

**DO NOT USE FOR FLIGHT**



**HERCULES**

#### ABOUT THIS MANUAL

VERSION: 14 MARCH, 2006.

**WARNING: THIS MANUAL IS DESIGNED FOR MICROSOFT® FS2004 USE ONLY. DO NOT USE FOR FLIGHT.**

THIS 'C-130T MODEL' MANUAL COVERS ONLY THE C-130T MODEL EXPANSION PACKAGE SPECIFIC DIFFERENCES.

For general information on the 'Legendary C-130' Pro Base Package please refer to the 'Legendary C-130' FLIGHT MANUAL:

Click START > Programs > Captain Sim >Legendary C-130 > Flight Manual >

Download Free copy of the 'Legendary C-130' Pro Base Package [FLIGHT MANUAL Part I – Aircraft](#).

Adobe Acrobat® Reader Required

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# 'C-130T MODEL' MANUAL

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**DO NOT USE FOR FLIGHT****C-130T LOGISTICS SUPPORT AIRCRAFT**

The C-130T Aircraft provides rapid logistics support to Navy operating forces. It can be configured to provide transportation of personnel or cargo. Delivery of cargo may be accomplished by parachute, low level fly-by ground extraction, or landing. The aircraft can be used as tactical transports and can be converted readily for ambulance or aerial delivery missions.

As a tactical transport, the C-130T Aircraft can carry 92 ground troops or 64 paratroopers and equipment. It can be configured as a medical evacuation platform capable of carrying 74 litters. The C-130T Aircraft can land and takeoff on short runways and can be used on primitive landing strips in advanced base areas.

The 'Blue Angels' squadron's Transport C-130T, affectionately known as Fat Albert, is the only Marine Corps aircraft permanently assigned to support a Navy squadron. It is flown by an all-Marine Corps crew of three pilots and five enlisted personnel. Fat Albert flies more than 140,000 miles during the course of a show season.

The C-130 carries 25,000 pounds of cargo, 45,000 pounds of fuel, and transports the squadron's support and maintenance crew to each show site.

Fat Albert cruises at 320 knots at 27,000 feet. Four Allison turboprop-engines producing more than 16,000-shaft horsepower provide the C-130 with the power to land and depart on runways as short as 2,500 feet. At select show sites, Fat Albert demonstrates its Jet-Assisted Take-Off (JATO) capability. Eight solid-fuel rockets are attached to the sides of the aircraft, four on each side. The rockets allow Fat Albert to take off within 1,500 feet, climb at a 45-degree angle, and attain an altitude of 1,500 feet in seconds.

**'C-130T MODEL' PACKAGE CONTENT OVERVIEW**

The 'C-130T Model' package is available at [www.captainsim.com](http://www.captainsim.com) as an expansion to the 'Legendary C-130' base package.

The 'C-130T Model' expansion package is fully compatible with both versions ('Standard' and 'Pro') of the 'Legendary C-130' base package and with the retail 'boxed' version of the C-130 published by Just Flight.

**THE 'C-130T MODEL' INSTALLATION WITHOUT C-130 BASE PACKAGE BEING PREINSTALLED**

The 'C-130J Model' expansion package does not require any C-130 base package and can be installed to default installation of the MS FS2004.

In this case user will get the following C-130J setup:

- Original Captain Sim C-130 Flight Model (aircraft.cfg and .air files)
- Original Captain Sim set of C-130T Models
- Sound - Alias to default Beech King sound
- Panel - Alias to default B747 panel
- No textures in VC
- No gauges in VC

**MODELS**

Upon installing the **C-130T 'Hercules'** aircraft will appear under Captain Sim manufacturer in the MS FS9 Aircraft Select Menu.

The model is available in the following variations:

- Clean (no exterior fuel tanks)
- With 2 exterior fuel tanks
- No dynamic shine (for matte liveries)
- With dynamic shine
- VC and 'wing view' included
- No VC and 'wing view' included
- EICAS equipped cockpit
- Classic 'steam gauge' cockpit

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In total, 24 model variations are available. See 'ACE Utility' section of the 'Legendary C-130' Pro Base Package manual for details.

**HOW IS THE 'T' EXTERIOR MODEL DIFFERENT FROM THE 'C-130E' MODEL**

ATO Units (8)



Observer Canopy



APU Inlet Door And Exhaust



Modified Aft Door Windows



New Antennas (16)



SKE Radome



APU Exhaust Heat-Protection



Ground maintenance Doors Position



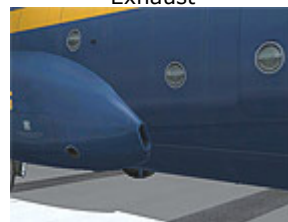
Emergency exit doors (2)



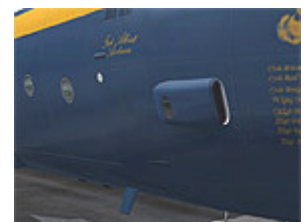
Emergency exit doors (2)



Cargo Compartment AC Air Inlet Scoop And Exhaust



Flight Deck AC Air Intake And Exhaust Scoop



**DO NOT USE FOR FLIGHT****LIVERY****PACKAGE LIVERY**

The Blue Angels, the U.S. Naval Flight Demonstration Squadron (USNFDS) livery is included in the package.

