need batteries for starting engines and for electrical backup power, among other things. Aircraft batteries are not only essential, they also are expensive. So when the lead-acid batteries aboard U.S. Air Force C-130 and KC-135 aircraft began failing maintenance tests earlier than expected, it posed a serious problem, from both budget and operational standpoints.

The problem was first detected in 2017 by U.S. Air Force maintenance personnel at Tinker Air Force Base in Oklahoma. Periodic testing of Teledyne’s latest-generation, sealed, lead-acid batteries showed them failing at a rate three times higher than expected. It soon became apparent that other maintenance outfits

were experiencing similar battery problems.

Because of the critical role batteries play, any battery that failed the maintenance test had to be replaced. The budget implications were obvious, as were the impacts on aircraft mission readiness. And added to the maintenance hours required to identify, remove, and replace the bad batteries was the manpower needed to properly process those batteries for disposal.

SPECIAL NEEDS

As the failure trend of the Teledyne-supplied batteries became apparent, maintainers began looking for answers and solutions. Compounding the problem

was the fact that the batteries functioned normally in the aircraft and appeared fine. There were no failures in flight, and the removed batteries showed no signs of obvious failure, such as swelling of the case.

According to U.S. Air Force sources, maintenance personnel from Rickenbacker Air National Guard Base in Ohio and personnel from Tinker worked together to consult with Teledyne, the U.S. Air Force Research Laboratory, and the 422nd Supply Chain Management Squadron and Depot Battery Shop at Tinker. Additional technical support was called on from the U.S. Defense Logistics Agency, the University of Dayton Research

Like many older airframes, the KC-135 and the C-130 have been continuously updated with new systems. In the case of updating to new, sealed, lead-acid batteries, the support equipment used by maintainers also needed updating.



Courtesy U.S. Air Force. Photo by Senior Airman Marcel Williams.

ELECTRIFYING CHEMISTRY

Lead-acid batteries were invented just before the U.S. Civil War. Until just a few years ago, lead-acid batteries remained the best solution for applications that require delivering lots of power in short bursts (such as starting engines) or delivering lesser power over long periods of time (as when running electric motors on submarines). And while the essential chemistry of lead-acid batteries has not changed all that much, the technology of these batteries has advanced dramatically.

The basic setup of a lead-acid battery consists of lead anode plates and lead-dioxide cathode plates, both suspended in a bath of sulfuric acid. A so-called “salt bridge” provides a path for electrons to move from one side of the lead-acid cell to the other, as the chemical reactions of the two plates releases electrons from the cathode that are then absorbed by the anode. By connecting a wire to terminals at the anode and cathode, you can use the available electrical charge to power whatever you need. Applying electricity in the opposite polarity recharges the battery.

Until the 1970s, “flooded” lead-acid batteries were the standard. These batteries needed to be vented to the atmosphere to get rid of the hydrogen gas produced during charging. Due to evaporation through those same vents, distilled water had to be added periodically to each battery cell. These two characteristics made flooded batteries fragile, maintenance-intensive, rather finicky as to where and how they could be mounted in a vehicle, and potentially more damaging and even dangerous, particularly in non-level applications such as aircraft.

By the late 1970s, sealed lead-acid batteries were developed. These batteries add silica to the acid solution, turning it into a gel instead of a liquid. Sometimes called “gel cell” batteries, these units can have the case sealed and require no added-liquid maintenance. By the early 1980s, sealed lead-acid batteries had become the standard for automobiles.

Aviation lagged behind in adopting sealed batteries. It was not until the mid-1990s that sealed aviation batteries became widely available. And aviation remains one of the few users of flooded lead-acid batteries.

Why this is so is a bit of a mystery, as flooded batteries require that additional maintenance and have a nasty habit of leaking acid onto aircraft structures. Sealed batteries cost more. But the extra initial expense is more than made up for by the decreased maintenance expenses for both battery and airframe.

Institute, and the Air Force program offices for the C-130 and KC-135 airframes.

Working together, the teams eventually discovered that there actually was nothing wrong with the batteries. The problem was with how the batteries were being maintained and charged during scheduled maintenance cycles. U.S. Air Force maintainers were using an older model of the Christie battery maintainer unit—the Christie RF-80K—to test and charge the Teledyne sealed batteries. But the new sealed lead-acid batteries required slightly different charge and test methods than the old-technology flooded batteries. That slight difference was resulting in batteries being incorrectly charged and tested, and thus being condemned prematurely.

SOLUTION AND SAVINGS

Having identified the cause of the condemnations, the next step was figuring out how to deal with it. The answer was to update the charging and maintenance procedures. Good news is that they were able to change the voltage and charging settings for the process on the existing charge and test equipment, making it fully compatible with the new battery technology.

The new procedures have been codified in a temporary Technical Order released to all affected personnel. At the time of this writing in autumn 2021, an approved full Technical Order was expected by year’s end.

The U.S. Air Force estimates that the new charging and maintenance process for these sealed batteries will cut more than 5,000 hours of maintenance across both aircraft fleets. It also should bring the battery replacement rate back in line with the original expectations when the sealed units were first introduced. The direct cost savings of not replacing batteries is estimated at nearly a half million dollars a year. And, of course, fewer batteries being replaced means less environmentally hazardous waste for maintainers to dispose of.

AAD

So-called “flooded” lead-acid batteries (left) are filled with sulfuric acid (usually shipped separately in bottles). These batteries can take a lot of abuse, but require more intensive maintenance and can vent acid through the filler caps. Sealed batteries (right) need specific charging regimens to achieve full service life, but require far less maintenance and do not bleed acid.



CHARGE IT!

Recharging a battery seems like a simple job. Just apply some current with reversed polarity, and the battery fills up like a gas tank. But it is not that simple. Different kinds of batteries require different kinds of charging schemes, and this, ultimately, was at the root of the C-130 and KC-135 battery troubles.

Lead-acid batteries can be recharged using one of four charging regimens. Constant-voltage charging applies a voltage slightly higher than the battery’s nominal voltage (for example, 28 volts applied to a 24-volt battery), while constant-current charging works exactly as the name implies. And there are combinations of the two: taper-current charging and two-step constant-voltage charging.

Sealed lead-acid batteries do best with a two-step constant-voltage charge. Depending on how quickly the battery needs to be charged, a voltage of between 2.30 volts per cell and 2.45 volts per cell is applied across the terminals. As the battery nears full charge, its internal resistance drops. This, in turn, leads to a sudden rise in the battery’s voltage.

For example, if a 24-volt battery had been discharged down to 22 volts, the battery’s voltage would be depressed until it was nearly fully charged. At that point the battery’s voltage would rebound to 24 volts or even slightly more.

Detecting this voltage peak is critical to battery life. If the charger continues to dump the same current into the battery, the battery will begin to overheat. Eventually, this leads to internal damage. If kept up long enough, it can actually make the battery case swell and split.

So once the peak voltage is detected, the charger needs to scale back the amount of current being applied. Where a charge might start with a 10-amp applied current (depending on battery capacity), it needs to taper down to nearly nothing once peak voltage is reached.

Even this description of charging a sealed lead-acid battery is greatly oversimplified. To obtain maximum life from a battery, the charging method must take into account what the battery is used for, how deeply discharged it has become, what the temperature is, and other factors.

Properly charged and cared for, a sealed battery generally will last about 5 years in service. Improper charging leads to premature failures, as the KC-135 and C-130 communities discovered.



MAJOR GENERAL JEFFREY R. KING
COMMANDER
OKLAHOMA CITY AIR LOGISTICS COMPLEX

MOVERS & SHAKERS

INDUSTRY LEADER INSIGHTS – PAST, PRESENT, AND FUTURE

By John Likakis. Images courtesy U.S. Air Force.

SPOTLIGHT ON

MAJOR GENERAL JEFFREY R. KING

COMMANDER, OKLAHOMA CITY AIR LOGISTICS COMPLEX

Asked if, as a U.S. Air Force Reserve Officers' Training Corp (ROTC) cadet, he ever thought he would end up with stars on his shoulders, Major General Jeffrey King replies, "No way! It wasn't even a thought."

King had originally wanted to be a pilot. But a lack of slots for pilots when he was commissioned in the early 1990s steered him toward aircraft maintenance. In our recent conversation, he told us, "I quickly grew a passion for the work and the people

doing it. I enjoyed it so much that I never looked back."

King's original goal was to make colonel and command a maintenance group. He has achieved that goal and far more. His rise has been what he calls "an unexpected journey."

