



Kestrel Publications



**LOCKHEED CC-130 HERCULES
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS &
INDIVIDUAL HISTORIES**



by T.F.J. Leversedge

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Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: Kestrel Publications at kestrelpubs@gmail.com

Dedication

This publication is dedicated to all those who fly and maintain these CC-130 *Hercules* aircraft.

Cover Image Notes

An early example of the C-130B Hercules in partial RCAF livery (note the partially completed "lightning flash". -
(CF Photo #PC-2365)



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CC-130 Hercules Serials

Serial #	Manufacturer	c/n	Designation	Variant	Name
10301	Lockheed	282-3572	CC-130	C-130B-LM	Hercules

TOS: 1960

Ex USAF 60-5450. Delivered new in bare metal RCAF colour scheme to No. 435 (T) Sqn, RCAF Stn Namao, AB, November 1960. Delivered to No. 408 Sqn at Rivers Camp, MB from Namao, AB on 21 May 1965. First Hercules with this unit. Returned to Lockheed on 10 April 1967. To civil register as N4652 in July 1967, then to Columbian AF in January 1969 as FAC-1003. Ditched in Atlantic Ocean after running out of fuel en route from Azores to Bermuda due to navigation system failure on 16 October 1982. 5 of 13 crew onboard killed. The a/c then remained afloat for two days.

SOS: 23 March 1967 - Struck off, sold to Lockheed Aircraft.

10302	Lockheed	282-3575	CC-130	C-130B-LM	Hercules
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TOS: 1960

Ex USAF 60-5451. Delivered new in bare metal RCAF colour scheme to No. 435 (T) Sqn, RCAF Stn Namao, AB, November 1960. Returned to Lockheed on 10 April 1967, to civil register as N4653 in July 1967, then to Columbian AF as FAC-1001 in January 1969. Withdrawn from use in July 1988.

SOS: 23 March 1967 - Struck off, sold to Lockheed Aircraft.

10303	Lockheed	282-3587	CC-130	C-130B-LM	Hercules
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TOS: 1960

Ex USAF 60-5452. Delivered new in bare metal RCAF colour scheme to No. 435 (T) Sqn, RCAF Stn Namao, AB, November 1960. Took part in Operation Boxtop VII, resupply of Alert from Thule, August 1962. Used by No. 408 Sqn at Rivers Camp, MB from 1965 or 1966. Returned to Lockheed on 31 March 1967, to civil register as N4654 on 7 July 1967, then to Columbian AF as FAC-1002 in January 1969. Crashed and burned at Bogota, Columbia on 8 August 1969.

SOS: 23 March 1967 - Struck off, sold to Lockheed Aircraft.

10304	Lockheed	282-3590	CC-130	C-130B-LM	Hercules
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TOS: 1960

Ex USAF 60-5453. Delivered new in bare metal RCAF colour scheme to No. 435 (T) Sqn, RCAF Stn Namao, AB, November 1960. Took part in Operation Boxtop VII, resupply of Alert from Thule, August 1962. Used by No. 408 Sqn at Rivers Camp, MB 1965 and 1966. With this unit at time of crash on 15 April 1966. Forward cabin door came off, went through propeller. Propeller then came off, damaging cockpit roof. Deadstick, gear up landing in wheat field, no injuries.

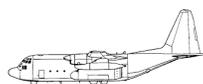
SOS: 12 October 1966 - **Cat "A" write-off**

10305 130305	Lockheed	382-4020	CC-130	C-130E-LM	Hercules
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TOS: 14 December 1964

Ex USAF 64-17624. Used by No. 436 (T) Sqn, RCAF Stns Uplands and / or Trenton. With No. 436 Sqn at CFB Uplands, ON at integration. Visited Perth, Australia in mid 1980s, in original white and bare metal finish. Converted to CC-130NT navigation trainer, for use at Navigation School at CFB Winnipeg, MB. With No. 429 Sqn at CFB Winnipeg by 1991. Converted from navigation trainer to SAR role with special avionics at NAVAIR Toronto 1993. Re-designated CC-130E(SAR) for engineering purposes. With No. 424 (T&R) Sqn at CFB Trenton, ON in 1994. Designation CC-130E(SAR) was used for engineering purposes. Still based at CFB Trenton in 2005, with No. 8 Wing. Seen at Camp Mirage, middle east, in October 2005. Still at Trenton in October 2008. Based at CFB Greenwood, NS in April 2011. Withdrawn from service by 26 September 2011. Stored at CFB Winnipeg by April 2012, awaiting disposal.

SOS: 26 September 2011



10306 130306	Lockheed	382-4026	CC-130	C-130E-LM	Hercules
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TOS: 14 December 1964

Ex USAF 64-17625. Used by No. 436 (T) Sqn, RCAF Stns Uplands and / or Trenton. With No. 436 Sqn at CFB Uplands, ON at integration. In December 1971 made three unsuccessful attempts to extricate Westerners from Dacca, East Pakistan during the India and Pakistan War. Converted to CC-130NT navigation trainer, for use at Navigation School at CFB Winnipeg, MB. With No. 429 Sqn at CFB Winnipeg by 1991. Converted from navigation trainer to SAR role with special avionics at NAVAIR Toronto 1993. Re-designated CC-130E(SAR) for engineering purposes. With No. 413 (T&R) Sqn at CFB Greenwood, NS in 1995. At CFB Trenton in August and October 2008. Visited Toronto airport in July 2009. Seen at Brussels, Belgium in August 2010. Reported at Cascade Aerospace in late 2010. Withdrawn from use in 2010, reported stored at CFB Winnipeg in Flyable Reserve status by November 2010, with 40,068.4 hours airframe time. Reported stored at Abbotsford, BC on 2 July 2011, still there April 2012. Later reduced to spares and produce.

