

1963

Take Charge And Move Out

TACAMO

1963

KC-130 was borrowed from the Marines and the LT and a group of engineers and contractors built and then tested a system all over the globe.

By late 1964,
an operational 25KW, single wire
TACAMO II system was delivered to
TACAMO Detachments: VR-21 at
Barbers Point, Hawaii and VR-1 at
Patuxent River, Maryland for the EC-
130G Hercules aircraft. 3 vans were
rolled into the fuselage and assembled for
TACAMO missions.

Initially less than 100 total personnel maintained & operated 2 aircraft in each DET

- VQ-3 started with EC-130G 151890 and 891. 148806, the prototype was with VR-21 but was available when 890 or 891 were out to service for depot maintenance and the mission suite was just rolled onto it so it became an EC-130.
- VQ-4 started with EC-130G 151888 and 889

1964

Ron Carlson and crew
flew around the world in
EC-130G, 151891

1966

The Pacific TACAMO
DET was moved to
become a DET of VW-1
in Agana, Guam.

July 1968,

the detachments became VQ-3 and VQ-4 with complement having grown to about 250.

- VQ-3 at NAS Agana, Guam & VQ-4 at NAS Patuxent River, MD

New improved Hercules aircraft (EC-130Q) were delivered in 1968 and 1969, giving the squadrons four aircraft each:

- VQ-3 had 156171, 172, 176, and 177
- VQ-4 had 156170, 173, 174, and 175.
- EC-130Gs were in for mod, 888, 889, 891 because they were the first TAC IV mods.

1969

TACAMO III system,
permanently installed in the
aircraft,
was delivered to
VQ-3 & VQ-4.

Delivered in 1975 & 1976

TACAMO IV system,
adding a second Trailing
Wire Antenna, & boosting
VLF power to 200KW

1976

due to the loss of 151890 in
1972, two new EC-130Q were
delivered, both to VQ-4:

159348 & 469.

1978

After the loss of TACAMO Pacific Crew 4 & 156176, a KC-130F pure cargo plane was assigned to each squadron for flight deck crew training and self-lift logistics support. The tail numbers varied because they were on loan from the USMC.

In about 1980 due to
the loss of 156176, a
new EC-130Q was
delivered to VQ-3,
160608.

Once the TACAMO IV systems were delivered two more Herc mods followed:

- TACAMO Improvement Program, TIP I, in 1976
- TACAMO Improvement Program, TIP II in 1979
- EMP Hardening starting in 1986.

These mod resulted in a shift of tail numbers among the squadrons.

To provide continuous airborne coverage in the Pacific, new EC-130Q aircraft were built and delivered to VQ-3 between 1981 and 1984.

- 161223, 161494, 495, 496, 531 were delivered to VQ-3. 162312 and 313 followed.

By 1986

161223, 161494, 495, 496, 531,
162312 and 313 were slowly
transferred to VQ-4 because VQ-3
began receiving the E-6.

VQ-4 sent their older Hercs for comm
suite strip out to be installed in the E-6s.