His current stop on that journey is as Commander of the Oklahoma City Air Logistics Complex (OC-ALC) at Tinker Air Force Base. This sprawling depot, the Department of Defense's largest, is

Brig. Gen. Jeff King salutes Air Force Sustainment Center Commander Lt. Gen. Gene Kirkland as he assumes command of the Oklahoma City Air Logistics Complex July 1, 2020. King succeeds Brig. Gen. Chris Hill, who retired after a 29-year Air Force career.



ACHIEVEMENTS

EFFECTIVE DATES OF PROMOTION

- May 7, 1993 → Second Lieutenant
- July 16, 1995 → First Lieutenant
- July 16, 1997 → Captain
- Nov. 1, 2003 → Major
- Sept. 1, 2007 → Lieutenant Colonel
- July 1, 2012 → Colonel
- Aug. 17, 2016 → Brigadier General
- July 6, 2021 → Major General

AWARDS AND DECORATIONS

- Legion of Merit with two oak leaf clusters
- Bronze Star Medal
- Meritorious Service Medal with five oak leaf clusters
- Air Force Commendation Medal with "V" device and oak leaf cluster
- Air Force Achievement Medal with oak leaf cluster

(Current as of July 2021. Courtesy of U.S. Air Force.)



comprised of more than 10,500 military and civilian personnel, performing modifications and repairs on aircraft, engines, and components.

They work on aircraft ranging from older models such as the KC-135, E-3, B-1, and B-52 to the new fleets of KC-46 and F-35 aircraft. As with the other Air Logistics Complexes, Oklahoma City also provides engineering and software support for maintenance on those airframes, engines, and related support equipment.

(Fun Fact: The Ogden Air Logistics Complex currently is commanded by Brigadier General Richard Gibbs, who

was in the same ROTC detachment as General King. As King points out, “I think the odds of hitting the lottery are better than two cadets from the same small detachment leading two of the Air Force’s three Air Logistics Complexes at the same time.”)

“Like Ogden and Warner Robins ALCs, Oklahoma City is responsible for conducting scheduled and unscheduled programmed depot maintenance on aircraft. We also repair commodities or exchange-able parts, and those could be anything from engine components to ejection seats to flight-control surfaces,” says King.

“The development and sustainment of software for aircraft and equipment is a huge part of our business.” He also notes that the complex’s software engineering workload has increased by about 10 percent over each of the last several years.

Working with both old and new aircraft presents serious challenges for General King and his people. “From my standpoint, most of our challenges are related to geriatrics and pediatrics: Fleets of very old aircraft and fleets of very new aircraft. Each has their own unique challenges, and some are shared,” King sagely states.

“Old aircraft find new ways to break and suffer from ever-shrinking supply bases. Newer aircraft require new methods of manufacture and repair, and, in many cases, suffer from inadequate sources of supply as well. Sometimes, that’s because the supply base isn’t yet fully producing to meet the aircraft fielding schedule or operations tempo. In some cases, we’re still tweaking new systems to achieve the expected mean times between component failures.”

King points out that both newer and older aircraft demand extensive engineering support. While supply chain strictures can create problems, a

significant drag on maintenance operations can be found on the personnel side.

“We have what I would characterize as a shortage of sustaining engineers . . . in the U.S. Air Force and the industry,” states King. “Engineering support is at the foundation of everything we do, from incorporating the latest manufacturing methods to developing new methods of repair to updating technical data to providing guidance for non-standard repairs to maintainers in the field. There’s an insatiable demand for sustaining engineers.”

The OC-ALC is working to help educate, train, and retain new engineers to help meet that demand. According to King, “The challenge is threefold: developing degree programs that focus on sustaining engineering, creating the pipelines to bring those engineers to the ALC, and retaining them to maintain a deep experience base.”

“We’re working closely with Oklahoma’s universities to adjust curriculums and develop the skills we need. We also provide internships, and have found that about 85 percent of our interns choose to stay with us. That helps a lot. But it’s not yet enough to meet our demand for software and sustaining engineers alike. It’s something that we continually work on, and we’re thankful for such a supportive university system.”

The defense industrial base is vital to U.S. Air Force readiness. King notes that shifts in the industrial base environment can pose serious challenges.

“We work closely with the commercial industrial base to support our needs, and, of course, we’re always strengthening the organic, or military, industrial base through depot activation and recapitalization. On the

commercial side, many of our sources of supply are drying up. This is due to a number of things, from COVID-19 to small or infrequent batch orders that make it not worthwhile for our commercial partners to maintain to industrial capacity—partly due to them finding more lucrative production opportunities elsewhere.”

King concludes, “We have to do a better job of steadily transmitting requirements to keep our suppliers active, and we’ve got to shorten our contracting processes. The bottom line is . . . steady demand and steady funding helps ensure steady supply.”

Despite the challenges of keeping a vast array of U.S. Air Force and U.S. Navy equipment operating, King says his job is eminently satisfying. In large part, he says, that is due to the people he works with.

“It’s an incredible honor to serve at this level, and to serve with the amazing professionals here at Oklahoma City Air Logistics Complex. They really amaze me every day with their experience, their innovation, their determination. It’s truly a joy to work here. As challenging as the environment is, this team makes coming to work very exciting and extremely rewarding.”

King notes that the success of the Complex relies on a team of teams working in lockstep. In such a dynamic environment, it takes such strong, capable leadership and close collaboration among a vast web of partners across the Department of Defense, industry, the legislative branch, academia, and the local community to ensure OC-ALC continues to provide first-rate support for the warfighter.

“Engineering support is at the foundation of everything we do, from incorporating the latest manufacturing methods to developing new methods of repair to updating technical data to providing guidance for non-standard repairs to maintainers in the field. There’s an insatiable demand for sustaining engineers.”



The Bayraktar TB2 is a Turkish medium-altitude long-endurance (MALE) unmanned combat aerial vehicle (UCAV) capable of remotely controlled or autonomous flight operations. It is manufactured by the Turkish company Baykar Defence of Istanbul, Turkey.

Image courtesy Ministry of Defense of Ukraine.



Image courtesy Elbitsystems.com.

▲ Elbit Systems Presents a new advanced solution that enables dismounted teams independent intelligence collection and analysis capability for immediate target engagement from the ground, air and sea.

FIGHTER DRONES

Latest Developments Perfect the Technology
By Donna Kelly

In World War I, when the first primitive aircraft rose above the Earth, allowing the pilots to visually scan across miles of foxholes and beyond enemy lines, a major step in achieving battlefield dominance was made. Improvements in military aircraft have since continued to advance this goal. Perhaps none are as technologically exciting as the current and future use of tactical unmanned aircraft. While sizes, specifications, capabilities, and endurance vary, such

unmanned models and their support systems can, or soon will be able to, be devised to complete practically any mission.

MOSAIC WARFARE

Not surprisingly, the U.S. Air Force is fully engaged in the concept of utilizing unmanned aerial systems (UAS)—the total technical package supporting and including unmanned aerial vehicles (UAVs), commonly called “drones”—as supplemental forces.

As part of so-called “Mosaic Warfare,” scalable individual UAV platforms can operate autonomously to gather, analyze, and transmit data to form a larger picture. This “Force Package” combines a wide range of strategic information, including details only discernible using certain wavelengths of the electromagnetic spectrum.

It has long been believed that such a small fleet of multi-capability UAVs, arrayed with sensors as well as

weapons, can be used to effectively overwhelm enemy forces. As an example of a force of this kind, one utilized during Operation Spring Shield in March 2020 (see sidebar), already proved its worth in turning defeats into triumphs.

LOYAL WINGMAN AND SKYBORG

Mosaic Warfare is but one concept in the U.S. Air Force’s Loyal Wingman Program, the centerpiece of which is Skyborg. Yes, the latter is an actual suite of systems that together form an artificial intelligence-driven “computer brain.” The Air Force Research Lab aptly describes Skyborg in three words: Open . . . Resilient . . . Autonomous.

Skyborg is capable of independently flying networked Loyal Wingman-type drones and fully autonomous unmanned combat air vehicles (UCAVs). These Skyborg-controlled UAVs are expected to

serve alongside manned fighters, such as Boeing’s F-15 and Lockheed Martin’s F-35. The component that will tie the UAVs together in a cohesive, responsive, and adaptable unit is known as the Autonomous Core System (ACS) designed by Leidos of Reston, Virginia, under a \$28.6 million dollar contract issued in May 2020.

The actual UAVs to be used in the deployment of Skyborg are still in the competitive development stage. In December 2020, the U.S. Air Force Life Cycle Management Center awarded contracts to three companies to design and build aerial platforms to carry the ACS: Boeing Australia Aerospace Company in Brisbane, Australia; General Atomics Aeronautical Systems, of San Diego, California; and Kratos Defense & Security Solutions, also of San Diego.

