

Our Mission & Aircraft

The MN Air National Guard & Air Force Reserve C-130 units are located at the Minneapolis/St. Paul International Airport (KMSP).

Both units support & accomplish the airlift of troops, cargo, & medical patients all over the world.

C-130 (H Model) Stats:

132.5' Wingspan, 97.5' long, 39' tall

Basic Operating Weight - 90,000 lbs

Maximum Operating Weight - 155,000 lbs

Maximum Payload – 42,000 lbs

Powered by four 4,500 horsepower turbo-prop engines



A Few Facts About Mid Air Collisions

1. Mid-air collisions generally occur during daylight hours. (Less than 2% occur after sundown)
2. About 96% of collisions occurred at or below 3000' above ground level.
3. Most mid-air collisions occur under good visibility.
4. 80% of traffic pattern collisions occur during final approach & Landing (short final or on the runway).
5. Average flight time prior to a collision is 45 minutes.
6. Almost 50% of mid-air collisions result in at least one death.

We hope this information is useful in avoiding areas of congestion and minimizing potential conflicts. We solicit your help in keeping the skies over Minnesota and the surrounding communities safe.

Thank you for your interest and support.



Points of Contact:

133AW Flight Safety Office

MN Air National Guard

St. Paul, MN

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Email: 133.aw.se.safety.mailbox.org@us.af.mil

934AW Flight Safety Office

Air Force Reserve

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“A SUPERIOR PILOT IS ONE WHO STAYS OUT OF TROUBLE BY USING SUPERIOR JUDGMENT TO AVOID SITUATIONS WHICH MIGHT REQUIRE THE USE OF SUPERIOR SKILLS.”



Mid-Air Collision Avoidance

This pamphlet is a source to inform civil aviation pilots about the C-130 mission of the MN Air National Guard & Air Force Reserve, local C-130 training routes, local airfields used for training, & mid-air collision avoidance techniques.

Local Flying

C-130 units fly in the local area to maintain currency. Doing this allows units to provide combat theater airlift in a moment's notice in support of U.S. interests worldwide.

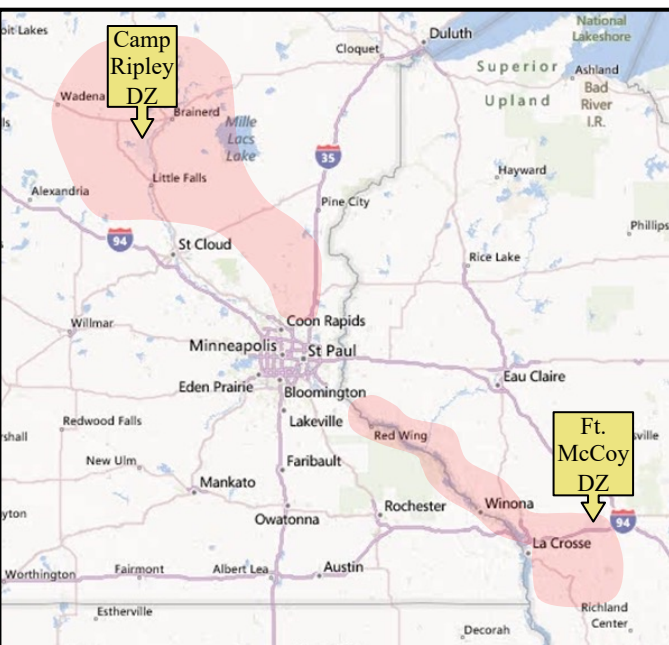
Unit aircraft typically depart KMSP on an IFR clearance and cancel the IFR clearance en route. Aircraft fly out of the local area to drop zones near Ft. McCoy, WI (near Sparta & Tomah, WI) or Camp Ripley, MN (near Brainerd & Little Falls).

Aircraft fly VFR low-level (300-1000 feet AGL) routes as either a single ship or in formations up to 6 aircraft. When in formation, aircraft are 2000 to 6000 feet in trail of each other. The most common formation is two aircraft.

