

LOCKHEED C-130 HERCULES

C-130 SERVICE

Manufacturer: The Lockheed Aircraft Corp., Burbank, California, USA
(In 1977, became Lockheed Corp.)
(In 1995, became Lockheed-Martin Corp., Bethesda, Maryland, USA)

Models: Model 82, 182, 282, 382

Designations: C-130; GV, R8V, UV, CC-130 (CAF)

Names: Hercules; Ghost rider (AC-130J), Spectre (AC-130E/H), Spooky II (AC-130U), Stinger II (AC-130W), Super Hercules (C-130J)

First official flight: YC-130 23/08/1954

Factory production period: 1952 – present

Primary service period: 1956 – present

Last official flight: - -

C-130 VARIANTS

Underlined aircraft are main production variants.

Military Aircraft

| | | | | |
|------|-------------------------|--------------------------------|-----|--------------------|
| 1954 | Model 82 | <u>YC-130</u> | 2 | Total: 0002 |
| 1955 | Model 182 | <u>C-130A</u> | 204 | |
| 1959 | Model 182 | <u>RC-130A</u> | 15 | |
| 1958 | Model 182 | <u>C-130D</u> | 12 | Total: 0231 |
| 1958 | Model 282 | <u>C-130B</u> | 156 | |
| 1962 | Model 282 | <u>WC-130B</u> | 5 | |
| 1960 | Model 282 | <u>GV-1 (KC-130F)</u> | 46 | |
| 1961 | Model 282 | <u>GV-1U (C-130F)</u> | 7 | |
| 1959 | Model 282 | <u>R8V-1G (HC-130B)</u> | 12 | |
| 1960 | Model 282 | <u>UV-1L (LC-130F)</u> | 4 | Total: 0230 |
| 1961 | Model 382 / 382C | <u>C-130E</u> | 486 | |
| 1966 | Model 382 | <u>EC-130E</u> | 1 | |
| 1963 | Model 382 | <u>C-130G</u> | 4 | Total: 0491 |
| 1964 | Model 382 / 382C | <u>C-130H</u> | 689 | |
| 1980 | Model 382C | <u>C-130H-MP</u> | 4 | |
| 1980 | Model 382 / 382T | <u>C-130H-30</u> | 56 | |
| 1964 | Model 382 / 382C | <u>HC-130H</u> | 68 | |
| - | Model 382 | <u>HC-130H(N)</u> | 6 | |
| - | Model 382 / 382C | <u>HC-130H-7</u> | 10 | |
| 1973 | Model 382C | <u>KC-130H</u> | 22 | |
| 1984 | Model 382 | <u>LC-130H</u> | 7 | |

| | | | | |
|------|-------------------------|-------------------|----|--------------------|
| 1990 | Model 382 | MC-130H | 24 | |
| 1977 | Model 382C | VC-130H | 1 | |
| 1966 | Model 382 | C-130K | 66 | |
| 1970 | Model 382 | HC-130N | 15 | |
| 1966 | Model 382 | HC-130P | 20 | |
| 1967 | Model 382 / 382C | EC-130Q | 18 | |
| 1976 | Model 382C | KC-130R | 14 | |
| 1968 | Model 382C | LC-130R | 6 | |
| - | Model 382 | C-130T | 20 | |
| 1983 | Model 382 / 382C | KC-130T | 26 | |
| 1991 | Model 382 | KC-130T-30 | 2 | |
| 1990 | Model 382 | AC-130U | 13 | Total: 1087 |

Civil Aircraft

| | | | | |
|------|--------------------------|-----------------|----|--------------------|
| 1964 | Model 382 / 382B | L-100 | 22 | |
| 1968 | Model 382E / 382F | L-100-20 | 27 | |
| 1970 | Model 382G | L-100-30 | 69 | Total: 0118 |

Total: 2159

C-130 PRODUCTION

Military Aircraft

YC-130

*Prototype heavy-lift, tactical transport,
3-bladed props.*

produced 1952 – 1954

Lockheed Burbank, California (LO)

53-3396, 53-3397 082-1001, 1002 2 **Total: 0002**

C-130A

*As YC-130, stronger airframe, engine upgrade,
underwing tanks, nose-weather radar later fitted.*

produced 1955 – 1958

Lockheed Marietta, Georgia (LM)

53-3129 / 53-3135 182-3001 / 3007

54-1621 / 54-1640 182-3008 / 3027

55-001 / 55-048 182-3028 / 3075

56-468 / 56-551 182-3076 / 3159

57-453 / 57-483 182-3160 / 3190

57-496 / 57-509 182-3203 / 3216 204 **Total: 0204**

- 12 to Australia as A97-205 / A97-216.

RC-130A

*As C-130A, photo-mapping aircraft,
most back to C-130A.*

produced 1959

Lockheed Marietta, Georgia (LM)

57-510 / 57-524 182-3217 / 3231 15 **Total: 0015**

C-130D

As C-130A, ski-equipped for Arctic service. 3 C-130A temp converted. produced 1958

Lockheed Marietta, Georgia (LM)

57-484 / 57-495 182-3191 / 3202

12 **Total: 0012**

C-130B

As C-130A, engine upgrade, 4-bladed props, minor changes. 127 to USAF, 13 foreign orders with previous USAF s/n, 16 direct foreign orders. produced 1958 – 1962

Lockheed Marietta, Georgia (LM)

57-525 / 57-529 282-3501 / 3505

58-0711 / 58-0758 mixed 282-3506 to 3559

- 1 (58-0748), to Indonesia as T-1301.

59-1524 / 59-1537 mixed 282-3560 to 3589

59-5957 282-3584

60-0293 / 60-0310 mixed 282-3591 to 3622

60-5450 / 60-5453 mixed 282-3572 to 3590

- 4 to Canada as 10301 / 10304.

61-0948 / 61-0972 mixed 282-3624 to 3669

61-2634 / 61-2649 mixed 282-3670 to 3692

62-3487 / 62-3491 mixed 282-3697 / 3701

- 4 to Iran as 5-101 / 5-104.

62-4140 / 62-4143 mixed 282-3751 to 3781

140

- 4 to Pakistan as 24140 / 24143.

(Indonesia)

T-1302 / T-1310 mixed 282-3578 to 3616

9

(South Africa)

401 / 407 mixed 282-3724 to 3769

7

Total: 0156

2 additional airframes cancelled.

