

C 130 Aircraft Systems Overview Ep Guide

A highly illustrated celebration of fifty years of the Hercules in service with the Royal Air Force.

Some vols. include supplemental journals of "such proceedings of the sessions, as, during the time they were depending, were ordered to be kept secret, and respecting which the injunction of secrecy was afterwards taken off by the order of the House".

Introduction to Unmanned Aircraft SystemsCRC Press

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

Three Air Force documents provide unique information about USAF operations of this aircraft. Contents: C-130 Operations Procedures * C-130 Aircrew Evaluation Criteria * C-130 Aircrew Training * Bonus: Air Force Culture / Doctrine Instruction / Policy Directive Chapter 1 * GENERAL INFORMATION * 1.1. General * 1.2. Applicability * 1.3. Key Words Explained * 1.4. Deviations and Waivers * 1.5. Supplemental Procedures * 1.6. Local Supplement Coordination Process * 1.7. Improvement Recommendations * 1.8. Definitions * 1.9. Aircrew Operational Reports * Chapter 2 * COMMAND AND CONTROL * 2.1. General * 2.2. Execution Authority * 2.3. Pilot in Command (PIC) Responsibility and Authority * 2.4. Mission Clearance Decision * 2.5. Operational C2 Reporting * 2.6. Mission Commander (MC) * 2.7. C2 Agency Telephone Numbers * 2.8. Close Watch Missions * 2.9. Law Enforcement Support * 2.10. Enroute Maintenance Support * Chapter 3 * AIRCREW COMPLEMENT/MANAGEMENT * 3.1. General * 3.2. Aircrew Complement * 3.3. Aircrew Member Qualification * 3.4. Pilots * 3.5. Navigators * 3.6. Flight Engineers, and Loadmasters * 3.7. Aircrew Management * 3.8. Scheduling Restrictions * 3.9. Fatigue Countermeasures Management Program * 3.10. Crew Rest/Enroute Ground Time * 3.11. Alerting Procedures * 3.12. Stage Management * 3.13. Standby Force Duty * 3.14. Orientation Flights and Incentive Flights * 3.15. Interfly * 3.16. Mission Essential Personnel (MEP) * 3.17. Mission Mobility Observers (MMO) * 3.18. Flight Attendants on Distinguished Visitor Missions * Chapter 4 * AIRCRAFT OPERATING RESTRICTIONS * 4.1. Objective * 4.2. Minimum Equipment List (MEL) Policy * 4.3. Waiver Protocol * 4.4. Technical Assistance * 4.5. MEL Table Definitions/Column Identifiers * 4.6. C-130 MEL * 4.7. Supplements * 4.8. Navigation Systems * 4.9. Gear Down Flight Operations * 4.10. Minimum Equipment for NVG Operations * Chapter 5 * OPERATIONAL PROCEDURES * 5.1. Checklists * 5.2. Duty Station * 5.3. Flight Station Entry * 5.4. Takeoff and Landing Policy * 5.5. Landing Gear and Flap Operating Policy * 5.6. Outside Observer Duties * 5.7. Seat Belts * 5.8. Aircraft Lighting * 5.9. Portable Electronic Devices * 5.10. Tobacco Use on Air Force Aircraft * 5.11. Advisory Calls * 5.12. Stabilized Approach * 5.13. Communications Policy * 5.14. Crew