**Note:**

The C-130T model textures are compliant with C-130E model textures.

**REPAINT KIT**

No special C-130T model Repaint Kit required. Please use the C-130E (base package) Repaint Kit.

**FREE LIVERIES**

Many freeware liveries for the C-130 are available online in [Free Downloads Section](#).

**C-130 MODELS EXPANSIONS**

The following C-130 Models are available\*\* as separate commercial expansions to the 'Legendary C-130' package:

1. C-130J
  - USAF
  - Italian AF
  - RAF
2. C-130H
  - French AF
  - Japan AF
3. KC-130 (tanker)
  - US Marines (grey camo)
4. C-130T (with JATO)
  - US NAVY Blue Angels (Fat Albert)
5. C-130H-30 (stretched version)
  - Dutch AF
6. L-100
  - UN
7. AC-130 'Spectre'
  - USAF
8. C-130A (3-blade props)
  - USAF (60-s bare metal)
9. LC-130H (on skis)
  - US NAVY (polar)
10. NC-130H (AEW&C)
  - US Space Command
11. CL-130 (on floats)
  - US Coast Guard

You can vote for your favorite model at: <http://www.captainsim.com/cgi-bin/questionnaire.pl?id=8>

\*\* Please check [www.captainsim.com](http://www.captainsim.com) for availability updates.

**DO NOT USE FOR FLIGHT****MISCELLANEOUS FEATURES****ASSISTED TAKE-OFF (ATO) SYSTEM**

Provisions are made for external mounting of eight solid-fuel ATO units of 1000 pounds thrust\* each, which supply additional thrust when it is desired to shorten take-off distance. The system is electrically controlled and operated from the assisted take-off control panel on the flight control pedestal.

The units are fired simultaneously and give thrust until the propellant is exhausted.

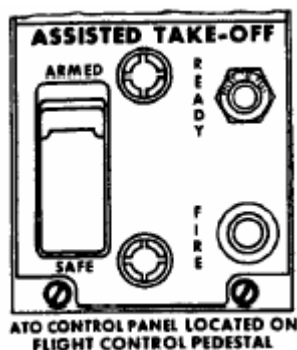
\* Due to the MSFS limitations the ATO is a visual effect only and does not supply any additional thrust. Our development team has some ideas on how to make the ATO affect the aircraft performance real time. But realization and programming of the idea can take unpredictable amount of time.

**ASSISTED TAKE-OFF (ATO) SYSTEM CONTROLS**

The flight station controls and the indicator for the ATO system are located on the assisted take-off panel on the flight control pedestal (in VC only).

**Note:**

- JATO option must be selected and saved using the ACE.
- Default MSFS Smoke key (I) is a 'one-click' control for the ATO ignition circuits.

**Armed Safe Switch**

The ARMED-SAFE switch, located on the assisted take-off control panel is a two position toggle switch designed to prevent accidental operation of the ATO system. When the switch is in the SAFE position the system will not operate. When the switch is in the ARMED position, the ATO CONTROL circuit is completed to the fire switch.

**FIRE Switch**

The pushbutton FIRE switch, located on the assisted take-off control panel, controls the operation of the ATO ignition circuits. When the ARMED-SAFE switch is in the ARMED position and the FIRE switch is depressed, 28-volt dc power from the ATO CONTROL circuit breaker energizes the ignition relay. Actuation of the ignition relay applies 28-volt, dc power from the main dc bus to the ATO igniters.