Since the start of this project, Kratos

has received an additional \$13.2 million to further advance the integration of the ACS into its XQ-58A Valkyrie UAV. And General Atomics was awarded an additional \$7 million for the integration of the ACS into its MQ-20 Avenger (also known as the Predator C) UCAV. These efforts are expected to transition to what is considered a “program of record” in 2023.

Meanwhile, Boeing Australia has produced a turboprop-powered Airpower Teaming System (ATS), which made its first flight in southern Australia in February 2021. An initial batch of three prototypes is being built with \$115 million in funding from the Australian Defense Department. This ATS will serve as Boeing Australia’s Phase 1 entry in the Loyal Wingman program.

In April 2021, Skyborg’s ACS completed its first successful operational

TURKEY: FOURTH-LARGEST UAV PRODUCER

In a mere 2 decades, Turkey has become the world’s fourth-largest producer of unmanned aerial vehicles. At the time of this writing, the Turkish company Baykar Defense of Istanbul, Turkey, is reported to be having conversations with ten nations for sale of its Bayraktar TB2 unmanned combat drone.

The TB2 system, valued at approximately \$10 million U.S. each, consists of the Bayraktar TB2 Armed / UAV Platform, Ground Control Station, Ground Data Terminal, Remote Display Terminal, and Advanced Base with generator and trailer modules. To date, the TB2 claims over 350 thousand hours of operational flight time. Presently, 160 Bayraktar TB2s are being used in Azerbaijan, Qatar, and Ukraine.

Poland is in negotiation with Turkey to purchase twenty-four UAVs equipped with weapons and laser guidance, making it the first NATO country to purchase Turkish UAVs. Ukraine which already has a dozen Turkish drones, has signed a contract with Turkey to jointly manufacture forty-eight more.

MIUS, Turkey’s first jet-powered, supersonic, single-engine, low-observable UAV, also is in development. With an ammo capacity of 1 ton, plus a payload weight of 1.5 tons, MIUS will be a force to be reckoned with.

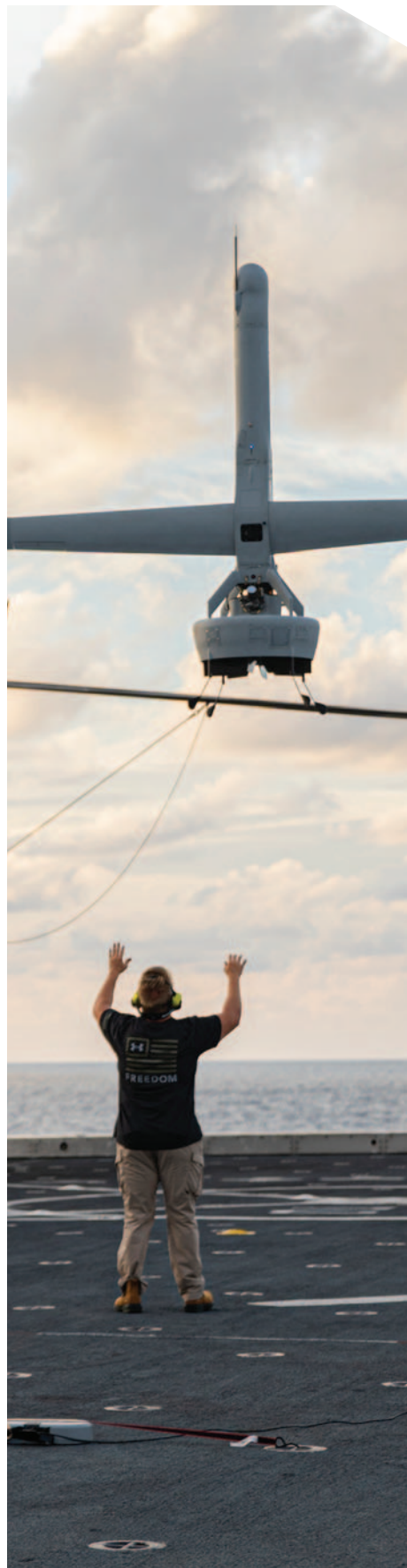


Image courtesy U.S. Marine Corps. Photo by Sgt. Alexis Flores.



Courtesy U.S. Air Force. Photo by Airman 1st Class Jonathan Snyder.

▲ Airman 1st Class Justin Cole communicates with the pilot of an MQ-1 Predator Unmanned Aerial Vehicle in preparation for a night mission at Ali Base, Iraq. The Predators are now fully operational and have begun 24-hour operations. Airman Cole is deployed from Creech Air Force Base, Nev.

▲ An unmanned aerial vehicle operator supporting the 11th Marine Expeditionary Unit, prepares to recover a VBAT Unmanned Aerial System aboard the amphibious transport dock USS Portland (LPD 27).

test during a 2-plus hour flight aboard a Mako UTAP-22. (UTAP stands for unmanned tactical aerial platform.) The UAS was manufactured by Kratos in conjunction with the U.S. Air Force. Notably in the test flight, the aircraft performed a series of basic maneuvers to ascertain safe operations within its expected flight envelope.

“This test was a version of the early brains of Skyborg,” explains General Dale White, U.S. Air Force Executive Officer for Fighters and Advanced Aircraft.

MACHINE LEARNING

Dr. Will Roper, U.S. Air Force Assistant Secretary for Acquisition and Logistics, envisions Skyborg serving as a wingman pilot, imbued with artificial intelligence (AI), that will train and learn alongside human pilots. AI uses machine learning and other methods to gain knowledge, much like a human pilot uses experience to hone his or her skills. The difference is that AI learning includes millions or even billions of data points and experiences assimilated rapidly, while humans learn from instruction and experience gained over time. Humans also need opportunities to practice newly learned skills. Yet for pilots of sophisticated aircraft, resources can be sparse for the type of training

needed to practice. In a series of tests called Alpha Dogfight, held from 2019 to 2020, an actual U.S. Air Force F-16 ace pilot was pitted against an AI controlled system in simulated dogfights. The AI agent won continuously.

Interestingly, of the eight teams selected to test their AI systems against the real pilot, Heron Systems of California, Maryland, was the winner of all three trials. The Heron System AI agent was trained using deep reinforcement learning, a novel training pipeline, and other innovative techniques. This enabled the AI to execute advanced tactical planning while operating in real time and space.

THE GOLDEN HORDE

Also under development are “Virtual Gladiators,” highly autonomous drones that can swarm a target or attack in tandem with a piloted aircraft. A program known as Operation Protovision is being developed by the U.S. Air Force Research Laboratory (AFRL), in the context of the new “Golden Horde Colosseum.” In essence, this is a digital ecosystem offering live, virtual, and constructive testing and demonstration capabilities.

The purpose of the Golden Horde is development of technologies for networked, collaborative, and



Courtesy U.S. Marine Corps. Photo by Staff Sgt. Connor Hancock.

▲ Cpl. Thomas Rexrode, a reconnaissance Marine with Co. A, 1st Reconnaissance Battalion (1st Recon Bn.), 1st Marine Division, launches an RQ-20B Puma small unmanned aircraft system from a rigid-hull inflatable boat at Camp Pendleton, Calif., Sept. 30, 2021. 1st Recon Bn. conducted the training to test off-shore reconnaissance capabilities.

autonomous weapons. According to a recent AFRL announcement, this testing and development platform will be favorable to businesses trying to break into this high-tech field:

“Colosseum aims to expand the industrial base by lowering entry barriers, ‘building a sandbox’ for traditional and non-traditional entrants, enabling rapid development and demonstration of new technologies, and providing quicker acquisition and transition on-ramps. This approach will cultivate competition and breed success.”

Already playing in the Golden Horde

sandbox are companies such as STR of Union, Missouri, which was awarded a contract by the Defense Innovation Unit—a U.S. Department of Defense organization dedicated to advancing innovative technologies—to rapidly integrate, develop, and test transformational networked, collaborative, and autonomous platforms for future warfighters in support of the U.S. Air Force’s Golden Horde Vanguard initiative. STR’s Collaborative Artificial Intelligence Task Execution Engine (CAITEE) program is being designed to improve the efficacy and efficiency of

UAVs, putting to the test the company’s own version of swarming software. Other companies competing in the same arena include Autonodyne of Boston, Massachusetts; EpiSci, of San Diego, California; L3Harris Technologies of Melbourne, Florida; Shield AI, also of San Diego; and the Georgia Tech Research Institute in Atlanta, Georgia.

AI CROSS TRAINING

Much like the U.S. Alpha Dogfight program, the Chinese Air Force conducted an exercise in which a top human pilot, Fang Guoyu, fought simulated dogfights

ISRAEL: UAS SUPPORT DEFENSE FORCES

Elbit Systems International Defense Company of Haifa, Israel, produces a comprehensive range of UAS that range from the portable Skylark LEX mini UAS, to the much larger next-generation Hermes 900 featuring over-the-horizon, persistent multi-mission, multi-payload capabilities and a payload carrying capacity of about 772 pounds.

