

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

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

#### Civil Aircraft

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

**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, under-wing 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**, then **HC-130B** in 1962. 1 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.		
		<b>Total: 0486</b>

### 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

(USCG 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                    *mixed* 382-5188 to 5197  
 89-9101 / 89-9106                    *mixed* 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 <b>CC-130H</b> )		
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	382-4408, 4409		8
(Yemen Arab Republic)			
1150, 1160	382C-4825, 4827		2

(Zaire)  
 9T-TCE / 9T-TCG                      382C-4569, 4588, 4589  
 - 9T-TCG renumbered as 9T-TCC.  
 9T-TCG                                      382C-4736                                      4    **Total: 0689**  
 42 additional airframes cancelled.

**C-130H-MP**

As C-130H, Maritime Patrol / SAR  
 equipped version. 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	<b>Total: 0056</b>

### 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	<b>Total: 0068</b>
(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. 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, under-wing 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	mixed 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	mixed 382-4169 to 4220	
66-8550 / 66-8573	mixed 382-4223 to 4253	
66-13533 / 66-13550	mixed 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	mixed 382-4363 to 4382	15
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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. Re-serialled 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

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 & TRANSFERS****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.
<b>AC-130A</b>	<b>18</b>	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 C-130A 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. 1 (58-0712), was used as a STOL prototype for the cancelled <i>C-130C-LM</i> .
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.
<b>(MC-130E)</b>	<b>15</b>	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.
<b>AC-130E Spectre</b>	<b>11</b>	C-130E, 1971-1973, gunship conversions with two miniguns / four cannons. Later with two miniguns / three cannons / one Howitzer cannon.
<b>(AC-130H)</b>	<b>10</b>	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.
<b>EC-130E</b>	<b>24</b>	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 1970s.
GC-130E	13	C-130E, ground instructional conversions.
JC-130E	1	C-130E, temporary conversion for tests, later converted back.
<b>NC-130E</b>	<b>2</b>	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.
C-130H(NZ)	5	C-130H, 2005-present, RNZAF Life-Extension-Program (LEP) upgrades.
DC-130H	1	HC-130H, 1974, conversions as drone directors.
<b>EC-130H</b>	<b>22</b>	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.
<b>YMC-130H</b>	<b>1</b>	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.
<b>MC-130W</b>	<b>12</b>	C-130H, 2006-2012, "Combat / Dragon Spear", multi-mission conversions, major systems / aerial refuelling upgrade.

**(AC-130W Stinger II)**

<b>12</b>	MC-130W, 2012-present, gunship upgrade, 30mm cannon.
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**British RAF**

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

**Foreign Conversions**

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

**Civil Conversions**

<b>L-100 HTTP</b>	<b>1</b>	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.
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