

The bird that Charlie hates



No wonder the enemy hates the Hercules. It just won't quit.

A major target of attack, this Vietnam workhorse—flown by the USAF's TAC—daily keeps setting new airlift records. Keeps delivering, despite the brutal beatings it takes from enemy fire. Or from jolting, rough-field landings. And from grinding hours of constant action.

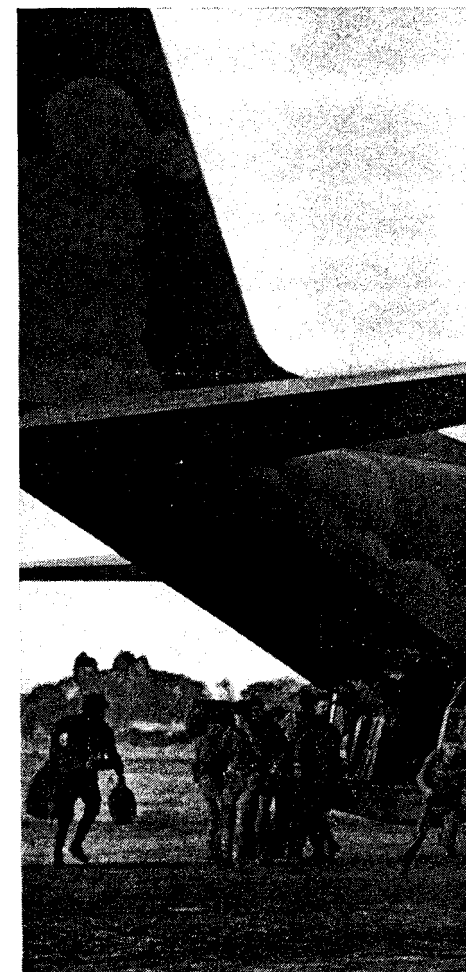
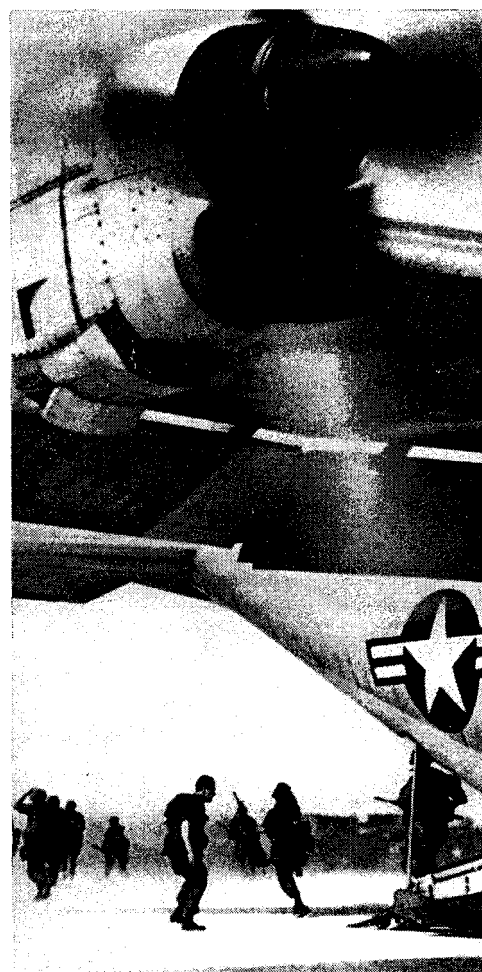
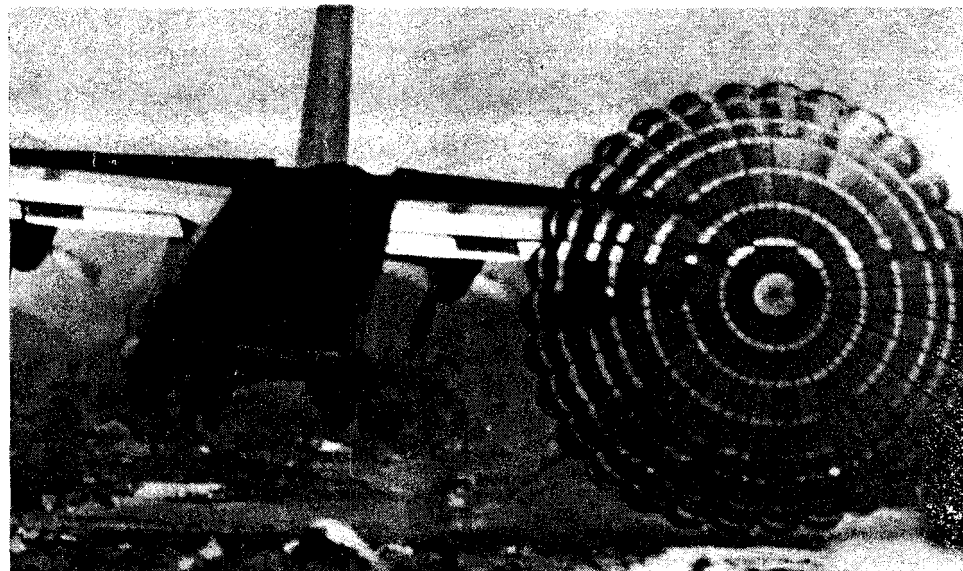
To survive, it must endure

quick, steep descents and jarring impacts as it hits down on remote airstrips. It has to dodge its way into danger zones, unload up to 20-plus tons of arms, men and supplies, then turn around fast and scoot for home with a new load—hopefully over a flak-free route.

Hundreds of these Lockheed airlifters have been on this kind of duty for years, steadfastly responding to U.S. military

needs in Southeast Asia. Day in, day out. Around the clock. Getting clobbered but keeping going.

Tight squeezes are routine for Hercules, however. One was even described as “unflyable” after gunfire shattered some control surfaces, ripped apart a wing, and set an engine afire. But the skilled TAC pilot was able to fly it for eight desperate minutes to reach base, and all



on board walked away from the landing.

Most remarkable is the way this rugged plane surpasses the expected, so far as needing a rest is concerned. Flying the deadly areas and taking enemy punches all the while, it stays on line for amazing stretches of time.

In Vietnam, one typical Hercules flew more than 386 hours in 28 consecutive days without a single late takeoff!

Whatever the job, the husky C-130 Hercules — built by Lockheed-Georgia Company in Marietta, Georgia—keeps doing more than expected.

The ability to understand present mission requirements and anticipate future ones, coupled with technological competence, enables Lockheed to respond effectively to the needs of the U.S. Air Force in a changing world.

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