Elbit’s ISTAR Management Center (IMC) supports Israel’s extensive UAS network and UAV fleet by providing planning, execution, and ongoing monitoring and coordination of missions. Data received from the various UAS platforms is rapidly assimilated to produce a combined tactical pattern. Video and data are displayed simultaneously on the mission station screens at the IMC and can be transmitted to external ground forces.

In May 2021, Korean Aerospace Industries signed a Memorandum of Understanding with Elbit to share knowledge and experience in the development of next-generation UAV areas, including AI, surveillance, target acquisition, and reconnaissance for ISTAR-supported missions.

SYRIA: OPERATION SPRING SHIELD



Bayraktar TB2

Despite being under a cease-fire agreement, Syrian forces attacked and killed thirty-three Turkish forces in Idlib, Syria, in February 2020. In retaliation, Turkey commenced Operation Spring Shield on March 1, 2020.

By March 4, the Turkish Defense Ministry announced that 3,136 regime elements had been neutralized in the Idlib region. An estimated 151 tanks, 47 howitzers, 2 vehicles, 3 airplanes, 8 helicopters, 3 drones, and 8 air defense systems all were taken out, along with 52 multiple rocket launchers, 24 armored vehicles, 27 armored combat vehicles, 34 armored pick-ups, 12 anti-tank weapons, and 4 mortars.

Reportedly, Turkey's rapid success was due in large part to combined air and ground operations, in which the Turkish Air Force used Baykar Defense's Bayraktar TB2 and Turkish Aerospace Industries's Anka-S drones to conduct hundreds of strikes.

Selçuk Bayraktar, Chief Technology Officer of Baykar Defense, stated, "Since our Bayraktar TB2 UAV participated in the Idlib Operation (Operation Spring Shield), Operation Olive Branch, Operation Euphrates Shield, and finally the operation in Azerbaijan, there has been an unprecedented interest from around the world."



Courtesy U.S. Air Force. Photo by Tech. Sgt. Perry Aston.

▲ Boeing Defense of Berkeley, Missouri does conversions of the General Dynamic F-16s to unmanned version called QF-16. The \$1.9 million Drone Peculiar Equipment Kit includes an automatic flight system that triggers takeoffs and landings at the press of a button.

with an AI system named Blue Army. Guoyu reported that at first he won easily. But with each round, the AI learned and adapted its tactics, until it was easily able to win.

As in the United States, such learning trials are continuing. Yet China is reportedly taking AI one step further by integrating it into actual pilot training. The new and exciting AI opponent gives the pilot exposure to novel and unexpected tactics. In turn, the AI gains knowledge with each encounter, integrating that learning with what it already knows.

As Fang Guoyu learned, "The move with which you defeated it (the AI agent) today will be in its hands tomorrow." It is expected that such cross training exercises will result in performance improvements by both humans and machines.

NOT TRULY AUTONOMOUS

Since we are on the subject, we should acknowledge that AI has not developed to the point where we can just build AI units and send them out to do their missions. As aviation and defense scholar Dr. Peter Layton states, "It is important to remember that AI enlivens other technologies. AI is not a standalone actor; rather it works in combination with numerous other digital technologies. It provides a form of cognition to these."

AI is being developed every day all across the world in myriad contexts.

This multifaceted advancement is crucial for the future of AI-operated air vehicles. Because, despite AI's ability to learn at an amazing rate, it suffers from a number of well-known problems.

For instance, algorithm brittleness is a deficiency that occurs when the environment changes in such a way that the computer vision algorithm can no longer recognize the object. AI, which is highly data dependent, also can be fooled, can learn incorrectly, and sometimes demonstrates an inability to transfer knowledge gained in the context of one task to another.

EMERGING TECHNOLOGIES

Clearly, UAS systems and all that supports and integrates with them are rapidly evolving. Already, unmanned aerial vehicles can be equipped with advanced sensors, weapons, and much more in terms of emerging technologies.

Such available technologies include infrared thermography (IRT) and hyperspectral imaging spectroscopy (HIS). For instance, Headwall Photonics, of Bolton, Massachusetts produces small, lightweight and customized HIS-type imaging sensors for use in medium- and low-altitude UAVs.

In another example, L3Harris Technologies is engaged in devising methods, software, and control devices that will allow UAVs to operate in



Courtesy U.S. Air Force. Photo by Joshua Armstrong.

▲ U.S. Air Force Academy cadets in the Unmanned Aerial System Operations Program familiarize themselves with quad-copter flight controls at the Cadet Field House, U.S. Air Force Academy, CO.

austere deployed environments, as well as within constricted surroundings.

The Massachusetts Institute of Technology (MIT), in Cambridge, Massachusetts has developed a new electrode design that may lead to more powerful lithium batteries, using pure lithium for one of the battery's two electrodes (the anode). Of course, more power equals longer life and more

operational time.

In this article, we have barely touched on a few of the interrelated efforts impacting the development of these complex aircraft. Still in the early days, such technologies and the designs of UAV platforms themselves are expected to continue to advance at an exponential rate. This is good news for both original equipment manufacturers and the

aftermarket, as economists predict healthy futures for successful UAV developments, services, and products.

We stand at the edge of a precipice, where more and more will be done with unmanned aerial systems. Today's high expectations undoubtedly will become future realities.



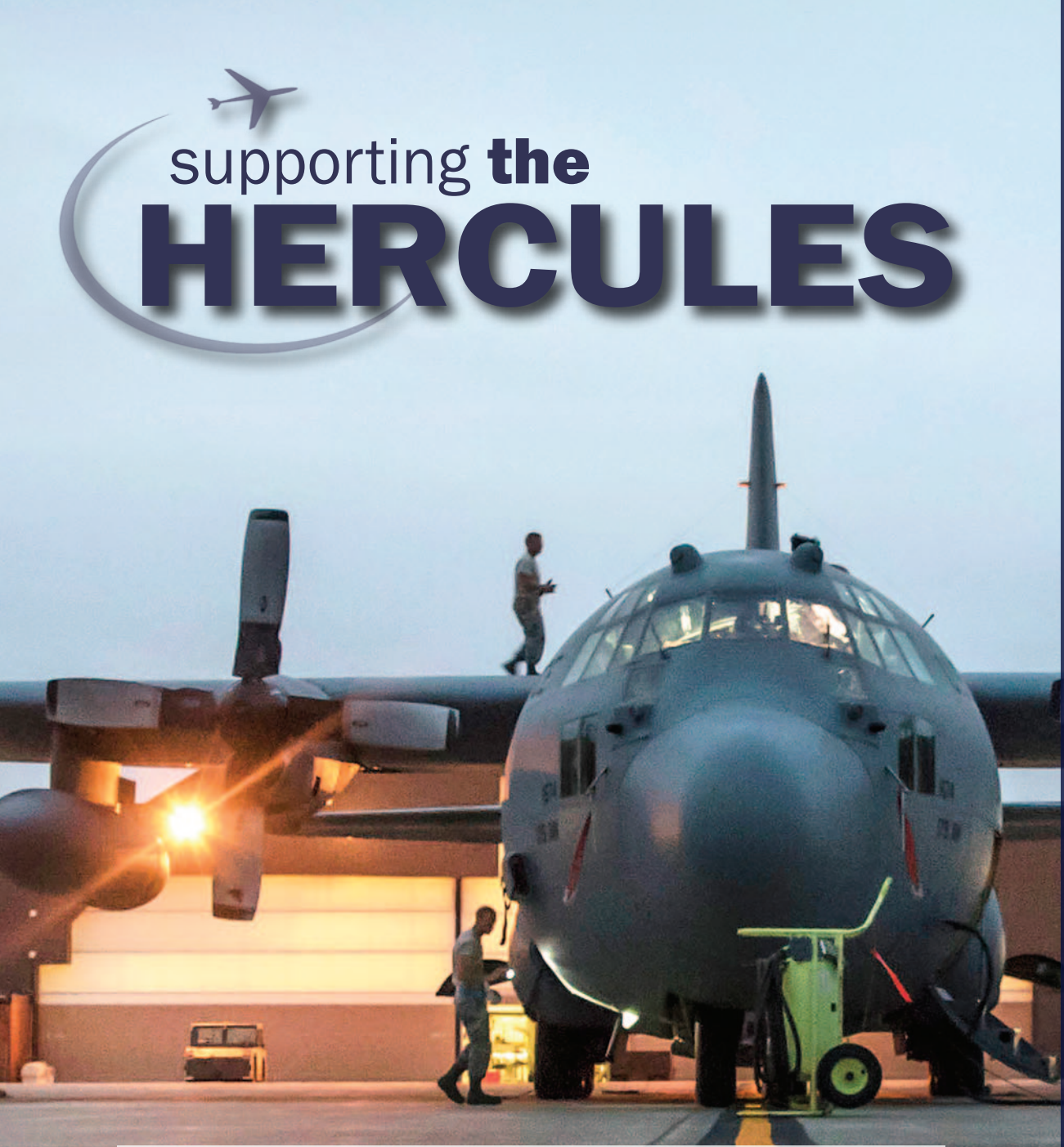
CHINA: MILITARY DRONE DEALER TO THE WORLD

China remains fifth behind the United States in overall arms sales but has claimed a position as a top producer of military drones. Over the past decade, numerous different Chinese-built drones have been sold to sixteen countries.