SOS: reduced to spares and produce

10307 130307	Lockheed	382-4041	CC-130	C-130E-LM	Hercules
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TOS: 9 February 1965

Ex USAF 64-17626. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Namao, AB. Converted to CC-130N navigation trainer, for use at Navigation School at CFB Winnipeg, MB. With No. 429 Sqn at CFB Winnipeg by 1991. Converted from navigation trainer to SAR role with special avionics at NAVAIR Toronto 1993. Re-designated CC-130E(SAR) for engineering purposes. With No. 424 (T&R) Sqn at CFB Trenton, ON in 1994. First CC-130 to be inducted into Cascade Aerospace at Abbotsford, BC for overhaul on 1 May 2006. Reported with 45,000 + hours flight time in August 2011, scheduled for centre wing box replacement. The oldest active CF Hercules at that time. Stored at Trenton pending allocation for overhaul at that time. To Cascade Aerospace at Abbotsford for overhaul in May 2012, probably the last CC-130E to receive an overhaul. Scheduled for allotment to Canada Air & Space Museum (CASM) when withdrawn from service. Still in use early 2013. The longest serving Hercules in Canada, it made its final flight in April 2016 when it landed at the CASM in Rockcliffe, ON. In total, it flew just over 47,000 flying hours coming within only a few hours of its maximum serviceable life

SOS: 6 April 2016; preserved at Canada Aviation & Space Museum, Rockcliffe, ON

10308 130308	Lockheed	382-4042	CC-130	C-130E-LM	Hercules
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TOS: 9 February 1965

Ex USAF 64-17627. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Namao, AB when renumbered. Flew in Warton, ON air show in June 1976. Fitted with nine satellite tracking antennas 1976 to approximately 1983. Modified with EW Suite for Gulf War in 1990. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. To Santo Domingo airport in Dominican Republic in March 2004, delivering hurricane relief supplies to Haiti. Took part in 2005 Canadian National Exposition air show, basing out of Trenton. Visited Larnaca, Italy on 9 October 2005. Reached 45,000 flying hours at Kandahar, Afghanistan in December 2008. Seen at Hamilton airport in June 2010. Based at CFB Greenwood, NS in April 2011. Withdrawn from service by 5 September 2011. Stored at CFB Trenton by May 2012, awaiting disposal instructions. Later reduced to spares and produce.

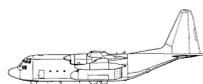
SOS: reduced to spares and produce

10309	Lockheed	382-4050	CC-130	C-130E-LM	Hercules
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TOS: early 1965

Ex USAF 64-17628. With No. 436 (T) Sqn, RCAF Stn Uplands, ON at time of crash on 28 April 1967.

SOS: 11 July 1967 - Cat "A" write-off



10310 130310	Lockheed	382-4051	CC-130	C-130E-LM	Hercules
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TOS: 5 March 1965

Ex USAF 64-17629. Used by No. 436 (T) Sqn, RCAF Stns Uplands and / or Trenton. With No. 436 Sqn at CFB Uplands, ON at integration. Converted to CC-130NT navigation trainer, for use at Navigation School at CFB Winnipeg, MB. With No. 429 Sqn at CFB Winnipeg by 1991. Converted from navigation trainer to SAR role with special avionics at NAVAIR Toronto 1993. Re-designated CC-130E(SAR) for engineering purposes. With No. 424 (T&R) Sqn at CFB Trenton, ON in 1994. Visited Spain in July 2002. Seen at Cambridge Bay, Nunavut in March 2006. With No. 413 Sqn, CFB Greenwood, NS in 2007. At Cascade Aerospace in Abbotsford, BC for overhaul in summer of 2007. With No. 413 Sqn later in 2007. To CFS Alert, Nunavut for exercises, 3 April 2009. Stored at Trenton in flyable condition May 2010. Flown to Abbotsford, BC for Flyable Storage Program on 12 June 2010. Still stored there in April 2012. Later reduced to spares and produce.

SOS: reduced to spares and produce

10311 130311	Lockheed	382-4060	CC-130	C-130E-LM	Hercules
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TOS: 9 April 1965

Ex USAF 64-17630. Used by No. 436 (T) Sqn, RCAF Stns Uplands and / or Trenton. With No. 436 Sqn at CFB Uplands, ON at integration. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. To CAE at Edmonton for overhaul in 1995. Seen at CFB Trenton in October 2005. With No. 413 Sqn at CFB Greenwood, NS, c.2005. Cat D damage at CFS Alert, Nunavut on 25 April 2006, while delivering fuel to Alert as part of Operation BOXTOP in 2006. Aircraft landed long on ice and snow covered runway, pilot came off brakes briefly when directional control problems encountered, over ran runway end by about 80 feet before stopping. Reported stored at Trenton 2006, near time expired. Still stored at Trenton in August and October 2008. Seen at Trenton in July 2009. Last flight 18 July 2007 at Trenton. Outer wings removed and installed on 130337, 13 July 2009. Still at Trenton in October 2009, wings removed. Other parts apparently stripped by June 2010. Still being stripped for spare parts at Trenton in October 2010. Fuselage still stored outside at Trenton in June 2011. Transferred to Cascade Aerospace and reduced to spares and produce in 2015.

SOS: 18 July 2007; reduced to spares and produce

10312 130312	Lockheed	382-4061	CC-130	C-130E-LM	Hercules
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TOS: 9 April 1965

Ex USAF 64-17631. With No. 435 (T) Sqn, RCAF Stn Namao, AB. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. Serving with No.436 Sqn, CFB Trenton, ON, at time of crash. Searching for lost helicopter, crashed 13 kilometres (8.1 miles) west of Chapais, QC on 15 October 1980. 8 fatalities, 2 survivors.

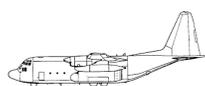
SOS: 15 October 1980 - Cat "A" write-off

10313 130313	Lockheed	382-4066	CC-130	C-130E-LM	Hercules
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TOS: 7 May 1965

Ex USAF 64-17632. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. With No. 413 Sqn at CFB Greenwood, NS in 1995. At CFB Trenton in December 2007. At CFB Greenwood with 413 Sqn in 2010. Last flight 21 March 2010. Withdrawn from use on 1 April 2010, stored at CFB Trenton in Flyable Storage Program. Was being used for MAMS (loadmaster) training June 2010. This was the 7th E model retired by the CF. Was to be donated to the Greenwood Aviation Museum. Donated instead to the National Air Force Museum of Canada, at Trenton on 21 July 2011, replacing #130314.