Resource Management (CRM)/Threat and Error Management * 5.15. Use of Automation * 5.16. Transportation of Pets * 5.17. Alcoholic Beverages * 5.18. Runway, Taxiway, and Airfield Requirements * 5.19. Aircraft Taxi and Taxi Obstruction Clearance Criteria and Foreign Object Damage (FOD) Avoidance * 5.20. Fuel Jettison Procedures * 5.21. Aircraft Speed * 5.22. Bird/Wildlife Aircraft Strike Hazard (BASH) Programs * 5.23. Functional Check Flights (FCFs), Acceptance Check Flights (ACFs) and Operational Check Flights (OCFs) * 5.24. Participation in Aerial Events * 5.25. Traffic Alerting and Collision Avoidance System (TCAS) * 5.26. Radar Altimeter * 5.27. Buddy and Windmill Taxi Starts * 5.28. Reduced Power Operations (N/A for 3 Engine Operations) * 5.29. Aircraft Recovery from Unprepared Surfaces * 5.30. Hand-held (HH) GPS for Laptops with Moving Map Display (MMD) * 5.31. Aircrew Fatigue * 5.32. Aviation Safety Action Program (ASAP) * Chapter 6 * AIRCREW PROCEDURES * Section 6A--Pre-Mission * 6.1. Aircrew Uniform * 6.2. Personal Requirements * 6.3. Pre-Mission Actions * 6.4. Aircrew Publications Requirements * 6.5. Airfield Review * 6.6. Aircrew Intelligence Briefing * Section 6B--Predeparture * 6.7. Global Decision Scheduling System Account * 6.8. Flight Crew Information File (FCIF) * 6.9. Flight Crew Bulletins (FCB) * 6.10. Mission Kits * 6.11. Route Navigation Kits * 6.12. Briefing Requirements * 6.13. Call Signs * 6.14. Instrument Flight Rules * 6.15. Flight Plan/Data Verification * 6.16. Departure Planning * 6.17. Weather Minimums for Takeoff * 6.18. Alternate Planning * 6.19. Departure Alternates * 6.20. Destination Requirements * much more

An assessment of potential environmental impacts on a proposal to expand and reorganize aviation assets (more helicopters and soldiers) at Fort Wainwright in Fairbanks, Alaska. Alternative locations considered include Fort Richardson in Anchorage and Eielson Air Force Base near Fairbanks. Training missions would be conducted on all U.S. Army Alaska lands including the Donnelly, Tanana Flats, Yukon, Gerstle River, and Black Rapids training areas. "An engaging retrospective on the long-lived and ubiquitous C-130 Hercules tactical airlifter . . . Sweeping in its scope . . . an invaluable reference." —Aviation History Designed in response to a 1951 requirement, the C-130 Hercules is the most successful military airlifter ever built. Since it first flew in prototype form on August 23, 1954, more than 2,100 have been produced in over eighty different versions. Across its variants, the Hercules serves more than sixty air forces, as well as many civilian cargo operators, in a multiplicity of roles, including air-to-air refueller, gunship, airborne command post, flying hospital, and firefighter. This rugged and easily maintained aircraft entered service in 1956 with the USAF Tactical Air Command. Ten years later, the "Charlie 130" was providing essential logistical support in Vietnam. This period in Southeast Asia was the Hercules' finest hour. Paradrops, airlift, and evacuation operations were completed around the clock, often at low level, usually under fire and nearly always in bad weather. A generation later, this "Mr. Dependable" was serving with equal distinction in the Gulf War in the role of airlifter, radio-countermeasures, and "psy-ops" platform, gunship and, once again, "block-buster bomber." The "Herky Bird" or "Fat Albert," as the C-130 is fondly known, has proved a key component in humanitarian relief operations, as well, in all parts of the world. "Martin's technical and informative look at their creation and use is absolutely fascinating. An iconic aircraft gets Martin's VIP treatment in this wonderful book." —Books Monthly "A history of an aviation great, from the pen of a popular and well-established author of aviation history." —Firetrench

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Introduction to Unmanned Aircraft Systems surveys the fundamentals of unmanned aircraft system (UAS) operations, from sensors, controls, and automation to regulations, safety procedures, and human factors. It is designed for the student or layperson and thus assumes no prior knowledge of UASs,

engineering, or aeronautics. Dynamic and well-illustrated, the first edition of this popular primer was created in response to a need for a suitable university-level textbook on the subject. Fully updated and significantly expanded, this new Second Edition: Reflects the proliferation of technological capability, miniaturization, and demand for aerial intelligence in a post-9/11 world Presents the latest major commercial uses of UASs and unmanned aerial vehicles (UAVs) Enhances its coverage with greater depth and support for more advanced coursework Provides material appropriate for introductory UAS coursework in both aviation and aerospace engineering programs Introduction to Unmanned Aircraft Systems, Second Edition capitalizes on the expertise of contributing authors to instill a practical, up-to-date understanding of what it takes to safely operate UASs in the National Airspace System (NAS). Complete with end-of-chapter discussion questions, this book makes an ideal textbook for a first course in UAS operations.

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