China is building an industrial park, expected to produce 100 drones a year in Zigong City, Sichuan Province, China. The Chengdu Aircraft Industry Group—a subsidiary of the state-owned Aviation Industry Corporation of China (AVIC)—has announced plans to have the facility fully operational by 2023. The complex will provide all of the services and tools necessary for the design and building of UAVs. This facility and more like it will be needed to manufacture the wide assortment of UAVs China already is producing or is in the process of developing.

The Chengdu Aircraft Industry Group makes the stealthy black WZ-8 combat drone, which is powered by two rocket engines capable of propelling the vehicle to "near-space" altitudes. Air-launched from Xian H-6N bombers, this supersonic drone is ideal for conducting reconnaissance and intelligence missions.

In another example, the Guizhou Aircraft Industry Corporation of Guiyang, Guizhou, also a subsidiary of AVIC, has built the WZ-7 Xianglong, known as "Soaring Dragon." The tandem, joined-wing design is more rigid and less flexible than other UAV wings. This is expected to increase the lift-to-drag ratio, allowing for reduced complexity in flight control surfaces.



supporting **the**
HERCULES

Lockheed Martin aptly summarizes the capabilities of the Hercules: "One aircraft, many missions..." And as operators of this incredibly versatile workhorse know, the daily challenges of keeping this transport mission-ready require a wide range of support—from basic supplies, replacement parts, and regular maintenance, to more extensive repair and overhaul services, specialized add-ons, and essential upgrade packages.

No matter your use of and involvement with the indomitable Hercules, we are sure you will find this special section, dedicated to its support, of great interest. We begin with relevant late-breaking and international editorial. This is followed by an extensive, invaluable source list, providing a wealth of information on top manufacturers, parts suppliers, and vital C-130 service providers. See page 29 for a note about our highlighting bona-fide aftermarket partners who we have identified as being the very best of the best in this business.

Image courtesy U.S. Air National Guard. Photo by Airman Alexis Wade.

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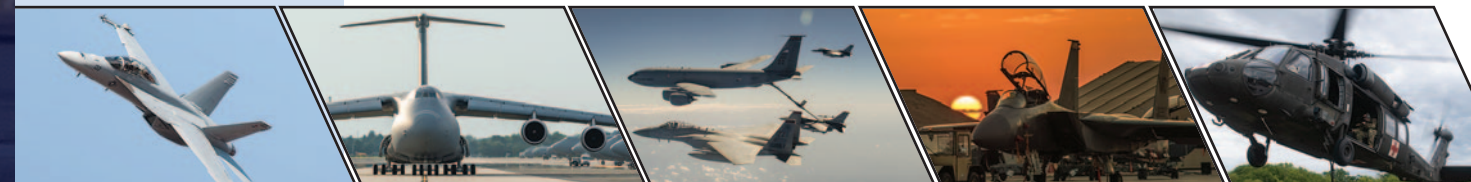
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Strategic Offices

Putting the Hercules on floats would vastly expand its operational capabilities and allow it to participate directly in the littoral operations the U.S. military now sees as critical to future warfare.

HERCULES TAKES TO THE SEAS

*Air Force Special Operations
Considers Putting the Lockheed
Martin C-130 on Floats for
Amphibious Work*

By John Likakis

The Lockheed Martin C-130 has operated just about everywhere an aircraft can go on this planet. It routinely takes off and lands at airstrips (or what passes for an airstrip) on all seven continents. Wherever there is a somewhat level stretch of ground, the C-130 can likely operate.

The limiting factor has always been “the ground.” While skis can be added for snow and ice landings, C-130s cannot take off from or land on unfrozen water. Although the big transport has been operated on and off an

Image courtesy of the U.S. Air Force.



Image courtesy of the U.S. Air Force.

NO EASY TASK



Image courtesy of the U.S. Air Force.

Retrofitting an airframe with floats is no easy task. This design challenge combines science, engineering, and art to create a set of floats that does not otherwise interfere with the aircraft's operational capabilities.

Consider the elements involved in such a project. The following and more must be addressed to successfully put the C-130 on floats:

Buoyancy: The floats must be able to support the weight of the fully loaded airplane on the water. The floats also must be large enough to ride fairly high in the water, so that the aircraft can accelerate to takeoff speed without plowing through the water for miles or having waves grab the fronts of the floats.

Ruggedness: At typical landing and takeoff speeds, water is as hard as concrete. Excellent structural strength is needed to keep the floats from being damaged when landing on waves. In the case of amphibious floats (those that have retractable wheels to allow operations from land), the wheels and tires need to support the aircraft on the ground, while not having too small a footprint (to distribute the aircraft's loaded weight) nor being so large that their added weight becomes a problem.

Balance: Positioning the floats in relation to the airframe can present critical problems with balance. The floats cannot cause the aircraft's center of gravity to shift too far from its normal position unloaded or create such a narrow acceptable center-of-gravity range that operational capabilities are seriously compromised. The floats also must be angled properly, so that they will not submarine when the pilot applies power on takeoff, but also be positioned so the aircraft can touch down on water

at something approximating its normal landing attitude.

For amphibious floats, placement of the wheels adds to the challenge. The main wheels should be close enough to the center of gravity to keep control forces reasonable during takeoff and landing. But the wheels cannot be too far forward, lest the airplane tip backwards when climbing the beach or a ramp.

Weight: Making the floats light is obviously critical to keeping the aircraft useful. Having 25,000 pounds of its maximum load taken up by floats would be a significant reduction in the C-130's capabilities.

Drag: Sticking two fat pontoons to the bottom of the aircraft adds a lot of drag to the airframe, and the attachment struts add even more drag to the whole arrangement. All that extra aerodynamic interference in flight means the airplane flies slower while burning more fuel. And having to carry more fuel means it can carry less payload.

Handling: Finally, adding floats changes the way an aircraft handles in flight. The additional drag and mass below the belly of the airframe potentially can translate into sluggish handling, uncommanded pitch excursions with changes in throttle settings, or even changes in aircraft stall characteristics that make it downright dangerous to fly.

Plus there is the added question of pilot training. Landing an aircraft on water is a specialized skill. In civil aviation, pilots complete an entire separate training curriculum to gain a seaplane rating. And as any aircraft insurer will tell you, airplanes on floats are particularly risky. Landing gear-up on a runway can be expensive, but landing on water with the wheels down can be fatal.

aircraft carrier, such operations have never become routine. Besides, that is not actually operating from the water. It is more like using a moveable runway.

So despite its many accomplishments, the indomitable Hercules remains afraid of the water. But not for long. Big news is that the U.S. Air Force Special Operations Command is trying to cure the Hercules of its hydrophobia by developing a set of removable amphibious floats, specifically designed for this aircraft.

LITTORAL TRANSLATION

The U.S. military has spent the last few decades working to develop better shallow-water capabilities. The area close to shore—known as the littoral zone—is where much anticipated critical combat could take place. This might be bringing in or repelling an invasion force, providing clandestine insertion or resupply support, or even routine movement of personnel and cargo in an area where fixed runways become fixed targets for enemy forces.

The U.S. Navy has invested heavily in littoral combat ships. These shallow-draft vessels can operate close to shore, while still maintaining ocean-going capabilities. And until quite recently, the idea of supporting forces in the littoral environment was seen as solely the province of naval light forces.

But surface ships are slow, and even the most stealthy designs can be spotted from the air or by satellites. Some submarines can operate in comparatively shallow waters, but U.S. military leaders understandably do not want to risk the armed forces' current inventory of nuclear submarines in near-shore operations.

That leaves developing aerial operations to support those forces. Heavy lift rotorcraft can do a lot of the grunt work, but a dedicated transport airplane could perform larger-scale delivery and pickup missions, including the heavier lifting. And that is where the C-130 comes in.