SOS: 1 April 2010; preserved at the Air Park of the National Air Force Museum in Trenton, ON



10314 130314	Lockheed	382-4067	CC-130	C-130E-LM	Hercules
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TOS: 7 May 1965

Ex USAF 64-17633. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Namao, AB. Based at CFB Trenton by 1972. Visited Shannon, Ireland on 2 July 1983, still in non-camouflage finish. Serving with No. 436 Sqn, CFB Trenton, ON in 1981 and 1991. Converted to SAR role with special avionics at NAVAIR Toronto 1993. Re-designated CC-130E(SAR) for engineering purposes. With No. 424 (T&R) Sqn at CFB Trenton, ON in 1994. With No. 413 Sqn at CFB Greenwood, NS in 1991 and 1995. Detached service in Middle East from 2002. With No. 8 Wing at CFB Trenton in 2005. Used to mock up Engine Instrument Display System retrofit at Spar Aerospace in July 2005. Last flight 1 December 2005 at Trenton with 42,761 hours airframe time. Reported stored at Trenton 2006, time expired. Still stored there in 2007, waiting for wing box replacement. This did not happen, replacement parts intended for this aircraft used on 130332 instead. Seen at Trenton in October 2008, with outer wings and engines removed for use on 130336. To RCAF Museum at Trenton in June 2009, with outer wings from 130333. On display outside at the Museum by June 2010. After being replaced by #130313 this aircraft was being stripped for spares at Trenton in May 2012.

SOS: 1 December 2005; reduced to spares and produce

10315 130315	Lockheed	382-4070	CC-130	C-130E-LM	Hercules
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TOS: 17 May 1965

Ex USAF 64-17634. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 436 Sqn at CFB Uplands, ON at integration. To Trenton with this unit in 1973, still with unit in 1979. Visited Faro, Portugal in 1987. Modified with EW Suite for Gulf War in 1990. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Reached 45,000 hours airframe time on 27 May 2005, the first military Hercules to reach this time. Was detached to CFB Cold Lake, AB from 8 Wing, CFB Trenton, for Exercise Maple Flag at the time. Last flight 24 September 2005 at Trenton. Reported stored at Trenton in December 2007, time expired, and used at ground instructional aid. Still at Trenton in March 2011, used as an engineering training aid.

SOS: 24 September 2005

10316 130316	Lockheed	382-4075	CC-130	C-130E-LM	Hercules
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TOS: 17 May 1965

Ex USAF 64-17635. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1974 and 1991. Flew to Australia and Singapore, 6 to 20 September 1974. With No. 8 Wing at CFB Trenton in 1995. Visited Azores islands in March 2005. At Cascade Aerospace in Abbotsford, BC for overhaul in summer of 2007. Back at CFB Trenton by November 2008. At Abbotsford for prototype Joint Aerial Delivery Standoff System (J-PADS) modification and testing January 2009. Under test at Abbotsford and Trenton in 2009. Last flight 16 May 2010 at Abbotsford. Used for some avionics prototyping at Cascade. By August 2010 wings removed, airframe used as ground trainer for CC-130J program. Outer wings removed and stored as spares. Reported stored at Abbotsford, BC on 2 July 2011.

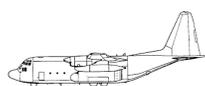
SOS: 16 May 2010; reduced to spares and produce

10317 130317	Lockheed	382-4122	CC-130	C-130E-LM	Hercules
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TOS: 23 December 1965

Ex USAF 64-17636. With No. 435 (T) Sqn, RCAF Stn Namao, AB. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 436 Sqn at CFB Uplands, ON at integration. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. With No. 8 Wing at CFB Trenton in 1995. Last flight 12 January 2007 at Trenton, with 44272 total airframe time. Outer wings and engines removed for installation on 130333 in February 2009. Wings replaced from 130336. Parts of horizontal stab removed for Non-destructive Testing at ATESS Trenton. Being used for parts recovery, parked outside at Trenton in June 2010. Other parts destined for the engineering department at Royal Military College, Kingston, ON. Main airframe still stored outside at Trenton in June 2011 and May 2012.

SOS: 12 January 2007; reduced to spares and produce



10318 130318	Lockheed	382-4124	CC-130	C-130E-LM	Hercules
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TOS: 21 January 1966

Ex USAF 64-17637. With No. 435 (T) Sqn, RCAF Stn Namao, AB. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 435 Sqn, CFB Namao, AB, when destroyed in a crash on 29 January 1989. Crash-landed 300-600 feet short of the runway at night in -46 deg (C) temperatures, at Fort Wainwright, Alaska. 9 fatalities, including 2 who died later in hospital, plus 9 survivors.

SOS: 9 May 1989 - Cat "A" write-off

10319 130319	Lockheed	382-4095	CC-130	C-130E-LM	Hercules
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TOS: 25 August 1965

Ex USAF 64-17638. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 436 Sqn at CFB Uplands, ON at integration. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Visited Malta on 12 June 2005. Visited Europe in April 2006. Still at CFB Trenton in October 2008, and March 2009. Later deployed to Afghanistan, where it became the last CF Hercules based there, last in-country flight on 25 April 2011. Left Afghanistan on 27 April 2011. Had over 43,800 logged hours at that time. Later based at Cyprus, still in use supporting Operation Archer (Canadian training support for Afghan Army). Later returned to Trenton for use as a backup SAR aircraft, pending wing spar replacement. Took part in evacuation of flood victims from Wollaston Lake, Saskatchewan in June 2011. Damaged right wing when it struck a building while taxiing at Points North Airfield on 2 June 2011. Maintenance inspection completed at Cascade Aviation in February 2012, to No. 424 Sqn at CFB Trenton. Still there in May 2012. Visited Toronto Airport on 22 August 2012. Reported still active April 2013, at Trenton.

SOS: reduced to spares and produce

10320 130320	Lockheed	382-4096	CC-130	C-130E-LM	Hercules
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TOS: 25 August 1965

Ex USAF 64-17639. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Namao, AB. Visited Maastricht, Holland in October 1979. Extensively damaged at Trenton in 1983 when it was hit by 130328 that had jumped its chocks during an engine run up. Fortunately, there was no fire or injury and the aircraft was repaired. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Served with No. 424 (T&R) Sqn at CFB Trenton, dates not known. At SPAR facility at Edmonton International Airport (Nisku) in August 2006. Back at CFB Trenton by October 2008. Stored at Cascade Aerospace in Abbotsford by 27 March 2011. Time expired, probably held for spares. Still there in January 2012.