**WARNING**

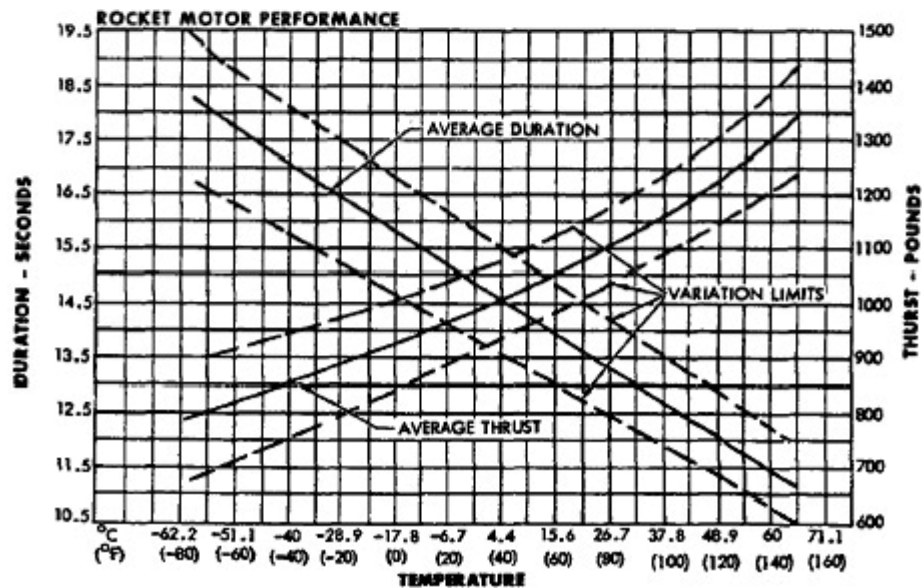
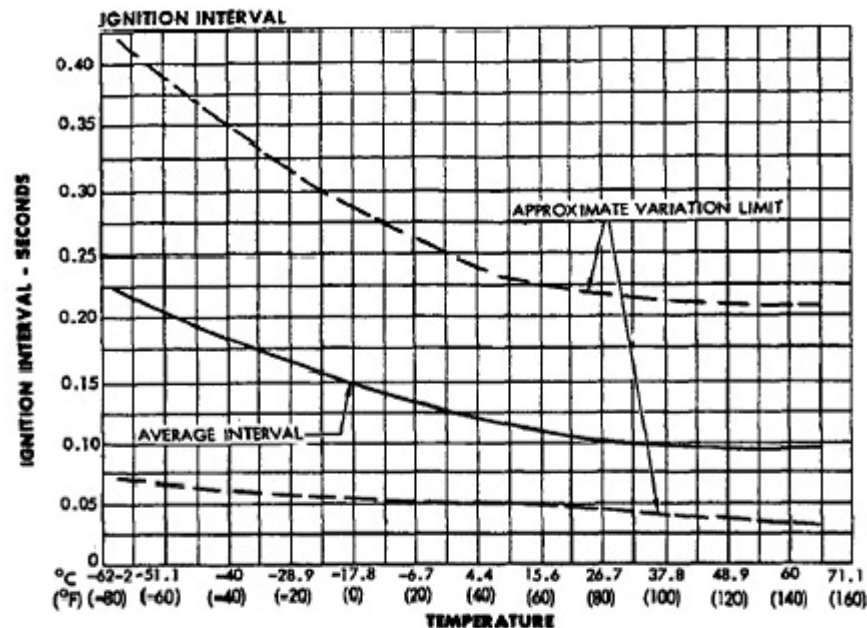
- Do not approach any ATO unit until 30 minutes have elapsed from a firing attempt. If smoke appears from an ATO unit, wait 30 minutes after smoke stops before approaching the ATO unit.
- With ATO unit igniters connected to the aircraft, do not expose any part of the body to the ATO unit nozzle assemblies.

**DO NOT USE FOR FLIGHT****ASSISTED TAKE-OFF**

When the variables influencing take-off lengths, acceleration, and obstacle clearance indicate a marginal take-off, the use of ATO is required. When considering the use of ATO, first consider the objective for a particular take-off condition.

The objectives, acceleration to nose gear lift-off speed, acceleration to take-off speed, or minimum roll to clear obstacles will dictate when to actuate the ATO fire switch. The 12 to 15-second duration of the ATO units will accomplish the objective when fired at a pre-selected airspeed in consideration of the objective.

The ATO units are predicated on the basis of burnout at 50 feet altitude. The units will be fired by the copilot at the command of the pilot.

**Typical Effect of Temperature on ATO**

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**DO NOT USE FOR FLIGHT****ATO VISUAL EFFECT****ATO EFFECT APPEARANCE**

- Any complex effect is always a hit on the MSFS performance.
- Any visual effect appearance and quality depends on particular system performance.

Please make sure that your system specifications meet our system requirements:

<http://www.captainsim.com/products/c130/sysreq.html>

To adjust the ATO Effect quality, please go to MSFS menu, Options-> Settings -> Display -> Scenery -> "Special effects detail " and set them to 'High'.



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## **CUSTOMER SUPPORT**

### **TECHNICAL SUPPORT**

Trouble with your game? Welcome to Technical Support Section:  
<http://www.captainsim.com/cgi-bin/kb.pl>

### **ACCOUNT SUPPORT**

Can't buy? Lost links, keys? Welcome to Account Support Section:  
<http://www.captainsim.com/support/acss/>

### **DOWNLOADS**

Looking for Free liveries, banners, etc... Welcome to Downloads Section:  
<http://www.captainsim.com/support/dl/>

### **CONTACT US**

For Press, Business and General Inquires please use Contact Us Section:  
<http://www.captainsim.com/company/contact.html>

### **BUSINESS HOURS**

Please use the online services or contact our team using the web forms that are available 24/7.

Our Office is happy to process hundreds of inquiries daily. But please note all inquiries are processed in European office. The office business hours are: Monday-Friday 7:00-16:00 GMT.

The support team usually responds within 24 business hours.

Thank you,

Enjoy your flight!

Captain Sim Customer Support Team  
[www.captainsim.com](http://www.captainsim.com)