VIRTUAL DEVELOPMENT

Working with the U.S. Air Force Research Lab's Strategic Development Planning and Experimentation Directorate, the Special Operations Command has begun

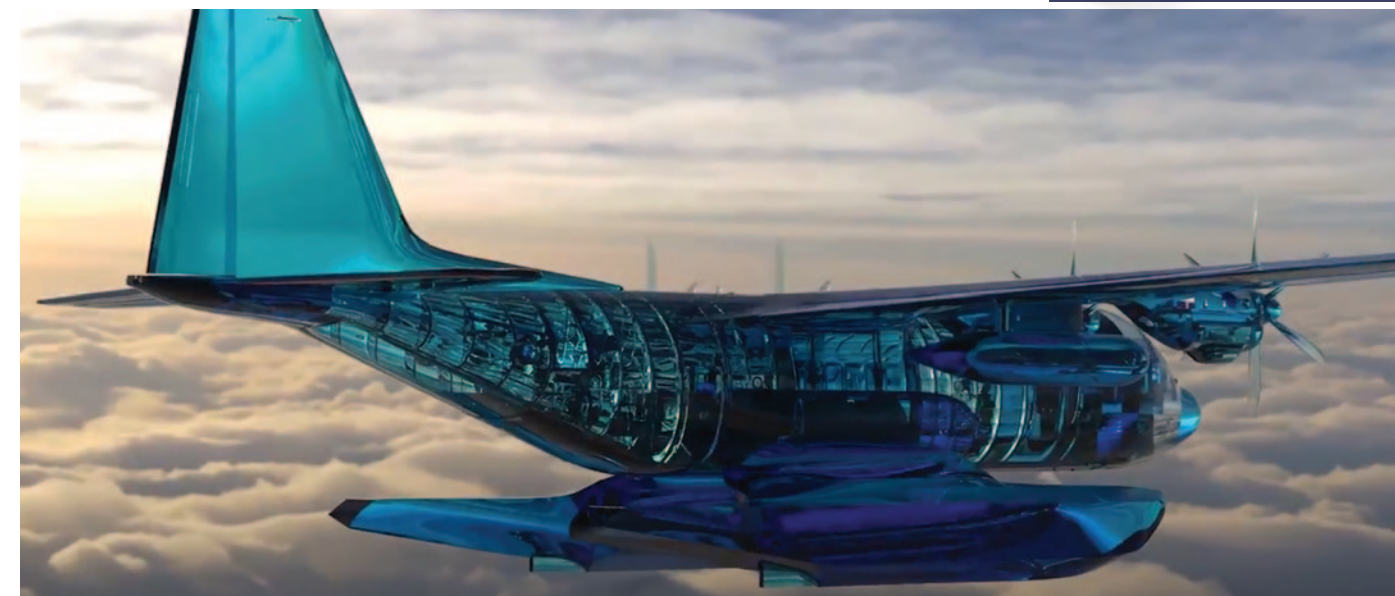


Image courtesy of the U.S. Air Force.

preliminary research on outfitting an MC-130J with removable amphibious floats. Dubbed "MAC," the program would, in the words of Lieutenant Colonel Josh Trantham, enable "runway independent" operations. As Trantham notes, "Seaborne operations offer nearly unlimited water landing zones."

At press time, no actual hardware has been produced. The U.S. Air Force Research Lab and Special Operations Command has formed a task force with industry partners to execute a five-phase, rapid-prototyping effort.

The initial phase, underway at the time of this writing, involves using digital

A computer-generated cutaway view of one contemplated version of the amphibious MC-130J. Note the attention to integrating the strut structures into the airframe to reduce drag.

C-130 TCG

THE LATEST INFORMATION AND TECHNOLOGIES OF THE C-130 AIRCRAFT

THE 2022 C-130 TCG WORLD WIDE REVIEW

This annual event provides opportunities for our Foreign Military Sales (FMS) customers, supporting vendors, TCG staff, DOD employees and U.S. Government organizations to discuss items of common interest, to obtain and exchange technical knowledge for sustainment and to receive information on new or improved technologies important to the worldwide operation of C-130 aircraft.

For more information on exhibiting at the 2022 C-130 TCG World Wide Review, please contact Ken Klusman at 478-337-1659 or Kenneth.klusman@us.af.mil.



(Image courtesy of the U.S. Air Force.)

This conceptual model shows the nose of the float equipped with stowable platforms that mate with the airstair door to enable personnel to board and deplane while on the water.

methods to design and test prototype float and airframe combinations. Designs can be created and tested in virtual reality before even prototype physical parts are made. By testing concepts in this so-called Digital Proving Ground, many potential engineering pitfalls can be addressed and avoided.

Working from the baseline designs

established during Phase 1, the program could move rapidly toward hardware development and testing. Current projections call for an “operational capability demonstration” by early 2023. That would be an impressively short time frame for such an ambitious amphibious undertaking.

AAD



JASDF BELL BOEING MV-22B



JASDF LOCKHEED F-2



JASDF F-15DJ EAGLE



JASDF SIKORSKY MH-53E SEA DRAGON



JASDF LOCKHEED C-130J



JASDF KAWASAKI C-1

JAPAN

ITS AIR FORCE & AIRCRAFT

By Tracy Martin

The Japanese archipelago has been inhabited from 30,000 BCE. Many kingdoms and tribes formed over the centuries, unifying under a centralized government, the Yamato court, which began in the 4th century and declined in the 6th century. The late 12th century saw the rise of a warrior class that held political authority over a civil aristocracy.

The first Europeans to reach Japan were the Portuguese in 1543. Their arrival had a significant impact, introducing firearms to Japanese warfare. Despite the Portuguese presence, Japan remained largely secluded until the American Perry Expedition of 1853. With expanded



THE GREAT CIRCLE



Photo courtesy of Lockheed Martin.

The Loughhead brothers started out with their Model G floatplane. It took paying passengers on flights over San Francisco Bay.

In a way, putting the C-130 on floats brings Lockheed Martin full circle to its roots. When the Loughhead brothers (who later changed their name to the more American-friendly “Lockheed”) started out, their first airplane was the Model G, a floatplane that they built when the company was known as the Alco Hyrdo-Aeroplane Company. The Model G flew passengers on 10-minute sightseeing flights around San Francisco Bay in 1915. They followed that first model with the Loughhead F-1, also called “Flying-boat One.”

The company name change came after one of their early investors, the owner of the Alco Cab Company, dropped out of the business. This left Alan and Malcolm Loughhead as owners of what, by 1919, had become the Loughhead Aircraft Manufacturing Company.

By the 1930s, the Lockheed Aircraft Company was well established and producing some of the most advanced aircraft in America. The Martin Aircraft Company

also was well established and producing its own range of airplanes, including the B-10 bomber.

Although the B-10 was designed as a land plane, the YB-12 version was fitted with a pair of 30-foot-long floats to operate on water. Equipped with these floats and a pair of Wright engines, it set a world seaplane speed record of just over 160 mph, flying a closed, 2,000-kilometer course in 1935.

So turning the C-130 into an effective amphibious aircraft harkens back to the roots of both Lockheed and Martin. And once again, it shows just how versatile the C-130 can be—on land and sea.



Photo courtesy of Lockheed Martin.

In the 1930s, Martin Aircraft put a version of their twin-engine bomber on floats. The YB-12 was a Martin B-10 with improved engines.

FAST FACTS

Capital: Tokyo
Official Language: Japanese
Population: 125.5 million
Religion: 96 percent Shinto and Buddhism
Literacy Rate: 99%
Military Branches: Japan Ground, Maritime, and Air Self-Defense Force

Military Service: Voluntary for men and women 18 years of age
Active Military Personnel: 247,150 (2018)
Reserve Military Personnel: 56,000 (2018)
GDP: \$5.082 trillion (2019), ranked 3rd

Currency: Yen
Land Area: 145,937 square miles (377,975 square kilometers)
Government: Constitutional monarchy with a parliamentary government
Prime Minister: Yoshihide Suga
Minister for Defence Industry: Kobuo Kishi

Required to Serve

In 1873, Japan's conscription law decreed compulsory military service for all male citizens. The requirements were 7 years of service, with specified times served in the regular army and reserve forces. In addition, men 17 to 40 were considered members of a national guard, who could be called to serve in the event of a national crisis or invasion. Compulsory service is no longer a law in Japan. Those 18 years of age and older can voluntarily enlist for military service.

JAPAN'S AIRCRAFT

Following is a list of the total numbers of Japanese aircraft at the time of this writing. Quantities enclosed in parentheses indicate the number of aircraft (of the total inventory) principally used for training purposes.