SOS: reduced to spares and produce

10321 130321	Lockheed	382-4191	CC-130	C-130E-LM	Hercules
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TOS: 6 January 1967

Ex USAF 65-12766. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 436 Sqn at CFB Trenton, ON in 1991. With No. 435 Sqn, 8 Wing, Trenton, when destroyed on 22 July 1993. Crashed during LAPES (Low Altitude Parachute Extraction System) training at CFB Wainwright, AB. 5 fatalities and 4 survivors. All LAPES operations in the CF were permanently suspended shortly after this accident.

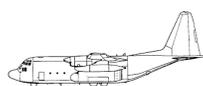
SOS: 5 October 1993 - Cat "A" write-off

10322 130322	Lockheed	382-4192	CC-130	C-130E-LM	Hercules
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TOS: 17 January 1967

Ex USAF 65-12767. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 436 Sqn at CFB Trenton, ON in 1991. With No. 435 Sqn when it crashed on 30 October 1991. Crashed on approach to CFS Alert, Ellesmere Island, NWT with 5 fatalities, and 13 survivors. Took several days for survivors to be recovered, due to bad weather. Wreckage still visible at crash site for several years.

SOS: 25 November 1992 - Cat "A" write-off



10323 130323	Lockheed	382-4193	CC-130	C-130E-LM	Hercules
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TOS: 17 January 1967

Ex USAF 65-12768. Used by No. 436 (T) Sqn, RCAF Stn Uplands, ON. With No. 436 Sqn at CFB Uplands, ON at integration. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. To CAE Aviation for overhaul in 1995. Heavy snowfall accumulation on tail caused aircraft to tip onto its rear ramp with no apparent damage at Greenwood in the early morning on 14 November 2004. To SPAR in Edmonton for overhaul in November 2005. At CFB Greenwood with 413 Sqn in 2010. To Cascade Aerospace at Abbotsford, BC for Periodic Inspection in June 2010. Probably last inspection for this aircraft. To No. 435 Sqn at CFB Winnipeg on 23 August 2010. Seen at Trenton open house in June 2011. Also on display at Hamilton air show the same month. Withdrawn from use 23 January 2012, stored at CFB Trenton pending disposal. Still there in May 2012.

SOS: reduced to spares and produce

10324 130324	Lockheed	382-4194	CC-130	C-130E-LM	Hercules
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TOS: 17 January 1967

Ex USAF 65-12769. With No. 435 (T) Sqn, RCAF Stn Namao, AB. With No. 435 Sqn at CFB Namao, AB. Modified with EW Suite for Gulf War in 1990. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Visited Edinburgh, UK on 16 March, and again on 21 March 2006. Received cargo or spares from a Belgium AF Hercules before departing as CFC 2326. Visited Manchester, UK as flight CF2353 on 16 October 2006. Reported u/s at Whitehorse, Yukon on 1 February 2008. Still at Trenton in August and October 2008. At Cascade Aviation in Abbotsford in April 2009 for overhaul, reported with very little airframe time left. Back to CFB Trenton in June 2010, kept as SAR reserve aircraft. Stored at Trenton, in Flyable Status, by late 2010. Officially time expired from 4 November 2010. Stored at Cascade Aviation by 15 February 2011; reduced to spares and produce.

SOS: February 2011; reduced to spares and produce

10325 130325	Lockheed	382-4285	CC-130	C-130E-LM	Hercules
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TOS: 30 July 1968

With No. 436 (T) Sqn at CFB Stn Trenton, ON. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Took part in Operation Boxtop (annual re-supply of CFB Alert) in 1998. Still at Trenton in June 2008. Seen at Kandahar, Afghanistan in December 2009. Stored at Cascade Aerospace at Abbotsford, BC as part of the Flyable Storage Program from 15 September 2010, still there in April 2012. Reduced to spares and produce.

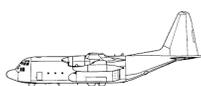
SOS: 2010; reduced to spares and produce

10326 130326	Lockheed	382-4286	CC-130	C-130E-LM	Hercules
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TOS: 30 July 1968

With No. 436 (T) Sqn at CFB Stn Trenton, ON. With No. 436 Sqn at CFB Trenton, ON in 1991. Operated on behalf of UN in Ethiopia in November and December 1991. With No. 435 Sqn, CFB Edmonton, AB in 1994. To Chicoutimi, QC on 8 April 2005. Visited Prestwick Airport, UK, on 10 September 2005, together with 130334. Still based at CFB Trenton, ON in 2005. Last flight on 21 March 2006 at Abbotsford BC, reported with 42,255 airframe time. Stored at Cascade Aerospace in Abbotsford, BC in summer of 2007 for use as a training aid. Still in use as trainer in February 2009. Still at Abbotsford in November 2009. At Abbotsford in August 2010, wings removed, for use on 130332. Engines also removed while at Cascade. Aircraft transferred to CC130J program August 2010 for conversion to ground trainer. Reported stored at Abbotsford, BC on 2 July 2011.

SOS: 21 March 2006; reduced to spares and produce



10327 130327	Lockheed	382-4288	CC-130	C-130E-LM	Hercules
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TOS: 15 August 1968

With No. 436 (T) Sqn at CFB Stn Trenton, ON. Visited Gilze Rijen, Holland in May/June 1974, in support of CF-104 detachment there. Modified with EW Suite for Gulf War in 1990. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Visited Kabul, Afghanistan on 29 July 2003. Had close encounter with terrain on low level tactical departure that day for Camp Mirage, after leaving pre-planned track and entering box valley. Bank angle limits exceed during exit from valley, resulting in buffet, no damage or injuries. Subsequent investigation cited hurried planning and crew fatigue as contributing factors. Delivered first Dutch troops to FOB (Forward Operating Base) Tarin Kowt, Afghanistan on 23 August 2006. Operated by 436 Sqn crew assigned to Tactical Airlift Unit, Theatre Support Element, based at Camp Mirage in Middle East. Based at CFB Trenton by April 2011. With No. 413 Sqn at CFB Greenwood in April 2012. Reported at Trenton on 7 February 2013. Transferred to Cascade Aerospace; reduced to spares and produce.