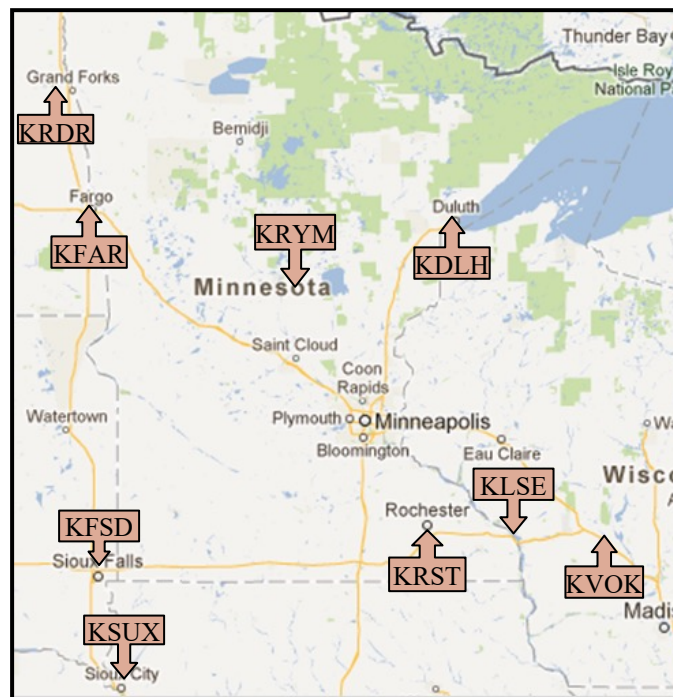
IFR training routes (both single ship & formation) are usually flown at 2,000 to 5,000 feet mean sea level. Normal operations over the drop zone are 500-1,500 feet AGL.

All training routes are flown at approximately 220 knots indicated airspeed.

Low-Level Route Areas & Drop Zones (Shaded Areas Depict Low-Level Flying)



Local Airports Used for Training



Unit Aircraft typically fly to the following airports for arrival, landing, & departure procedures:

- Duluth Intl, MN (KDLH)
- Fargo/Hector Int'l, ND (KFAR)
- Grand Forks AFB, ND (KRDR)
- La Crosse Muni, WI (KLSE)
- Ray S. Miller AAF, Camp Ripley, MN (KRYM)
- Rochester Int'l, MN (KRST)
- Sioux Falls/Joe Foss Field, SD (KFSO)
- Sioux Gateway/Bud Day Field, Sioux City, IA (KSUX)
- Volk Field, Camp Douglas, WI (KVOK)

Airport traffic patterns are normally flown at 150 KIAS to 170 KIAS on downwind. Airspeed on final is approximately 130 KIAS

Aircraft may also practice tactical approaches initiated at speeds of 220 KIAS and making 60° bank turns over the runway environment.

General Tips & Techniques

1. Use **landing lights** at lower altitudes, especially when near airports.
2. **Announce your intentions** on UNICOM and use standard traffic pattern procedures at uncontrolled airfields... Be predictable!
3. Use the appropriate **hemispherical altitudes** & don't let your altitude "wander."
4. **Keep your windscreen clean.** A bug on the windscreen can obstruct other airborne aircraft coming your way.
5. **Understand the limitations of your eyes & use proper visual scanning techniques.** If an aircraft appears to have no relative motion but is increasing in size, you are on a collision course.
6. When flying at night, avoid white light in the cockpit. White light disrupts your night vision, even when used momentarily
7. Avoid complacency. SEE AND BE SEEN!

Local Mid-Air Collision Avoidance Techniques

When flying training sorties, our crews use "GOPHER" (Air National Guard) and "VIKING" (Air Force Reserve) call signs.

We monitor the same frequencies you do and we will be looking and listening for you!

Continue to **use radar services to the maximum extent** possible. ATC is responsible to resolve traffic conflicts and can help you safely traverse controlled airspace.

Remember: ATC can only control participating aircraft.

Stay alert and communicate your intentions to Minneapolis Approach Control and **request flight following.** Help us and other aircraft know where you are and where you're going.

Use your transponder. Transponder equipped aircraft greatly help with early identification because our aircraft are equipped with TCAS (Traffic Collision Avoidance System).