WC-130B

As C-130B, weather reconn. version, 11 C-130B also temp converted.

produced 1962

Lockheed Marietta, Georgia (LM)

62-3492 / 62-3496 mixed 282-3702 to 3722

5

Total: 0005

GV-1

As C-130B, tanker / transport for the USMC, engine upgrade, underwing refuelling pods.

Redesignated as **KC-130F** in 1962.

produced 1959 – 1963

Lockheed Marietta, Georgia (V)

BuNo. 147572, 147573 282-3554, 3555

BuNo. 148246 / 148249 mixed 282-3566 to 3577

BuNo. 148890 / 148899 mixed 282-3592 to 3632

BuNo. 149787 / 149816 mixed 282-3636 to 3726

- 23 as **GV-1**.

- 7 as **GV-1U**.

BuNo. 150684 / 150690 mixed 282-3727 to 3742

46

Total: 0046

GV-1U

As C-130B, utility / transport for the US Navy. Redesignated as **C-130F** in 1962.
produced 1961

Lockheed Marietta, Georgia (V)

7 mixed with **GV-1** BuNo.'s.

7 **Total: 0007**

R8V-1G

As C-130B, search and rescue version for USCG. USAF designation was **SC-130B**, then **HC-130G**, finally redesignated as **HC-130B** in 1962. One aircraft to USAF with new s/n: 84-0454.

produced 1959 – 1963

Lockheed Marietta, Georgia (V)

58-5396, 58-5397 282-3529, 3533

58-6973, 58-6974 282-3542, 3548

60-0311, 60-0312 282-3594, 3595

61-2081 / 61-2083 282-3638, 3641, 3650

62-3753 / 62-3755 282-3745, 3763, 3773

12 **Total: 0012**

All delivered to USCG as:

1339 / 1342

1344 / 1351

UV-1L

As C-130B, Antarctic equipped for US Navy, engine upgrade. USAF designation **C-130BL**, redesignated as **LC-130F** in 1962.

produced 1960

Lockheed Marietta, Georgia (V)

59-5922 / 59-5925 mixed 282-3562 to 3567

All delivered to US Navy as:

BuNo. 148318 / 148321

4 **Total: 0004**

C-130E

As C-130B, engine upgrade, greater fuel, payload capacity. 375 to USAF, 80 foreign orders with previous USAF s/n, 28 direct foreign orders.

produced 1961 – 1974

Lockheed Marietta, Georgia (LM)

61-2358 / 61-2373 mixed 382-3609 to 3720

62-1784 / 62-1866 mixed 382-3729 to 3830

63-7764 / 63-7899 mixed 382-3813 to 3970

- 8 to Israel as 4X-FBF / -FBI,
-FBK / -FBN.

63-9810 / 63-9817 382-3971 / 3978

63-13186 / 63-13189 mixed 382-4011 to 4016

- 4 to Turkey as ETI-186 / ETI-189.

64-0495 / 64-0572 mixed 382-3979 to 4090

- 3 to Israel as 4X-FBD, -FBO,
-FBQ.

- 1 to Sweden as 84001.

64-17624 / 64-17639 mixed 382-4020 to 4096

- 16 to Canada as 10305 / 10320.

64-17680, 64-17681 382-4064, 4069

| | | |
|-------------------------------------|--------------------------------|--------------------|
| 64-17949 | 382-4100 | |
| - 1 to Turkey as ETI-949. | | |
| 64-18240 | 382-4105 | |
| 65-10686 / 65-10689 | <i>mixed</i> 382C-4115 to 4119 | |
| - 4 to Iran as 5-105 / 5-108. | | |
| 65-12766 / 65-12769 | 382-4191 / 4194 | |
| - 4 to Canada as 10321 / 10324. | | |
| 65-12896 / 65-12907 | <i>mixed</i> 382C-4159 to 4190 | |
| - 12 to Australia as A97-159, -160, | | |
| -167, -168, -171, -172, -177, -178, | | |
| -180, -181, -189, -190. | | |
| 66-4310 / 66-4313 | <i>mixed</i> 382C-4148 to 4154 | |
| - 4 to Iran as 5-109 / 5-112. | | |
| 67-14726 / 67-14729 | <i>mixed</i> 382C-4276 to 4284 | |
| - 4 to Iran as 5-113 / 5-116. | | |
| 68-10934 / 68-10951 | 382C-4314 / 4331 | |
| 69-6566 / 69-6583 | <i>mixed</i> 382C-4340 to 4360 | |
| 69-7706 / 69-7710 | 382C-4294 / 4298 | |
| - 5 to Iran as 5-117 / 5-121. | | |
| 70-1259 / 70-1276 | <i>mixed</i> 382C-4404 to 4435 | |
| 70-1947 | 382C-4427 | |
| - 1 to Turkey as ETI-947. | | |
| 71-0213 / 71-0223 | <i>mixed</i> 382C-4365 to 4402 | |
| - 11 to Iran as 5-122 / 5-132. | | |
| 71-1468 | 382C-4514 | |
| - 1 to Turkey as ETI-468. | | |
| 72-1288 / 72-1299 | <i>mixed</i> 382C-4499 to 4527 | |
| 73-0991 | 382C-4524 | 458 |
| - 1 to Turkey as ETI-991. | | |
| (Argentina) | | |
| TC-61 / TC-63 | 382C-4308 / 4310 | 3 |
| (Brazil) | | |
| 2450 / 2454 | <i>mixed</i> 382-4091 to 4114 | |
| 2455 | 382C-4202 | |
| 2456 / 2460 | <i>mixed</i> 382C-4287 to 4293 | 11 |
| (Canada) | | |
| 10325 / 10328 | <i>mixed</i> 382C-4285 to 4289 | 4 |
| (Saudi Arabia) | | |
| 451 / 454 | <i>mixed</i> 382-4076 to 4136 | |
| 455 | 382C-4215 | |
| 1606 / 1609 | <i>mixed</i> 382C-4304 to 4311 | 9 |
| (Sweden) | | |
| 84002 | 382C-4332 | 1 |
| 65 additional airframes cancelled. | | |
| | | Total: 0486 |

EC-130E

As C-130E, calibration of LOAN equipment by USCG. Original designation was **SC-130E**.

produced 1966

Lockheed Marietta, Georgia (LM)

66-4299 382-4158

1 Total: 0001

Delivered to USCG as:

1414

1 additional airframe cancelled.