AIRCRAFT	QUANTITY
<u>Airborne Warning and Control System (AWACS)</u>	
Boeing E-767	4
Northrop Grumman E-2 Hawkeye	17
<u>Reconnaissance Electronic Warfare</u>	
Kawasaki C-1	1
NAMC YS-11	4
<u>Fighters</u>	
Lockheed Martin F-35 Lighting II	17
McDonnell Douglas F-15 Eagle	200 (45)
Mitsubishi F-2	88 (26)
<u>Helicopters</u>	
Boeing CH-47 Chinook	17
Sikorsky UH-60	50
<u>Tankers</u>	
Boeing KC-46 Pegasus (on order) ...	4
Boeing KC-767	4
Lockheed Martin KC-130	2
<u>Transports & Military Transportation</u>	
Boeing 777	2
British Aerospace 125	2
Cessna Citation Latitude	2
Gulfstream IV	5
Hawker 800	27
Kawasaki C-1	15
Kawasaki C-2	9
Lockheed Martin C-130H Hercules	16
NAMC YS-11	2
<u>Trainers</u>	
Fuji T-3	(49)
Hawker 400	(13)
Kawasaki T-4	(200)



A T'bird (T-33) from the headquarters of the Western Air Defense Force, based at Fukuoka Airport.

Image courtesy Rob Schlieffert.

exposure to other nations, the feudal island country evolved into an empire that adopted many practices of Western nations, while maintaining its rich Eastern culture.

From 1912, Japan developed as a democracy. But starting in the mid-1920s, the country's powerful military overruled civilian leaders. In 1931, Japan invaded Manchuria—a conflict that escalated into war with China. At that time, 80 percent of Japan's oil was imported from the United States, restricting efforts to expand its sphere of influence.

In 1941, U.S. President Franklin D. Roosevelt declared an embargo of oil exports to Japan, which had allied with

Germany and Italy in World War II. This spurred Japanese attack of the U.S. Navy base at Pearl Harbor and the United States's entry into the war. On August 9, 1945, U.S. airmen dropped the second of two atomic bombs on Nagasaki. Six days later, Japan surrendered to the Allies, ending hostilities with the United States, which continued occupation of the country until 1952.

During the Cold War, Japan became a close ally of the United States and reconstituted its army in 1954 as the Japan Self-Defense Force (JSDF). After 1955, Japan enjoyed rapid economic growth under the governance of a liberal democratic party. By 1968, it had become the second-largest



This striking scene shows a Japanese Air Self-Defense Force C-130H flying above Mount Fuji. Japan has transitioned to C-130J capabilities.

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Hosting the World

In 1964, Japan hosted the Olympic Games in Tokyo. It was again scheduled to hold the Games in 2020, but the event was postponed due to COVID-19. The Summer Olympics being held in Tokyo in July 2021 makes Japan the first country in Asia to hold the Olympics twice.



Japanese Air Defense Force Chief Master Sergeant Takanori Konishi, assigned to the 401st Squadron celebrates completing 10,000 C-130 Hercules flight hours at Joint Base Elmendorf-Richardson, Alaska.

Image courtesy U.S. Air Force. Photo by Senior Airman James Richardson.

capitalist economy in the world, after the United States.

JAPAN'S AIR FORCE BEFORE WWII

The first use of air power in Japan was during the Russo-Japanese War of 1905, when the Imperial Japanese Army used hydrogen balloons for observation. In 1910, Japan sent military personnel to France and Germany for pilot training and to purchase a Farman biplane and Grade

monoplane. At the start of World War I, the Japanese army and naval aircraft conducted reconnaissance and bombing missions with four Maurice Farman MF.7 biplanes and a single Nieuport VI-M monoplane.

Following the war, Japan purchased numerous surplus military aircraft, including Sopwith 1½ Strutters, Nieuport 24s, and Spads. Its aircraft industry began in 1916, when the Nakajima Aircraft Company was licensed to produce Nieuport 24s and Nakajima Ko-4s, using the Hispano-Suiza 8A engine. In 1921, Mitsubishi Heavy Industries started producing aircraft under license from Sopwith, and in the 1920s, Kawasaki Heavy Industries began manufacturing the French-designed Salmson 2 A.2.

The Imperial Japanese Army Air Corps was established in 1925, with 3,700 personnel and 500 aircraft. By 1930, Japan was producing its own aircraft designs, and by 1935, it had amassed a large inventory of technically sophisticated indigenous designs. In 1941, the Japanese Army Air Force operated around 1,500 fighters, which provided air superiority in many battlefields, both due to the handling qualities of the aircraft and pilot expertise.

AFTER WWII

After Japan's surrender in 1945, the country was prohibited from operating any type of aircraft and aircraft-related industries. However, these restrictions were lifted with

JAPANESE C-130s TO THE RESCUE

From the 1980s on, Japan has looked beyond its borders to offer humanitarian aid requiring heavy lift aircraft. The nation participated in the longest-running humanitarian airlift in the world, known as Operation Christmas Drop, which started in 1952 as a training mission for the U.S. Air Force. Japan's C-130s also were involved from 2015 to 2020 in providing aid to Micronesia. In 2020, two JASDF C-130s and eighty personnel flew to Royal Australian Air Force Base Richmond to provide support for firefighting efforts during the Australian bushfire season.

In 2021, the JASDF and the Philippine Air Force (PAF) held their first air-to-air bilateral training on Humanitarian Assistance and Disaster Relief at Clark Air Base in Pampanga, Republic of the Philippines. "Japan and the Philippines are both natural disaster-prone countries, and there is so much we can share on disaster relief operations for saving lives," stated Major Mizuno Masaki, Unit Commander of the JASDF. The event marks a milestone for defense cooperation between two countries that share vulnerabilities to natural disasters such as earthquakes and typhoons.



Japanese Air Self-Defense Force maintainers pose for a photo during the arrival of the first Japanese F-35A at Luke Air Force Base, AZ.

Image courtesy U.S. Air Force. Photo by Tech. Sgt. Louis Vega Jr.

the outbreak of the Korean War in 1950.

The National Security Force was created in 1954 and was later renamed the Japan Self-Defense Force (JSDF); the Japan Air Self-Defense Force (JASDF) was established at the same time. Aircraft were allocated to the JASDF for marine and ground forces, depending on the roles of each force. In 1957, the first Defense Build-up Plan for Japan was approved. Three more iterations of the plan followed, with the final one set in 1972.

In 1976, National Defense Program Outlines (NDPO) were adopted by the Japanese government, stating that Japan should possess the minimum defense capability necessary to repel limited, small-scale invasions. This was realized in part through acquisitions of U.S.-manufactured F-86D, F-86F, F-104J, and F-4EJ fighters. The NDPO was revised in ensuing years.

In 1995, when the Cold War ended, Japan's defense capability became more compact and high-tech. Today, the JASDF operates about 740 aircraft, including 330 fighters.

JASDF TRANSPORTS

The JASDF's use of transport aircraft started in 1958, when its aircrews operated the Curtiss C-46D Commando. In 1965, the

Curtiss transport was replaced by the NAMC YS-11, a turboprop aircraft designed and built by the Nihon Aircraft Manufacturing, a Japanese consortium.

Japan's Air Force operated the Japanese-made YS-11s and Kawasaki C-1s transport aircraft before acquiring longer-ranged Lockheed C-130Hs and KC-130Hs in the 1980s. Japan's current fleet of sixteen C-130Hs is operated by the 401st Tactical Airlift Squadron of the JASDF based at Komaki Air Base. This fleet is complemented by two KC-130s in-flight refuelers and four Boeing KC-767 tankers.

In July 2020, Japan's Yokota Air Base received a C-130 Super Hercules Weapons System Training (WST) simulator to support operations. U.S. Air Force 36th Airlift Squadron Operation Assistant Director Major Christopher Wolff commented, "The simulator is primarily used to accomplish our required annual refresher training focused on aircraft emergency procedures and crew and cockpit resource management, which would be too dangerous or impractical to do in the actual aircraft." The simulator provides aircrews with real-world scenarios in a safe surrounding, as it has the ability to recreate any flying environment.

AND

Long Lived

Japanese traditional culture includes healthy lifeways and foods that have been carried into modern times. Whether it is those traditions or other aspects of modern life in Japan, or a combination of the two, the result is impressive longevity. Recent reports indicate that Japanese men live to 81 and women to nearly 88; others statistics indicate that both genders live to 83 years on average.

More than 20 percent of the country's population is over the age of 65, currently the highest proportion in the world. At the same time, the birth rate is not keeping up. Since 2009, the country's population has been declining, due to the lowest birth rate since 1899—an ongoing concern as the native labor force also declines. The ultimate impact of deaths from COVID 19 remain to be seen.