SOS: 2016; reduced to spares and produce

10328 130328	Lockheed	382-4289	CC-130	C-130E-LM	Hercules
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TOS: 15 August 1968

With No. 436 (T) Sqn at CFB Stn Trenton, ON. Fitted with experimental satellite communication antenna 1978 through 1983. Jumped chocks during engine run up at Trenton in 1983 and ran into #130320 causing extensive damage to both aircraft. Fortunately, there was no fire or injury and aircraft was repaired. Investigation revealed that brakes were not functioning on #130328, due to the auxiliary hydraulic system not being activated before the run up. With No. 436 Sqn at CFB Trenton, ON in 1991 and 1994. Still with No. 436 Sqn at that time. Still based at CFB Trenton, ON in 2005. Still at Trenton in August and October 2008. At CFB Greenwood, NS with No. 413 Sqn in 2009 and 2010. At Abbotsford for Periodic Inspection in September 2010. Probably last inspection for this aircraft. Again based at 14 Wing Greenwood, NS in April 2011. Withdrawn from use when hours expired on 12 December 2011. Still stored at CFB Greenwood in April 2012.

SOS: 12 December 2011; Preserved at Air Park in 14 Wing, Greenwood, NS

130329	Lockheed	4553	CC-130	C-130H	Hercules
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TOS: 16 October 1974

USAF serial 73-1589 issued for book keeping, no record of it actually being marked externally (does appear on serial plate). Delivered to No. 435 Sqn on 26 September 1974. Later served with No. 436 (T) Sqn. Flew this Sqn's first operational LAPES mission on 8 April 1982, when it delivered 64 drums of fuel near Eureka, NWT. Crashed and destroyed during LAPES demonstration at CFB Namao, AB on 16 November 1982. Crashed when load jammed in aircraft, with chute deployed. 7 fatalities.

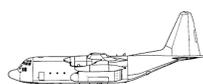
SOS: 28 June 1983 - Cat "A" write-off

130330	Lockheed	4555	CC-130	C-130H	Hercules
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TOS: 16 October 1974 - Taken on strength

USAF serial 73-1591 issued for book keeping, no record of it actually being marked externally (does appear on serial plate). First CC-130 to receive a camouflage paint scheme in 1982. The varied camouflage consisted of three shades of grey called Grey Ghost. It was the only aircraft to carry the three shades of grey, as all subsequent aircraft had the light grey replaced with green FS 34095. Destroyed in mid-air with #130331 on 29 March 1985 at CFB Namao, AB. With No. 435 Sqn at Edmonton at the time. 6 fatalities on this aircraft.

SOS: 14 January 1986 - Cat "A" write-off



130331	Lockheed	4559	CC-130	CC-130H	Hercules
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TOS: 19 November 1974 - Taken on strength

USAF serial 73-1593 issued for book keeping, no record of it actually being marked externally (does appear on serial plate). Destroyed in mid-air crash with #130330, near CFB Namao, AB on 29 March 1985. With No. 435 Sqn at this time. 4 fatalities on this aircraft.

SOS: 14 January 1986 - Cat "A" write-off

130332	Lockheed	4568	CC-130	CC-130H	Hercules
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TOS: 3 March 1975 - Taken on strength

USAF serial 73-1596 issued for book keeping, no record of it actually being marked externally (does appear on serial plate). With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. With No. 436 Sqn at CFB Trenton, ON in 1994. Back to No. 435 Sqn by 1995. With 8 Wing at CFB Trenton in January 2006. At Cascade Aerospace in Abbotsford, BC for overhaul in summer of 2007. Visited Alexandria, Louisiana in October 2007, as part of a Green Flag Exercise, call sign "Cougar 11". Still at Trenton in May 2009. Outer wings received from 130326, on 28 October 2008. Refurbished center wing being installed at Cascade Aviation at Abbotsford, summer 2010 to spring 2011. With No. 413 Sqn at CFB Greenwood in April 2012.

SOS: In-service

130333	Lockheed	4574	CC-130	CC-130H	Hercules
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TOS: 3 March 1975 - Taken on strength

USAF serial 73-1599 issued for book keeping, no record of it actually being marked externally (does appear on serial plate). Used in Operation morning Light (search for Soviet nuclear satellite debris) in northwest Territories in January 1978. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. Operated on behalf of UN in Ethiopia in November and December 1991. With No. 436 Sqn at CFB Trenton, ON in 1994. Back to No. 435 Sqn by 1995. Based at CFB Trenton, ON in 2005. Received outer wings from 130317 in August 2009. Seen at Hamilton, ON on 4 November 2009. Reported in use as a simulator at Trenton in March 2011. Scheduled for wing centre section replacement at Cascade Aerospace in spring of 2011. Damaged in June 2011 at Wollaston Lake, Saskatchewan during evacuation of civilians from wild fires. Clipped a building while taxiing, repaired on site several weeks later. Reported back at Cascade Aviation in April 2012 for further work, scheduled completion was September 2012. Reported used as training aid at Trenton on April 2013.

SOS:

130334	Lockheed	4994	CC-130	CC-130H	Hercules
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TOS: 22 March 1985 - Taken on strength

Bought direct from Lockheed along with 130335, as replacements for 130312 and 130329. Identified as a CC-130H84 for maintenance purposes, based on year of build. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. With No. 8 Wing at CFB Trenton by 1995. With No. 413 Sqn at CFB Greenwood in April 2012.

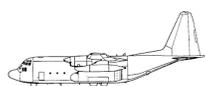
SOS: In-service

130335	Lockheed	4995	CC-130	CC-130H	Hercules
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TOS: 22 March 1985 - Taken on strength

Identified as a CC-130H84 for maintenance purposes, based on year of build. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. With No. 8 Wing at CFB Trenton by 1995. At Trenton in May 2009, fitted with SAR rear cabin door. With No. 424 Sqn at CFB Trenton in April 2012.