C-130G

As C-130E, transport version for the US Navy, engine / radio upgrade.

produced 1963 – 1964

Lockheed Marietta, Georgia (LM)

BuNo. 151888 / 151891 mixed 382-3849 to 3878

4 Total: 0004

C-130H

As C-130E, structure / engine upgrade, equipment changes. USAF orders with differing avionics were designated as **C-130H1 / H2 / H2.5 / H3**. 311 to USAF, 120 foreign orders with previous USAF s/n, 261 direct foreign orders.

Became Lockheed-Martin in 1995.

produced 1964 – 1996

Lockheed Marietta, Georgia (LM)

64-15094 / 64-15096 382-4052 / 4054

- 3 to New Zealand as NZ7001 / NZ7003.

68-8218, 68-8219 382C-4312, 4313

- 2 to New Zealand as NZ7004, NZ7005.

68-10952 / 68-10957 382C-4334 / 4339

- 6 to Norway as BW-A / BW-F.

71-1067 / 71-1069 382C-4411, 4416, 4422

- 3 to Zaire as 9T-TCA, -TCB, -TCD.

71-1374, 71-1375 382C-4430, 4431

- 2 to Israel as 4X-JUA, -JUB.

71-1797 / 71-1808 mixed 382C-4455 to 4483

- 12 to Belgium as CH-01 / CH-12.

73-1580 / 73-1601 mixed 382C-4530 to 4574

- 5 to Canada as **CC-130H**, 130329 / 130333.

- 2 to Israel as 4X-FBC, -FBD repeated from C-130E.

73-1678 / 73-1680 mixed 382C-4572 to 4599

- 3 to Denmark as B-678 / B-680.

74-1658 / 74-1693 mixed 382C-4579 to 4693

74-2061 / 74-2072 mixed 382C-4644 to 4705

74-2130 / 74-2134 mixed 382C-4711 to 4735

75-0534 / 75-0539 mixed 382C-4653 to 4692

- 6 to Israel as 4X-FBQ – repeated from C-130E, -FBS / -FBU, -FBW, -FBX.

75-0542 / 75-0549 mixed 382C-4716 to 4734

- 8 to Greece as 745 / 752.

76-1598 / 76-1603 *mixed* 382C-4707 to 4728
 - 6 to Egypt as SU-BAA / -BAF.
 77-1742, 77-1742 382C-4772, 4777
 - 2 to Portugal as 6803, 6804.
 78-0726 382C-4778
 - 1 to Portugal as 6805.
 78-0745 / 78-0750 *mixed* 382C-4766 to 4775
 - 6 to the Sudan as 1100 / 1105.
 78-0755 / 78-0768 *mixed* 382C-4792 to 4811
 - 14 to Egypt as SU-BAH / -BAN,
 SU-BAP / -BAV.
 78-0806 / 78-0813 *mixed* 382C-4815 to 4823
 79-0473 / 79-0480 *mixed* 382C-4852 to 4860
 79-1714 / 79-1716 382C-4861 / 4863
 - 3 to Thailand as 60101 / 60103.
 80-0320 / 80-0326 *mixed* 382C-4900 to 4910
 80-0332 382-4943
 81-0001 382C-4878
 - 1 to Oman as 501.
 81-0626 / 81-0631 *mixed* 382C-4939 to 4946
 82-0050 382C-4916
 - 1 to Oman as 502.
 82-0051, 82-0052 382C-4976, 4980
 - 2 to Japan as 35-1071, 35-1072.
 82-0053 382C-4948
 - 1 to Oman as 503.
 82-0054 / 82-0061 *mixed* 382C-4968 to 4982
 82-0086 / 82-0088 382C-4936 / 4938
 - 3 to Egypt as SU-BEW / -BEY.
 83-0001, 83-0002 382-5015, 5017
 - 2 to Japan as 45-1073, 45-1074.
 83-0486 / 83-0489 *mixed* 382-5008 to 5018
 84-0204 / 84-0213 *mixed* 382-5038 to 5052
 85-0013 / 83-0026 *mixed* 382-5058 to 5090
 - 2 to Japan as 75-1075, 75-1076.
 - 12 to Taiwan as 1301 / 1312.
 85-0035 / 85-0042 *mixed* 382-5073 to 5089
 85-1361 / 85-1368 *mixed* 382-5071 to 5084
 86-0372, 86-0373 382-5108, 5109
 - 2 to Japan as 75-1077, 75-1078.
 86-0410 / 86-0415 *mixed* 382-5094 to 5105
 86-0418, 86-0419 382-5110, 5113
 86-1391 / 86-1398 *mixed* 382-5093 to 5112
 87-0137, 87-0138 382-5136, 5138
 - 2 to Japan as 85-1079, 85-1080.
 87-9281 / 87-9288 382-5122 / 5129
 88-1301 / 88-1308 382-5162 / 5169
 88-1800 / 88-1802 382-5170 / 5172
 - 3 to Japan as 95-1081, 95-1082, 95-1083.
 88-4401 / 88-4408 382-5154 to 5161
 89-0118, 89-0119 382-5213, 5214
 - 2 to Japan as 05-1084, 05-1085.
 89-1051 / 89-1056 *mixed* 382-5198 to 5205

