

Tribute to Ron Carlson TACAMO's First Leader



Presentation by
Captain Vern Lochausen USN, Ret
TACAMO Community Veterans Association

Ron Carlson

The Man...The Myth...The Legend



- TACAMO Hall of Fame plankowner- 2012
- Interviewed by Vern 7 interviews 1989-2020
- Story is ALWAYS the same. Independent confirmation= all TRUE
- Haven't caught him in a lie.....YET



- First flight- Age 7 –Astoria, Oregon – Curtiss Condor II
- Uncle in Milton Freewater owned 4 aircraft that Ron flew as a teen



Luscombe



Waco Gull Wing



Beech Staggerwing

- 2 years at Oregon State College till "the money ran out"
- Enlisted at San Diego – Machinist Mate striker at G.Lakes
- Selected as NAVCAD-1950 –Naval Aviation Cadet
- Saufley/Whiting/Corpus/FRS Kingsville- TBM Avenger



Ron Carlson

Lots of Flight Hours and Aircraft



- VC-25 San Diego- Carrier based ASW –CVE-118

AF-2S Guardian



USS Sicily



S-2 Tracker



- Instructor Pilot in Kingsville – S-2
- Volunteered for VX-6 flying R4D for US Antarctic Exploration
 - Picked up 2 of 4 new Ski Bird Hercs 1960
 - 148320/21
 - Flew R4D last flight

R4D – C-47

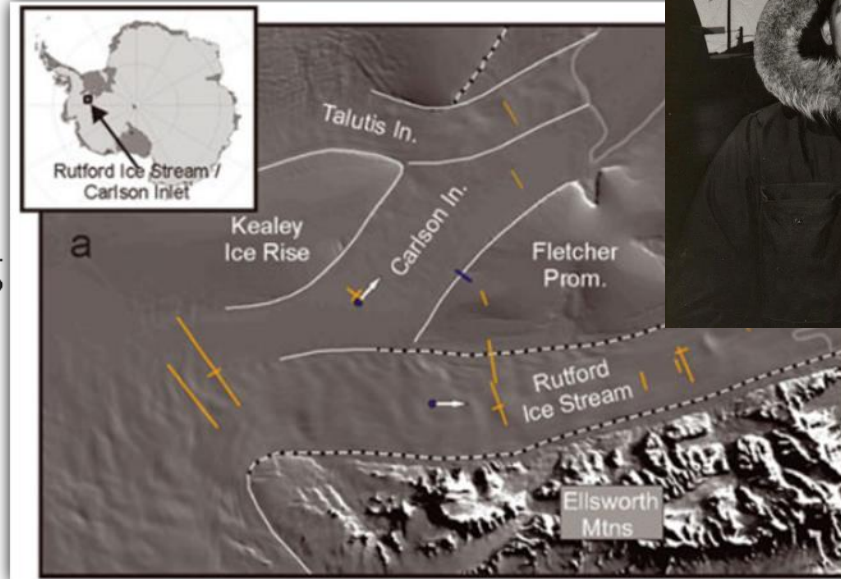


- First Navy Herc pilot
- Assigned to Navy VTOL aircraft development at Wright Pat
- Detailer offered “special classified project”- New Hercules
- Enroute to Barbers Point when telegram directed to Marietta

Ron Carlson Famous from the Start



Carlson Inlet is an ice-filled [inlet](#), 100 miles (160 km) long and 25 miles (40 km) wide, lying between [Fletcher Ice Rise](#) and [Fowler Ice Rise](#) in the southwest part of the [Ronne Ice Shelf](#). It was named by the [Advisory Committee on Antarctic Names](#) for **Lieutenant [Ronald F. Carlson](#)**, U.S. Navy, pilot of [R4D-8](#) and [C-130](#) aircraft with [Squadron \[VX-6\]\(#\)](#), who made innumerable flights in support of [International Geophysical Year](#) and [United States Antarctic Research Program](#) field parties in the 1950s and 1960s. On December 14, 1961, he commanded a C-130 Hercules flight from McMurdo Station across the Ellsworth Mountains, during which he observed, photographed and roughly sketched this inlet.