SOS: In-service



130336	Lockheed	4580	CC-130	CC-130H73	Hercules
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TOS: 18 November 1986 - Taken on strength

Identified as a CC-130H73 for maintenance purposes, based on year of build. Acquired second hand from Abu Dhabi AF, their serial #1211. Purchase arranged through Marshalls of Cambridge, UK. US registration N4246M carried for ferry flights. Delivered to CAE at Edmonton, AB for Canadian modifications. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. Operated for UN in Sudan in March 1993, with large Canadian flags marked on lower wing surface. With No. 8 Wing at CFB Trenton by 1995. Still at Trenton in August and October 2008. Fitted with outer wings from #130314 at Cascade Aerospace by 15 February 2009.

SOS: In-service

130337	Lockheed	4584	CC-130	CC-130H73	Hercules
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TOS: 18 November 1986 - Taken on strength

Identified as a CC-130H73 for maintenance purposes, based on year of build. Acquired second hand from Abu Dhabi AF, their serial #1212. Purchase arranged through Marshalls of Cambridge, UK. US registration N4247M used for ferry flights. Delivered to CAE at Edmonton, AB for Canadianization modifications. With No. 435 Sqn at CFB Edmonton (Namao), AB in 1991. Carried UN supplies to Kigali, Rwanda on 6 August 1994. With No. 8 Wing at CFB Trenton by 1995. Based at CFB Trenton, ON in 2005. At Cascade Aerospace in Abbotsford, BC for overhaul in summer of 2007. At Cascade Aerospace January 2010 for major overhaul and replacement of outer wings using panels from 130311. With No. 424 Sqn at CFB Trenton in April 2012.

SOS: In-service

130338	Lockheed	5175	CC-130	CC-130H90(T)	Hercules
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TOS: 21 February 1991 - Taken on strength

Identified as a CC-130H90 or H90(T) for maintenance purposes, based on year of build. Designations KCC-130H is unofficial, designated as CC-130H(T) for engineering purposes. Converted to air-to-air tanker configuration by Northwest Industries, Edmonton, AB and assigned to 435 (T&R) Sqn based at CFB Namao, Edmonton AB in 1992. With No. 435 Sqn at CFB Edmonton, AB in 1994. Moved to CFB Winnipeg with this unit in 1994. Still with this unit in 1995, and 2005 at CFB Winnipeg. Fuel imbalance caused the aircraft to slowly tilt onto its left wing during an overnight stop at CFS Alert, Nunavut on 24 November 2005. Minor damage to wing tip. Took part in training exercises at Key West NAS, Florida in March 2012, operated by 435 Sqn. Still active at Winnipeg in January 2013.

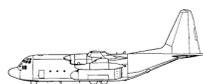
SOS: In-service

130339	Lockheed	5177	CC-130	CC-130H90(T)	Hercules
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TOS: 21 February 1991 - Taken on strength

Identified as a CC-130H90 or H90(T) for maintenance purposes, based on year of build. Converted to tanker configuration by Northwest Industries, Edmonton, AB. Started operation trials as tanker in 1999, with No. 435 (TT) Sqn. Designations KCC-130H and CC-130H(T) are unofficial. With No. 435 Sqn at CFB Edmonton, AB in 1994. Moved to CFB Winnipeg with this unit in 1994. Still with this unit in 1995. Used to prototype the Spar/CAE Avionic Update Program (AUP), with testing from Edmonton International Airport from September 1997 to February 1998. To CF for in service testing on 21 April 1998. With No. 435 Sqn crew, fitted with tanker pods. Still operational in February 2009 at CFB Winnipeg. Still active at Winnipeg in April 2013.

SOS: In-service



130340	Lockheed	5189	CC-130	CC-130H90(T)	Hercules
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TOS: 7 February 1991 - Taken on strength

Identified as a CC-130H90 or H90(T) for maintenance purposes, based on year of build. Converted to tanker configuration by Northwest Industries, Edmonton, AB. Designations KCC-130H and CC-130H(T) are unofficial. With No. 435 (T&R) Sqn at CFB Edmonton, AB in 1994. Moved to CFB Winnipeg with this unit in 1994. Still with this unit in 1995. At SPAR, Edmonton Municipal Airport, for overhaul in August 2006. Still there August 2007. Visited Alexandria, Louisiana in October 2007, as part of a Green Flag Exercise, call sign "Cougar 12". Reported with No. 435 Sqn in May 2009 at CFB Winnipeg. Deployed from Italian AFB Trapani, Sicily in July and August 2011, providing air-to-air refuelling support for NATO and other country air assets during Op MOBILE over Libya. Still active at Winnipeg in March 2013.

SOS: In-service

130341	Lockheed	5200	CC-130	CC-130H90(T)	Hercules
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TOS: 12 March 1991 - Taken on strength

Identified as a CC-130H90 or H90(T) for maintenance purposes, based on year of build. Converted to tanker configuration by Northwest Industries, Edmonton, AB. Designations KCC-130H and CC-130H(T) are unofficial. With No. 435 Sqn at CFB Edmonton, AB in 1994. Moved to CFB Winnipeg with this unit in 1994. Still with this unit in 1995. With 8 Wing at CFB Trenton in January 2006. Visited Brize Norton, UK in December 2006. Visited Nassau, Bahamas in March 2009. With No. 435 Sqn at Winnipeg when it dropped SAR Techs onto the ice off Coral Harbour, Nunavut on 9 November 2009, to rescue a stranded hunter. Seen at Abbotsford in late 2009, probably for overhaul by Cascade Aviation. Assigned to 8 Wing at CFB Trenton in October 2009, still there in June 2010. To Trapini-Birgi AFB in Italy in spring of 2011, as tanker support for Op MOBILE (Canadian contribution to UN operations over Libya). Seen at Malaga in July 2011, along with several CF-18s. At CFB Trenton in May 2012. Still active at Winnipeg in April 2013.