| | | |
|---|--------------------------------|-----|
| 89-1181 / 89-1188 | <i>mixed</i> 382-5188 to 5197 | |
| 89-9101 / 89-9106 | <i>mixed</i> 382-5216 to 5223 | |
| 90-1057, 90-1058 | 382-5240, 5241 | |
| 90-1791 / 90-1798 | <i>mixed</i> 382-5242 to 5251 | |
| 90-9107, 90-9108 | 382-5238, 5239 | |
| 91-1231 / 91-1239 | <i>mixed</i> 382-5278 to 5289 | |
| 91-1651 / 91-1653 | 382-5290 / 5292 | |
| 91-9141 / 91-9144 | <i>mixed</i> 382-5293 to 5297 | |
| 92-0547 / 92-0554 | <i>mixed</i> 382-5221 to 5352 | |
| 92-1451 / 92-1454 | <i>mixed</i> 382-5329 to 5343 | |
| 92-1531 / 92-1538 | <i>mixed</i> 382-5310 to 5328 | |
| 92-3021 / 92-3024 | 382-5312 / 5315 | |
| 92-3281 / 92-3288 | <i>mixed</i> 382-5331 to 5353 | |
| 93-1036 / 93-1041 | <i>mixed</i> 382-5368 to 5376 | |
| 93-1455 / 93-1459 | 382-5360 / 5364 | |
| 93-1561 / 93-1563 | 382-5365 / 5367 | |
| 93-2041, 93-2042 | 382-5370, 5371 | |
| 93-7311 / 93-7314 | <i>mixed</i> 382-5374 to 5380 | |
| 94-3026, 94-3027 | 382-5413, 5415 | |
| <i>- 2 upgraded as C-130J, new s/n: 94-8151, 94-8152, not counted here.</i> | | |
| 94-6701 / 94-6708 | <i>mixed</i> 382-5378 to 5400 | |
| 94-7310 | 382-5396 | |
| 94-7315 / 94-7321 | <i>mixed</i> 382-5389 to 5403 | |
| 95-1001 / 95-1003 | 382-5421 / 5423 | |
| 95-6709 / 95-6712 | 382-5417 / 5420 | |
| 96-1004 / 96-1008 | 382-5424 / 5428 | |
| 96-7322 / 96-7325 | 382-5431 / 5434 | |
| 97-1318 / 97-1320 | <i>mixed</i> 382-5354 to 5358 | 428 |
| <i>- 3 to Taiwan as 1318 / 1320.</i> | | |
| (Abu Dhabi) | | |
| 1211, 1212 | 382C-4580, 4584 | |
| 1211, 1212 | 382-4983, 4985 | |
| <i>- Duplicated s/n to eliminate gaps due to attrition.</i> | | |
| 1213, 1214 | 382C-4879, 4882 | 6 |
| (Algeria) | | |
| 7T-WHE, 7T-WHF | 382C-4935, 4934 | |
| 7T-WHI, 7T-WHJ | 382C-4930, 4928 | |
| 7T-WHQ, 7T-WHR | 382C-4926, 4924 | |
| 7T-WHS, 7T-WHT | 382C-4912, 4911 | |
| 7T-WHY, 7T-WHZ | 382C-4913, 4914 | 10 |
| (Argentina) | | |
| TC-64 / TC-66 | 382C-4436, 4437, 4464 | |
| TC-67, TC-68 | 382C-4576, 4578 | 5 |
| (Australia – RAAF) | | |
| A97-001 / A97-012 | <i>mixed</i> 382C-4780 to 4793 | 12 |
| (Bolivia) | | |
| TAM-90, TAM-91 | 382C-4744, 4759 | 2 |

| | | | |
|---|--------------------------------|--|----|
| (Brazil) | | | |
| 2463, 2464 | 382C-4570, 4602 | | |
| 2465 / 2468 | <i>mixed</i> 382C-4630 to 4998 | | 6 |
| (Cameroon) | | | |
| TJ-XAC, TJ-XAD | 382C-4747, 4752 | | 2 |
| (Canada – CAF as CC-130H) | | | |
| 130334, 130335 | 382-4994, 4995 | | |
| 130338, 130339 | 382-5175, 5177 | | |
| 130340, 130341 | 382-5189, 5200 | | |
| 130342 | 382-5207 | | 7 |
| (Chad) | | | |
| TT-PAF | 382-5141 | | 1 |
| (Chile) | | | |
| 995, 996 | 382C-4453, 4496 | | 2 |
| (Colombia) | | | |
| 1004, 1005 | 382-4964, 4965 | | 2 |
| (Ecuador) | | | |
| FAE-743, FAE-748 | 382C-4743, 4748 | | |
| FAE-812 | 382C-4812 | | 3 |
| (France) | | | |
| 61-PA / 61-PC | 382-5114, 5116, 5119 | | 3 |
| (Gabon) | | | |
| TR-KKC | 382C-4765 | | 1 |
| (Greece) | | | |
| 741 / 744 | <i>mixed</i> 382C-4622 to 4672 | | 4 |
| (Indonesia – TNIAU) | | | |
| A-1315, A-1316 | 382C-4838, 4840 | | |
| A-1323 | 382C-4899 | | 3 |
| (Iran – IIAF) | | | |
| 5-133 / 5-162 | <i>mixed</i> 382C-4432 to 4490 | | |
| 5-157, 5-158 | 382C-4591, 4594 | | 32 |
| <i>- Duplicated s/n to eliminate gaps due to attrition.</i> | | | |
| (Italy – AMI) | | | |
| MM61988 / MM62001 | <i>mixed</i> 382C-4441 to 4498 | | 14 |
| (Japan) | | | |
| 75-1086 | 382-5435 | | 1 |
| (Jordan) | | | |
| 144, 345 | 382C-4779, 4813 | | |
| 346, 347 | 382C-4920, 4929 | | 4 |
| (Libya) | | | |
| 111 / 118 | <i>mixed</i> 382C-4366 to 4405 | | |
| 119 / 126 | <i>mixed</i> 382C-4515 to 4541 | | 16 |
| (Malaysia – RMAF) | | | |
| FM2401 / FM2406 | <i>mixed</i> 382C-4656 to 4697 | | 6 |
| (Morocco) | | | |
| CNA-OA / CNA-OF | <i>mixed</i> 382C-4535 to 4583 | | |
| CNA-OG / CNA-OL | <i>mixed</i> 382C-4713 to 4742 | | |
| CNA-OM / CNA-OQ | <i>mixed</i> 382C-4875 to 4892 | | 17 |