WORLDWIDE HERCULES PREMIER SUPPLIERS

The companies listed on the following pages are suppliers of parts, components, systems and repairs for the C-130 Hercules aircraft aftermarket. Firms indicated in **BOLD** type with their logo and description have been vetted by the publishers as bona-fide sources of supply and are the best in the business, providing quality equipment and services at a price that reflects true value for the purchaser. We suggest you contact these businesses for all your supply and repair needs, since they are dedicated to your satisfaction as customers. If they do not have the exact part or repair you require, they can act on your behalf to locate a solution for you. These particular firms are consistent exhibitors at the HOC and C-130 TCG WWR, which take place each fall. For more information on attending or exhibiting, please contact Richard Greenwald at r.greenwald@abdonline.com.

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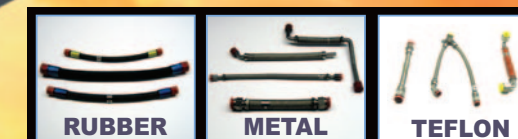
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*Inclusion in this list does not in any way imply that the companies listed are "Distributors" for Lockheed Martin for this program.

Image courtesy of Lockheed Martin.

▶▶ F-16 INDUSTRY'S LEADING PROVIDERS

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The Hologram Products Program was created to better serve the owners and operators of F-16 aircraft. The core of the program is its commitment to quality manufacturing and customer satisfaction.

The Hologram Products Program has addressed this issue by qualifying manufacturers and supporting them with the correct and up-to-date technical data needed to produce OEM quality parts. Not only is each part made to the correct data, but each one has a Lockheed Martin source inspection to ensure conformance and certify the part before it ever reaches the customer's hand. These parts may be identified by the distinctive "hologram" (holographic decal) that can be found on the part itself or the part packaging. Each hologram has a unique serial number that is recorded along with part information for quality checks and customer support.

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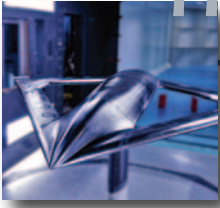
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TIDBITS

AILERONS, RUDDERS, AND FLAPS—WHO NEEDS THEM?



Aircraft such as this B-2 Spirit Bomber will benefit from a high-tech, carbon fiber-reinforced composite polymer skin, developed by a team at North Carolina State University to prevent detection by radar systems. (Photo courtesy of U.S. Air Force Staff Sargent Bennie J. Davis III.)

In 1900, the Wright Brothers tested flight controls on kites to control roll, pitch, and yaw. Their testing resulted in movable surfaces on the wing (ailerons), elevators, and a rudder. Incorporated in their 1903 Flyer, such control elements have been in use for 118 years. Today, aircraft designers at Aurora Flight Sciences, a Boeing Company, are working to replace moving control surfaces, using disruptive flow-control technologies.

Officials of the U.S. Defense Advanced Research Projects Agency (DARPA) announced a \$12.4 million order placed with Aurora in June 2021 to commence Phase One of the Control of Revolutionary Aircraft with Novel Effectors (CRANE) project. The idea is to configure and optimize aircraft with active flow control to enhance the efficiency and effectiveness of commercial and military aircraft.

Instead of using ailerons, rudders, and flaps, the CRANE project utilizes actuators or effectors that add energy or momentum to the flow of air over an aircraft's surfaces. Despite the relatively high costs of such designs, effectors and actuators typically are light weight and energy efficient.

Most modern designs include some form of geometrically-based, passive flow control, such as vortex generators on aircraft wings for flow separation, or adding chevrons to an exhaust nozzle to mitigate noise. However, such passive control devices always are in effect, no matter the need or performance penalty.

By contrast, active flow control involves adding energy, or momentum, to the airflow in a regulated manner, altering the aircraft's aerodynamics. This is done either by using mechanical actuators or by applying ejection or suction to a wing, fuselage, inlet, or nozzle. This approach is more desirable than passive airflow control, because pilots can turn it on or off as needed.

Aurora will demonstrate new active flow control technology on an electric X-plane, with a focus on the best ways to develop and demonstrate their flow-control technologies, whether on a clean-sheet design or in modifying an existing aircraft. The project's ultimate goal is to prove that active flow-control actuator technologies can support safe flight, while providing quantifiable performance advantages.



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TIDBITS VIRTUALLY INVISIBLE FIGHTERS



"Could it be a Romulan ship using their cloaking device?" uttered Captain Kirk in a 1966 episode of *Star Trek*. While we are a long way from the year 2285, when the *USS Enterprise* was traveling "Where no man has gone before," we are getting closer to successfully "cloaking" fighter aircraft with radar invisibility.

Currently, stealth aircraft, such as the B-2 Spirit bomber, are coated in a radar-absorbent material (RAM) designed to convert incoming electromagnetic radar waves into heat. RAM technology is not capable of deflecting all radar frequencies and is only about 70 percent effective in hiding from radar detection. Plus, it is too fragile to withstand temperatures above 480° F (250° C), and salt, moisture and friction can cause it to lose integrity. Due to these limitations, aircraft must be designed to protect the RAM, compromising maneuverability, air speed, and flight time.

Chengying "Cheryl" Xu, Associate Professor of Mechanical and Aerospace Engineering at North Carolina State University, along with her team, has been developing a new skin for stealth fighter jets. This carbon fiber-reinforced composite polymer skin will be more robust, durable, reliable, and effective. Able to withstand temperatures upwards of 3,275° F (1,800° C) and highly resistant to oxidation and corrosion, this "second skin" is expected to provide cloaking that will make the aircraft as close to invisible from radar detection as currently possible — absorbing more than 90 percent of incoming radar waves. The new material will be spray-coated onto the surface of the aircraft at a thickness of only 3 mm, so it is expected to have little effect on flight performance. Other possible applications include submarines and ballistic missiles.



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CHARGING UP TO BREAK THE AIRSPEED RECORD

Technical advances in the transportation industry often start with breaking performance records. The development of electric aircraft is no different.

UK-based Electroflight and Rolls-Royce are working together on beating the world speed record for an electrically powered aircraft. The current record is 213 mph (342 km/h), and Electroflight's Electric NXT aircraft will attempt to top speeds of 300 mph (480 km/h).

At the time of this writing, Rolls-Royce had been working with Electroflight on the project for 3 years, spending an estimated \$8.3 million. While breaking the speed record is up front on the agenda, the larger goal of this ambitious project is developing technology that will reduce the environmental impact of flying.

As the British are considered world leaders in niche automotive technology, especially motorsports electrification or Formula E, many members of the engineering team have backgrounds in motorcar racing. Their collective experience is being applied to the E-NXT, in the context of new aerospace electrification technology, with designing a battery-powered aircraft posing even more challenges than an electrified race car.

For example, to break the speed record, the battery will have to sustain close to full power output for about 8 minutes and provide power to take off and land the aircraft. The battery system for the E-NXT weighs 650 pounds, close to half its total weight. To reduce weight, the battery system is housed in a carbon fiber shell strong enough to also attach the electric motor. The system has 6,400 individual battery cells, slightly larger than AA batteries, cooled by a mixture of water and glycol. Electroflight hopes the engineering know-how it has acquired for this project will provide a head start in the emerging market for batteries designed for electrically-powered aircraft. Governments around the world are committed to making aviation greener, and numerous electric aircraft initiatives are under development with aerospace manufacturers and their partners in the aftermarket.



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We welcome your comments, criticisms, praise and suggestions.

TIDBITS

CAUTION, WARTHOGS AHEAD!



In August 2021, a U.S. Air Force A-10 Thunderbolt II lands on a state highway in Alpena, Michigan. This is said to be the first time in history that the U.S. Air Force has purposely landed modern aircraft on a civilian roadway.

Using a radar speed gun, a Michigan State Trooper confronts the driver of a vehicle stopped on the highway: "Do you know how fast you were going?"

Driver: "Well, about 140 miles per hour is a safe speed for landing, depending on wind direction and fuel load..."

Admittedly, this exchange is fictitious. But A-10 Thunderbolt IIs, nicknamed Warthogs, recently did land on a Michigan roadway as part of Exercise Northern Strike 21, held near the National All-Domain Warfighting Center (NADWC).

Designed for close air support (CAS), the A-10 can take off in 4,000 feet at a speed of 160 mph and land using just 2,000 feet of runway at 140 mph.

As Captain John Renner, a squadron flight commander and pilot who participated in the training event points out, "This proof of concept proves that we can land on any highway and continue to operate. The A-10 allows us to land a lot more places to get fuel and weapons, so we can operate anywhere and move more rapidly.

According to Air Force Colonel James Rossi, Commander of the NADWC's Alpena Combat Readiness Training Center, "This is believed to be the first time in history that modern [U.S.] Air Force aircraft have intentionally landed on a civilian roadway on U.S. soil.



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