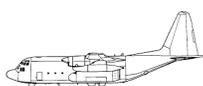
SOS: In-service

130342	Lockheed	5207	CC-130	CC-130H90(T)	Hercules
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TOS: 22 March 1991 - Taken on strength

Identified as a CC-130H90 or H90(T) for maintenance purposes, based on year of build. Converted to tanker configuration by Northwest Industries, Edmonton, AB. Designations CC-130H(T) is unofficial. With No. 435 Sqn at CFB Edmonton, AB in 1994. Moved to CFB Winnipeg with this unit in 1994. Still with this unit in 1995. Seen doing touch and goes at CFB Winnipeg in 2007. Visited Norman Wells, NWT on 27 July 2010. To Trapini-Birgi AFB in Italy in spring of 2011, as tanker support for Op MOBILE (Canadian contribution to UN operations over Libya). On 21 February 2012, during a touch and go at Naval Air Station Key West just prior to the aircraft becoming airborne, the Loadmaster, who was seated in the rear of the cargo compartment, heard an electrical buzzing sound and observed an orange jet-like flame shoot across the cargo ramp floor. He unbuckled his harness and was reaching for the fire extinguisher when an expansive orange fireball erupted, causing him to protect his head with his jacket. Once the fireball receded, he alerted the crew to the fire and moved forward to escape the heat and smoke. Concurrent with the fire alert, the aircraft became airborne and reached 10 feet in altitude above the runway. With sufficient runway remaining, the Flying Pilot landed straight ahead and aggressively stopped the aircraft while the Non-Flying Pilot notified Air Traffic Control. Once the aircraft came to rest and the engines were shut down, all nine crew members quickly egressed and moved upwind of the aircraft. Crash Fire and Rescue services responded and expeditiously extinguished the fire. The aircraft was extensively damaged and one crew member received a minor injury. The investigation determined that routing and clamping deficiencies in a modification to install ground test connections to the auxiliary hydraulic system, resulted in chafing between the hydraulic pump motor power wire and a pressurized hydraulic flexible hose. Electrical arcing between the wire and the hose resulted in a pin-hole breach of the flexible hose, release of hydraulic fluid under high pressure, and initiation of the fire. The extent of the damage to critical structures resulted in a Cat "A" write-off.

SOS: 2012 - **Cat "A" write-off**



130343	Lockheed	5307	CC-130	L100-30 C-130H-30	Hercules
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TOS: 16 May 1997 - Taken on strength

Bought direct from Lockheed along with 130344 as commercial L100-30 aircraft. Acquired as crash replacements for 130321 and 130322. US registration N41030 used for initial tests. Modified to CC-130H(30) military standard by Spar Aerospace at Edmonton, AB. Assigned to No. 8 Wing, CFB Trenton in May 1997. Fly in repair to Spar at Edmonton on 17 October 2001, for tail strike damage. Visited Malta on 27 May 2005. Cat "C" damage on 13 March 2008, in tail strike at Kandahar airfield. Cat "C" damage again on 26 April 2008, at Abbotsford, BC. Rudder lower hinge jammed during rudder removal, broke free damaging vertical stabilizer, rudder hinge support and rudder skin. Operated relief flights between Dorval airport in Montreal and Haiti in January 2010, following earthquake in Haiti. Prototype Engine Instrument Display System (EIDS) installed by Cascade Aerospace, May 2010.

SOS: In-service

130344	Lockheed	5320	CC-130	L100-30 C-130H-30	Hercules
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TOS: 16 May 1997 - Taken on strength

Bought direct from Lockheed along with 130344 as commercial L100-30 aircraft. Acquired as crash replacements for 130321 and 130322. US registration N4080M used for initial tests. Modified to CC-130H(30) military standard by Spar Aerospace at Edmonton, AB. Assigned to No. 8 Wing, CFB Trenton in May 1997. Cat C damage on 12 July 2001, when the rear fuselage contacted Runway 24 during touch and goes at CFB Trenton. Training flight was conducted by No. 426 Sqn. Cat "C" damage at Kandahar airfield on 28 July 2008, tail strike on landing. Still at Trenton in August and October 2008. To Cascade Aerospace at Abbotsford for Periodic Inspection in June 2010. Tail strike during landing at Thunder Bay, ON in October 2010. Temporary repairs performed on site by mobile party from Cascade Aerospace, then flown to Abbotsford for further repairs on 3 November 2010. With No. 424 Sqn at CFB Trenton in April 2012. Still active at Trenton in March 2013.

SOS: In-service

130601	Lockheed	5626	CC-130	CC-130J	Super Hercules
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TOS: 4 June 2010 - Delivery to CFB Trenton

Fuselage sections joined in September 2009. Fully painted in Canadian colours by 11 January 2010. First flight on 3 March 2010, at Marietta, Georgia. Delivery had been scheduled for May 2010, but slipped to June. Delivered to CFB Trenton, ON on 4 June 2010, for use by No. 436 Sqn.

SOS: In-service

130602	Lockheed	5627	CC-130	CC-130J	Super Hercules
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TOS: August 2010 - Delivered to Trenton

Fuselage sections joined in September 2009. Delivery scheduled for June 2010, but slipped to August 2010. With No. 436 Sqn at Trenton by August 2010.

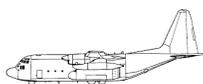
SOS: In-service

130603	Lockheed	5635	CC-130	CC-130J	Super Hercules
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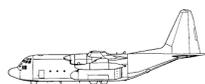
TOS: 9 November 2010 - Delivered to CFB Trenton

Reported under test in Georgia on 9 July 2010. Still undergoing manufacturer's tests at Marietta, Georgia in October 2010. Assigned to 436 Sqn in 8 Wing, Trenton, ON. To Malta via Lyneham, UK in February 2011, on stand by to evacuate civilians from Libya. Seen at Prestwick several times in late March 2011, in support of Op MOBILE, Canada's contribution to UN actions against Libya.