| | | | |
|--------------------|--------------------------------|--|----|
| (Niger) | | | |
| 5U-MBD, 5U-MBH | 382C-4829, 4831 | | 2 |
| (Nigeria) | | | |
| 910 / 915 | <i>mixed</i> 382C-4619 to 4650 | | 6 |
| (Philippines) | | | |
| 4704, 4726 | 382C-4704, 4726 | | |
| 4761 | 382C-4761 | | 3 |
| (Portugal) | | | |
| 6801, 6802 | 382C-4749, 4753 | | 2 |
| (Saudi Arabia) | | | |
| 102 | 382C-4605 | | |
| 460, 461 | 382C-4566, 4567 | | |
| 462 / 465 | <i>mixed</i> 382C-4607 to 4637 | | |
| 466 / 470 | <i>mixed</i> 382C-4740 to 4758 | | |
| 472 / 475 | <i>mixed</i> 382C-5234 to 5253 | | |
| 1601 / 1605 | <i>mixed</i> 382C-4612 to 4634 | | |
| 1610, 1611 | 382C-4396, 4397 | | |
| 1612, 1614 | 382C-4552, 4560 | | |
| 1615, 1618 | 382C-4745, 4755 | | |
| 1619 | 382C-4756 | | |
| 1623 / 1626 | <i>mixed</i> 382-5254 to 5270 | | |
| HZ-116 | 382C-4915 | | |
| HZ-HM5, HZ-HM6 | 382C-4843, 4845 | | |
| HZ-MS07 | 382C-4922 | | |
| HZ-MS019, HZ-MS021 | 382C-4837, 4918 | | 38 |
| (Singapore) | | | |
| 730, 731 | 382C-4842, 4844 | | |
| 732, 733 | 382C-4846, 4848 | | |
| 735 | 382-5070 | | 5 |
| (South Korea) | | | |
| 5178 / 5183 | 382-5178 / 5183 | | |
| 5185, 5186 | 382-5185, 5186 | | 8 |
| (Spain) | | | |
| T10-1 / T10-4 | <i>mixed</i> 382C-4520 to 4534 | | |
| T10-8 / T10-9 | 382C-4835, 4836 | | |
| T10-10 | 382C-4841 | | 7 |
| (Sweden) | | | |
| 84003 | 382C-4628 | | |
| 84004 / 84008 | <i>mixed</i> 382C-4881 to 4890 | | 6 |
| (Taiwan) | | | |
| 1313 / 1317 | <i>mixed</i> 382-5271 to 5318 | | |
| 1351 | 382-5215 | | 6 |
| (Thailand) | | | |
| 60108 / 60110 | 382-5209, 5272, 5274 | | 3 |
| (Tunisia) | | | |
| TS-MTA, TS-MTB | 382-5020, 5021 | | 2 |
| (Venezuela) | | | |
| 2716, 3134 | 382C-5137, 4801 | | |
| 3556, 4224 | 382-4406, 4556 | | |
| 4951, 5320 | 382-4407, 4577 | | |

| | | | |
|---|-----------------------|---|--------------------|
| 7772, 9508 (Yemen Arab Republic) | 382-4408, 4409 | 8 | |
| 1150, 1160 (Zaire) | 382C-4825, 4827 | 2 | |
| 9T-TCE / 9T-TCG - 9T-TCG renumbered as 9T-TCC. | 382C-4569, 4588, 4589 | | |
| 9T-TCG 42 additional airframes cancelled. | 382C-4736 | 4 | Total: 0689 |

C-130H-MP

As C-130H, Maritime Patrol / SAR
equipped version. All later redesignated
as **PC- 130H**.

produced 1980 – 1981

Lockheed Marietta, Georgia (LM)

(Malaysia – RMAF)

FM2451 / FM2453 382C-4847, 4949, 4866

3

(Indonesia – TNI AU)

A-1322 382C-4898

1

Total: 0004

C-130H-30

As C-130H, 15ft. fuselage stretch.

Original designation was **C-130H(S)**.

Became Lockheed-Martin in 1995.

produced 1980 – 1997

Lockheed Marietta, Georgia (LM)

(Algeria)

7T-WHA, 7T-WHB 382-4997, 5224

7T-WHD, 7T-WHL 382-4987, 4989

7T-VHM, 7T-VHN 382T-4919, 4894

7T-VHO, 7T-VHP 382T-4897, 4921

8

(Cameroon)

TJ-XAE 382-4933

1

(Chad)

TT-AAH 382-5184

1

(Dubai)

312 382-4961

1

(Egypt)

SU-BKS, SU-BKT 382-5187, 5191

SU-BKU 382-5206

3

(France)

61-PD / 61-PL mixed 382-5140 to 5227

9

(Indonesia – TNI AU)

A-1317 / A-1321 mixed 382T-4864 to 4870

- A-1321 renumbered as A-1341.

A-1321, A-1324 382T-4925, 4927

7

(Malaysia – RMAF)

M30-10 / M30-12 382-5268, 5309, 5277

M30-14 / M30-16 382-5311, 5316, 5319

6

(The Netherlands)

G-273, G-275 382-5273, 5275

2

(Nigeria)

NAF916 / NAF918 382-4962, 4963, 5001

3

| | | | |
|--------------------------------|-------------------------------|---|--------------------|
| (Portugal) | | | |
| 6806 | 382-5264 | | 1 |
| (Saudi Arabia) | | | |
| 471, 1622 | 382-5211, 5212 | | |
| HZ-MS08 | 382-4986 | | 3 |
| (South Korea) | | | |
| 5006, 5019 | 382-5006, 5019 | | |
| 5030, 5036 | 382-5030, 5036 | | 4 |
| (Spain) | | | |
| TL10-1 | 382-5003 | | 1 |
| (Thailand) | | | |
| 60104 / 60107 | <i>mixed 382-4959 to 5208</i> | | |
| - 60104 was USAF s/n: 82-0666. | | | |
| 60111, 60112 | 382-5280, 5281 | 6 | Total: 0056 |

HC-130H

*As C-130H, SAR version, Fulton recovery equipment, dorsal tracking radar, 43 to USAF, 25 to USCG. 19 later upgraded to **HC-130P** and 4 to **MC-130P** standard. USCG deliveries reserialled from USAF s/n. 1 USAF C-130H transferred to USCG in 1984 with s/n: 1451.*

produced 1964 – 1986

Lockheed Marietta, Georgia (LM)

