LM-100J: Airlifter For Hire

By Jeff Rhodes

Since the 1960s, the L-100 has delivered cargo unimproved fields at the edges of the commercial air cargo spectrum around the world. From delivering food to Africa; spraying oil dispersant; or moving whales (really), it was all just part of the job. But now, it's time for a new Hercules to move commercial cargo to the out-of-the-way places. The LM-100J, the new commercial variant of the C-130J Super Hercules, will be touching down on dirt strips or short runways starting around 2017.

LEARN MORE ABOUT THE LM-100J
1 Million Hours And Counting
By Jeff Rhodes
The worldwide community of C-130J Super Hercules operators surpassed the one million flight hour milestone in 2013 and here is what has happened since. The million hour mark came slightly more than seventeen years after Lockheed Martin test pilots Lyle Schaefer and Bob Price took the first J-model aloft for the first time on 5 April 1996 from Dobbins ARB in Marietta, Georgia. That aircraft, an extended fuselage length Super Hercules, was delivered to the Royal Air Force after testing was completed.

STATUS OF THE C-130J PROGRAM

NEWS ITEMS
F-35B Wet Runway/Crosswind Envelope
Australian F-35As Rolled Out
Oman F-16s Ferry
21st C-5M Delivered To USAF
Fighting Tigers Return Home

Designing The Hercules
By Jeff Rhodes
Famed aerospace engineer and designer Willis M. Hawkins, whose Lockheed career spanned nearly fifty years, had a number of highlights. Hawkins oversaw development of the Polaris, the US Navy’s first sea-launched ballistic missile, and headed the then-classified Corona reconnaissance satellite program. In 1951, Hawkins led the team that designed the C-130 airlifter in a little more than two months. Hawkins considered the Hercules one of his greatest successes.

INSIGHTS INTO THE C-130 DESIGN

Exclusive Archive Video For Code One Subscribers
C-130 Lands On Aircraft Carrier

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