SOS: In-service



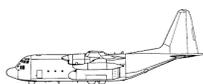
130604	Lockheed	5636	CC-130	CC-130J	Super Hercules
<p>TOS: 27 August 2010 - Delivered to CFB Trenton</p> <p>Under test by manufacturer in late July 2010. In service at CFB Trenton by September 2010. Assigned to 436 Sqn in 8 Wing, Trenton, ON. Back to Lockheed at Marietta in October 2010. To Malta via Lyneham, UK in February 2011, on stand by to evacuate civilians from Libya.</p> <p>SOS: In-service</p>					
130605	Lockheed	5637	CC-130	CC-130J	Super Hercules
<p>TOS: 22 September 2010 - Delivered to CFB Trenton</p> <p>Under test at Marietta, Georgia by August 2010. In service from day of delivery. Assigned to 436 Sqn in 8 Wing, Trenton, ON. Seen at Prestwick several times in late March 2011, in support of Op MOBILE, Canada's contribution to UN actions against Libya.</p> <p>SOS: In-service</p>					
130606	Lockheed	5649	CC-130	CC-130J	Super Hercules
<p>TOS: 21 February 2011 - Delivered to CFB Trenton</p> <p>Arrived at Trenton at 16:10 on 21 February 2011, for No. 436 (T) Sqn. Seen at Prestwick several times in late March 2011, in support of Op MOBILE, Canada's contribution to UN actions against Libya. Dropped Skyhawks demo team at Borden air show in June 2012.</p> <p>SOS: In-service</p>					
130607	Lockheed	5650	CC-130	CC-130J	Super Hercules
<p>TOS: 22 March 2011 - Delivered to Trenton</p> <p>Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130608	Lockheed	5651	CC-130	CC-130J	Hercules
<p>TOS: 28 February 2011 - Delivered to Trenton, ahead of schedule</p> <p>Assigned to 436 Sqn in 8 Wing, Trenton, ON. Seen at Prestwick several times in late March 2011, in support of Op MOBILE, Canada's contribution to UN actions against Libya. Suffered a "C" Cat accident on 18 Mar 2018 in Resolute Bay, Nanavut. While taxiing to a parking spot in a confined space on the ramp, the left wing tip made contact with a light note storage shed.</p> <p>SOS: In-service</p>					
130609	Lockheed	5652	CC-130	CC-130J	Super Hercules
<p>TOS: 4 May 2011 - Delivered to Trenton</p> <p>First flight 12 February 2011, at Marietta, Georgia. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130610	Lockheed	5664	CC-130	CC-130J	Super Hercules
<p>TOS: summer 2011 - Scheduled delivery</p> <p>First flight 3 July 2011, at Marietta, Georgia. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					



130611	Lockheed	5665	CC-130	CC-130J	Super Hercules
<p>TOS: July 2011 - Delivered to CFB Trenton</p> <p>First flight 23 June 2011, at Marietta, Georgia. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130612	Lockheed	5666	CC-130	CC-130J	Super Hercules
<p>TOS: 2011 - Scheduled delivery</p> <p>First flight 17 July 2011, at Marietta, Georgia. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130613	Lockheed	5667	CC-130	CC-130J	Super Hercules
<p>TOS: 30 September 2011 - Delivered to CFB Trenton</p> <p>First flight in Georgia on 28 July 2011. Assigned to 436 Sqn in 8 Wing, Trenton, ON. Last CC-130J delivery for 2011.</p> <p>SOS: In-service</p>					
130614	Lockheed	5687	CC-130	CC-130J	Super Hercules
<p>TOS: 2012 - Scheduled delivery</p> <p>Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130615	Lockheed	5688	CC-130	CC-130J	Super Hercules
<p>TOS: 2012 - Scheduled delivery</p> <p>Manufacturer testing underway in Georgia by March 2012. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130616	Lockheed	5689	CC-130	CC-130J	Super Hercules
<p>TOS: 5 April 2012 - Left Marietta on delivery flight to CFB Trenton</p> <p>At final production line Stn by December 2011. Manufacturer testing underway in Georgia by March 2012. Operational at CFB Trenton by May 2012. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					
130617	Lockheed	5690	CC-130	CC-130J	Super Hercules
<p>TOS: 8 May 2012 - Taken on strength at Marietta, Georgia</p> <p>At final production line Stn by December 2011. Rolled out, in primer, 12 January 2012. Left paint shop by 24 January 2012. Manufacturer testing underway in Georgia by March 2012. Arrived at CFB Trenton on 11 May 2012. Assigned to 436 Sqn in 8 Wing, Trenton, ON.</p> <p>SOS: In-service</p>					

ADDITIONAL NOTES

In summary, the RCAF purchased a total of 61 CC-130 transports in a variety of batches over a span of 50 years as follows:



First batch: four C-130B purchased new in 1960;
Second batch: 24 x C-130E purchased in the mid-1960s;
Third batch: A variety of C-130H models were purchased over successive years totalling another 16 aircraft; and
Fourth batch: 17 new-build C-130J were contracted for in 2007, with a first flight in March 2010, and deliveries starting in June 2010. They are all based at 436 Squadron in 8 Wing, Trenton, ON

It is referred to in CF technical documentation and files as the “CC-130 Hercules”.

Operating Units

The following units are using or have flown CC-130 Hercules transports:

- TFA Wing, Afghanistan
- No. 408 (TS & AR) Squadron, Rivers, MB
- No. 413 (Transport & Rescue) Squadron, Greenwood, NS
- No. 424 (Transport & Rescue) Squadron, Trenton, ON
- No. 426 (Transport) Squadron, Namao, AB & Trenton, ON
- No. 429 (Transport) Squadron, Trenton, ON
- No. 435 (Transport & Rescue) Squadron, Namao, AB & Winnipeg, MB
- No. 436 (Transport) Squadron, Trenton, ON

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The RCAF’s ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat “A” = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared “missing”;

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

Cat “B” = Very Serious: The aircraft has sustained damage to multiple major components;

Cat “C” = Serious: The aircraft has sustained damage to a major component;

Cat “D” = Minor: The aircraft has sustained damage to non-major components; and

Cat “E” = Nil: The aircraft, including the power plant, has not been damaged.

Number of CF CC-130 Hercules Cat “A” write-offs = 9 (~ 15% of the total fleet)

ABBREVIATIONS

AB	=	Alberta (Canada)
BC	=	British Columbia (Canada)
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
FE	=	Flight Engineer
Flt	=	Flight
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TFA	=	Task Force Afghanistan

¹ Drawn from: A-GA-135-001/AA-001 Manual of Flight Safety for the CF



TOS = Taken On Strength

Current) RCAF RANKS

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet	-	Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES

Government Reports:

- Canadian Forces Flight Safety Investigation Report - File # 1010-CC130342 (DFS 2-5), 15 December 2015, *CC130 Hercules 130342 "A" Category Accident*
- Canadian Forces Flight Safety Investigation Report - 18 March 2015, *CC130 Hercules 130608 "C" Category Accident*

Websites

- <http://www.rwrwalker.ca>