| | | | |
|--|--------------------------------|----|--------------------|
| 64-14852 / 64-14866 | <i>mixed 382-4036 to 4099</i> | | |
| 65-0962 / 65-0987 | <i>mixed 382-4102 to 4142</i> | | |
| 65-0989, 65-0990 | 382-4150, 4151 | | |
| 67-7183 / 67-7185 | <i>mixed 382-4255 to 4265</i> | | |
| (USCG 1452 / 1454) | | | |
| 72-1300 / 72-1302 | <i>mixed 382C-4501 to 4513</i> | | |
| (USCG 1500 / 1502) | | | |
| 73-0844, 73-0845 | 382C-4528, 4529 | | |
| (USCG 1503, 1504) | | | |
| 77-0317 / 77-00320 | <i>mixed 382C-4757 to 4764</i> | | |
| (USCG 1600 / 1603) | | | |
| 81-0999 | 382C-4931 | | |
| (USCG 1790) | | | |
| 84-0479 / 84-0482 | <i>mixed 382-5028 to 5034</i> | | |
| (USCG 1710 / 1713) | | | |
| 85-0051, 85-0052 | 382-5035, 5037 | | |
| (USCG 1714, 1715) | | | |
| 85-1360 | 382-5023 | | |
| (USCG 1716) | | | |
| 86-0420 / 86-0422 | <i>mixed 382-5104 to 5107</i> | | |
| (USCG 1717 / 1719) | | | |
| 87-0156, 87-0157 | 382-5120, 5121 | 68 | Total: 0068 |
| (USCG 1720, 1721) | | | |
| <i>9 additional airframes cancelled.</i> | | | |

HC-130H(N)

As HC-130P, SAR / helicopter refuelling version, avionics upgrade. All later redesignated as **HC-130N**.

produced

Lockheed Marietta, Georgia (LM)

88-2101, 88-2102 382-5202, 5210

91-2103 382-5294

93-2104 / 93-2106 382-5381, 5387, 5388

6 **Total: 0006**

2 additional airframes cancelled.

HC-130H-7

As USCG HC-130H, engine upgrade.

All later redesignated as **HC-130H**.

USCG deliveries reserialled from USAF s/n.

produced

Lockheed Marietta, Georgia (LM)

82-0081 / 82-0085 *mixed* 382C-4947 to 4969

(USCG 1700 / 1704)

83-0007 382-4993

(USCG 1705)

83-0505 / 83-0508 *mixed* 382-4996 to 5005

10 **Total: 0010**

(USCG 1706 / 1709)

KC-130H

As C-130H, tanker version, underwing refuelling pods.

produced 1973 – 1982

Lockheed Marietta, Georgia (LM)

75-0540, 75-0541 382C-4660, 4664

2

- 2 to Israel as 4X-FBY, -FBZ.

(Argentina)

TC-69, TC-70 382C-4814, 4816

2

(Brazil)

2461, 2462 382C-4625, 4636

2

(Morocco)

CNA-OR, CNA-OS 382C-4907, 4909

2

(Saudi Arabia)

456 / 459 *mixed* 382C-4503 to 4539

1616, 1617 382C-4746, 4750

1620, 1621 382C-4872, 4873

8

(Singapore)

734 382C-4940

1

(Spain)

TK10-5 / TK10-7 382C-4642, 4648, 4652

TK10-11, TK10-12 382C-4871, 4874

5 **Total: 0022**

LC-130H

As C-130H, ski-equipped version for USAF.

produced 1984

Lockheed Marietta, Georgia (LM)

83-0490 / 83-0493 *mixed* 382-5007 to 5016

92-1094, 92-1095 382-5402, 5405

93-1096 382-5410

7 **Total: 0007**

MC-130H

As C-130H, "Combat Talon II" Multi-mission special ops. version, installation of specialized equipment by E-Systems.
produced

Lockheed Marietta, Georgia (LM)

| | | |
|-------------------|-------------------------------|----|
| 83-1212 | 382-5004 | |
| 84-0475, 84-0476 | 382-5041, 5042 | |
| 85-0011, 85-0012 | 382-5053, 5054 | |
| 86-1699 | 382-5026 | |
| 87-0023, 87-0024 | 382-5091, 5092 | |
| 87-0125 / 87-0127 | 382-5115, 5117, 5118 | |
| 88-0191 / 88-0195 | 382-5130 / 5134 | |
| 88-0264, 88-1803 | 382-5135, 5273 | |
| 89-0280 / 89-0283 | <i>mixed</i> 382-5236 to 5244 | |
| 90-0161, 90-0162 | 382-5265, 5266 | 24 |

Total: 0024

VC-130H

As C-130H, VIP aircraft for Saudi Arabia. Some additional C-130H also upgraded to this standard.
produced 1977

Lockheed Marietta, Georgia (LM)

| | | |
|------------|-----------|---|
| (RSAF) 112 | 382C-4737 | 1 |
|------------|-----------|---|

Total: 0001

C-130I – Not used.

C-130K

As C-130H, British changes and equipment for RAF.
produced 1966 – 1968

Lockheed Marietta, Georgia (LM)

| | | |
|---------------------|-------------------------------|----|
| 65-13021 / 65-13044 | <i>mixed</i> 382-4169 to 4220 | |
| 66-8550 / 66-8573 | <i>mixed</i> 382-4223 to 4253 | |
| 66-13533 / 66-13550 | <i>mixed</i> 382-4254 to 4275 | 66 |

Total: 0066

All delivered as **Hercules C.Mk. 1** to:

(RAF) XV176 / XV223

(RAF) XV290 / XV307

C-130L – Not used.

C-130M – Not used.

HC-130N

As HC-130P, "Combat King" SAR / helicopter refuelling version, standard nose, 11 later redesignated as **MC-130P** "Combat Shadow" in 1996.

produced 1970

Lockheed Marietta, Georgia (LM)

| | | |
|-------------------|-------------------------------|----|
| 69-5819 / 69-5833 | <i>mixed</i> 382-4363 to 4382 | 15 |
|-------------------|-------------------------------|----|

15 additional airframes cancelled.

Total: 0015

HC-130P

As HC-130H, "Combat King" SAR / helicopter refuelling version. 13 later redesignated as **MC-130P** "Combat Shadow" in 1996.

produced 1966 – 1967

Lockheed Marietta, Georgia (LM)

65-0988 382-4143

65-0991 / 65-0994 mixed 382-4152 to 4157

66-0211 / 66-0225 mixed 382-4161 to 4187

20 **Total: 0020**

EC-130Q

As C-130H, airborne relay stations for US Navy, dual wingtip electronics pods, engine upgrade.

produced 1967 – 1984

Lockheed Marietta, Georgia (LM)

BuNo. 156170 / 156177 mixed 382C-4239 to 4281

BuNo. 159348, 159469 382C-4601, 4595

BuNo. 160608, 161223 382C-4781, 4867

BuNo. 161494 / 161496 382C-4896, 4901, 4904

BuNo. 161531 382C-4932

BuNo. 162312, 162313 382-4984, 4988

18 **Total: 0018**

1 additional airframe cancelled.

KC-130R

As C-130H, tanker / transport version for USMC.

produced 1975 – 1978

Lockheed Marietta, Georgia (LM)

74-1654 / 74-1657 mixed 382C-4615 to 4635

75-0550 / 75-0553 mixed 382C-4677 to 4696

75-0554, 75-0555 382C-4702, 4712

77-0321 / 77-0324 mixed 382C-4768 to 4776

14 **Total: 0014**

All delivered to USMC as:

BuNo. 160013 / 160021

BuNo. 160240

BuNo. 160625 / 160628

LC-130R

As C-130H, ski-equipped version for US Navy. 3 later upgraded to **LC-130H** configuration.

produced 1968 – 1977

Lockheed Marietta, Georgia (LM)

73-0839 / 73-0841 382C-4508, 4516, 4522

76-0491, 76-0492 382C-4725, 4731

Delivered to US Navy as:

BuNo. 159129 / 159131

- BuNo. 159129 back to USAF as 73-3300.

BuNo. 160740, 160741

BuNo. 155917 382C-4305

6 **Total: 0006**

2 additional airframes cancelled.

C-130T

*As KC-130T, cargo version for
US Navy.*

produced

Lockheed Marietta, Georgia (LM)

BuNo. 164762, 164763 382-5255, 5258

BuNo. 164993 / 164998 *mixed* 382-5298 to 5305

BuNo. 165158 / 165161 *mixed* 382-5341 to 5345

BuNo. 165313, 165314 382-5383, 5384

BuNo. 165348 / 165351 *mixed* 382-5404 to 5409

BuNo. 165378, 165379 382-5429, 5430

20 **Total: 0020**

KC-130T

*As KC-130R, engine / avionics upgrade
for USMC. Reserialled from USAF s/n
when delivered to USMC.*

produced

Lockheed Marietta, Georgia (LM)

82-0077 / 82-0080 *mixed* 382C-4972 to 4981

(BuNo. 162308 / 162311)

83-0503, 83-0504 382-5009, 5011

(BuNo. 162785, 162786)

84-0477, 84-0478 382-5040, 5045

(BuNo. 163022, 163023)

85-0045, 85-0046 382-5085, 5087

(BuNo. 163310, 163311)

87-1976, 87-1977 382-5147, 5149

(BuNo. 164105, 164106)

88-1806, 88-1807 382-5174, 5176

14

(BuNo. 164180, 164181)

Direct deliveries to US Navy:

BuNo. 163591, 163592 382-5143, 5145

BuNo. 164441, 164442 382-5219, 5222

BuNo. 164999, 165000 382-5302, 5303

BuNo. 165162, 165163 382-5339, 5340

BuNo. 165315, 165316 382-5385, 5386

BuNo. 165352, 165353 382-5411, 5412

12 **Total: 0026**

4 additional airframes cancelled.

KC-130T-30

*As KC-130T, 15ft. fuselage stretch
for USMC.*

produced 1991

Lockheed Marietta, Georgia (LM)

BuNo. 164597, 164598 382-5260, 5263

2 **Total: 0002**

AC-130U Spooky II

*As C-130H, gunship version, 3 large
calibre cannons, updated electronics
outfitted by Rockwell.*

produced 1988 – 1992

Lockheed Marietta, Georgia (LM)

87-0128 382-5139

89-0509 / 89-0514 382-5228 / 5233

90-0163 / 90-0167 *mixed* 382-5256 to 5262

92-0253

382-5279

13 **Total: 0013****Civil Aircraft****L-100**

*Civil commercial version of the C-130E.
First aircraft (civil reg. N1130E) served as
the prototype. 7 upgraded to L-100-20, 6
upgraded to L-100-30.*

produced 1963 – 1968

Lockheed Marietta, Georgia

N1130E (civil reg.)

382-3946

civil reg.

mixed 382B-4101 to 4250

22 **Total: 0022**

(Model 382D) L-100-10 – Proposed version based on C-130H, cancelled.

L-100-20

*As L-100, 8.3ft. fuselage stretch, engine
upgrade. Designated as Model 382E
and 382F. 6 upgraded to L-100-30.*

produced 1968 – 1980

Lockheed Marietta, Georgia

civil reg.

mixed 382-4299 to 4853

27 **Total: 0027**

L-100-30

*As L-100-20, further 6.7ft. fuselage
stretch. 2 delivered as CC-130H-30
(130343, 130344) for CAF.*

produced 1970 – 1997

Lockheed Marietta, Georgia

civil reg.

mixed 382G-4388 to 5320

69 **Total: 0069**

Total: 2159

C-130 CONVERSIONS**Military Conversions****USAF / US Navy**

| | | |
|----------------|-----------|--|
| NC-130 | 2 | YC-130, 1959, permanent conversions for engine tests, both later scrapped. |
| C-130A-II | 11 | C-130A, modifications for electronic reconnaissance, all later converted back. |
| AC-130A | 18 | 11 C-130A / 7 JC-130A, 1967-1995, conversions as gunships. 8 aircraft with four miniguns / four cannons. 10 aircraft with two miniguns / two cannons / two Bofors 40mm cannons. |
| DC-130A | 8 | 6 C-130A / 1 RC-130A / 1 C-130D, drone launch and director conversions. 2 of the C-130A's to US Navy, assigned BuNo. 158228, 158229. |
| GC-130A | 8 | C-130A, this designation applies to two different conversions: - 2 C-130A, 1957, initial designation for drone director conversions, redesignated as DC-130A in 1962. - 5 C-130A / 1 JC-130A, ground instructional conversions. |
| JC-130A | 16 | C-130A, conversions for various temporary special test duties. |
| (RC-130S) | 2 | JC-130A, 1968, prototypes with powerful mounted searchlights for illumination of battlefield. Both later converted back. |
| NC-130A | 5 | 4 C-130A / 1 JC-130A, permanent special test conversions. |

| | | |
|------------------------|-----------|---|
| TC-130A | 1 | C-130A(54-1632), prototype crew trainer version, later became the the RC-130A prototype. |
| C-130B-II | 13 | C-130B, modifications for electronic reconnaissance. |
| (RC-130B) | 13 | 1962, redesignation of C-130B-II. All later converted back. |
| GC-130B | 2 | C-130B, ground instructional conversions. |
| JC-130B | 14 | C-130B, conversions for various temporary special test duties. |
| (VC-130B) | 1 | JC-130B, conversion for various covert courier duties. |
| KC-130B | 6 | C-130B, 1980, 2 Indonesian / 4 Singapore aircraft modified as tankers. |
| NC-130B | 2 | 1 C-130B / 1 JC-130B, permanent special test conversions. One (58-0712), was used as a STOL prototype for the cancelled C-130C-LM. |
| C-130D-6 | 6 | C-130D, 1962, conversions by removal of ski equipment. |
| (GC-130D-6) | 2 | C-130D-6, ground instructional conversions. |
| GC-130D | 1 | C-130D, ground instructional conversion. |
| C-130E-I | 18 | 17 C-130E / 1 NC-130E, 1966, "Combat Talon I", covert special ops. conversions for use in Vietnam. Unofficial designations were C-130H(CT), HC-130E. |
| (MC-130E) | 15 | 13 C-130E-I / 2 NC-130E, 1971, "Combat Talon I", upgraded engines and equipment for various covert special ops. missions. Further modifications with subtle differences: 10 MC-130E-C "Rivet Clamp." 4 MC-130E-S "Rivet Swap." 1 MC-130E-Y "Rivet Yank." All redesignated solely as MC-130E in 1977. |
| C-130E-II | 10 | C-130E, 1965-1977, airborne battlefield control center conversions. 9 redesignated as EC-130E(ABCCC) in 1977. |
| AC-130E Spectre | 11 | C-130E, 1971-1973, gunship conversions with two miniguns / four cannons. Later with two miniguns / three cannons / one Howitzer cannon. |
| (AC-130H) | 10 | AC-130E, 1973-2015, engine upgrade to "H" standards, refuelling probe, updated avionics / fire-control systems. |
| DC-130E | 7 | C-130E, drone launching conversions, all later converted back. |
| EC-130E | 24 | C-130E, this designation applies to five different conversions: - 1 factory built aircraft in 1966, (USCG 1414). - 9 C-130E-II, 1977, Airborne Battlefield Command / Control Center with avionics upgrades. Designated as EC-130E(ABCCC). - 9 as electronic reconnaissance aircraft for ANG designated: 5 EC-130E(CL) "Comfy Levi" / "Senior Scout". 4 EC-130E(RR) "Rivet Rider" / "Commando Solo I." - 3 as electronic intelligence gathering. - 2 as electronic warfare aircraft used in the 1970's. |
| GC-130E | 13 | C-130E, ground instructional conversions. |
| JC-130E | 1 | C-130E, temporary conversion for tests, later converted back. |
| NC-130E | 2 | C-130E, permanent conversions for C-130E-I / MC-130E tests. |
| WC-130E | 6 | C-130E, weather reconnaissance conversions. |
| EC-130G | 4 | C-130G, 1966, airborne relay conversions with 5000ft. trailing antennae. |
| (TC-130G) | 3 | EC-130G, conversions for training. |
| C-130H(AEH) | 8 | C-130H, 1980, Airborne Emergency Hospital for Saudi Arabia. |
| DC-130H | 1 | HC-130H, 1974, conversions as drone directors. |
| EC-130H | 22 | This designation applies to three different conversions: - 4 EC-130E(ABCCC), engine / fuel probe upgrade in 1980. - 12 C-130H / 4 HC-130H "Compass Call" / "Rivet Fire." - 2 EC-130H(CL) for ANG. |
| JC-130H | 1 | HC-130H, temporary conversion for satellite recovery duties. |

| | | |
|-----------------|-----------|---|
| JHC-130H | 2 | HC-130H, temporary conversion for aerial space capsule recovery. |
| NC-130H | 4 | 1 DC-130H / 1 HC-130H / 2 JHC-130H, permanent test conversions. |
| TC-130H | 1+ | C-130H, conversions for training. |
| YMC-130H | 1 | C-130H(74-1686), 1981, prototype for MC-130H "Combat Talon II." 3 (74-1683, 74-1686, 74-2065), converted under earlier "Credible Sport" Iranian hostage rescue program in 1980, designated as XFC-130H. |
| WC-130H | 15 | HC-130H, weather reconnaissance conversions, 8 later converted back. |
| TC-130Q | 3 | EC-130Q, training conversions. |
| EC-130V | 1 | HC-130H, 1991, AEW&C counter-narcotics prototype for USCG. |
| MC-130W | 12 | C-130H, 2006-2012, "Combat / Dragon Spear", multi-mission conversions, major systems / aerial refuelling upgrade. |

(AC-130W Stinger II)

| | |
|-----------|--|
| 12 | MC-130W, 2012-present, gunship upgrade, 30mm cannon. |
|-----------|--|

British RAF

| | | |
|----------------------------|-----------|--|
| Hercules C.Mk. 1K | 6 | C.Mk. 1, 1982, tanker with single trailing hose. |
| Hercules C.Mk. 1P | 25 | C.Mk. 1, 1982, fitted with a refuelling probe. |
| Hercules W.Mk. 2 | 1 | C.Mk. 1, 1973, modified for weather research. |
| Hercules C.Mk. 3P | 30 | C.Mk. 1, 1979, 15ft. fuselage stretch, refuelling probe. |
| (Hercules C.Mk. 3A) | 6 | C.Mk. 3P, 2004, electronics upgrades for Special Forces. |
| Hercules C.Mk. 6 | 1 | C.Mk. 4, upgrades. |

Foreign Conversions

| | | |
|-----------------|-----------|---|
| CC-130E | 24 | C-130E(RCAF), 1968, redesignation for newly formed CAF. Assigned CAF s/n: 130305 / 130328. The 4 RCAF C-130B's had been sold by 1968. |
| CC-130H | 2 | C-130H, CAF purchase from Abu Dhabi. Assigned CAF s/n: 130336, 130337. |
| KCC-130H | 5 | CC-130H, CAF tanker conversions. |

Civil Conversions

| | | |
|-------------------|----------|--|
| L-100 HTTB | 1 | L-100-20(c/n: 382E-16C-4412), 1984, High-Technology-Test-Bed aircraft for testing STOL capabilities for further C-130 development, crashed 1993. |
|-------------------|----------|--|