Ron Carlson

Picking up Brand New Aircraft



- **151890** – At Marietta Lockheed factory
 - Snow and ice, left for Wright Patterson, weather delay
 - Used Special Instrument card to depart in ice n snow
 - Stopped in Alameda, met COMFAIRWESTPAC Chief of Staff
 - As rider COS approved loading of 1960 Austin 7 (Ron's)
 - Arrived VR-21 Barbers 12/31/63
 - George Watts- picked up 151888 and delivered it to VR-1 Pax on same day

- **151891**- Same route- Met by George Bennett at Marietta
 - Wright Patterson, then Alameda.
 - Met NAV Charlie Bridge. Loaded rafts, flew to VR-21 Barbers
 - TACAMO Det, VR-21 Barbers now at full complement of Hercs

Ron Carlson: Famous from the Start



Pilot Logs Two Firsts In C-130

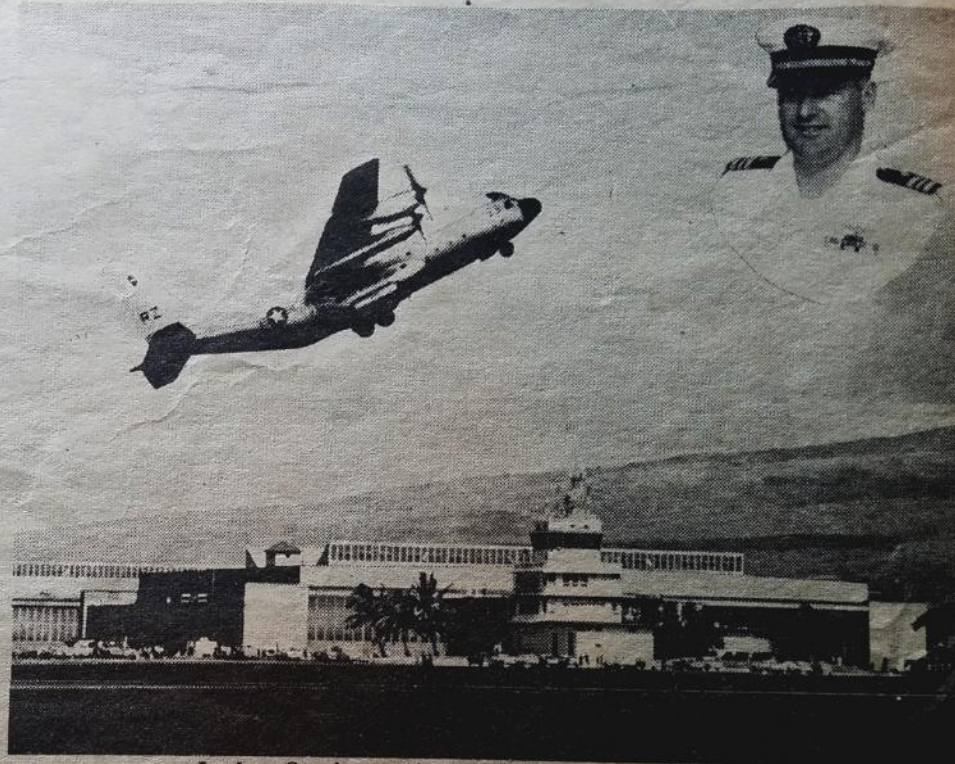
Lcdr. Ronald F. Carlson was presented a certificate of recognition from the Lockheed Corporation in mid-March.

Mr. James M. King, manager of the Lockheed Corporation in Honolulu, presented the certificate to Lcdr. Carlson for being the first Navy pilot to log 2,000 hours in the C-130 Hercules aircraft.

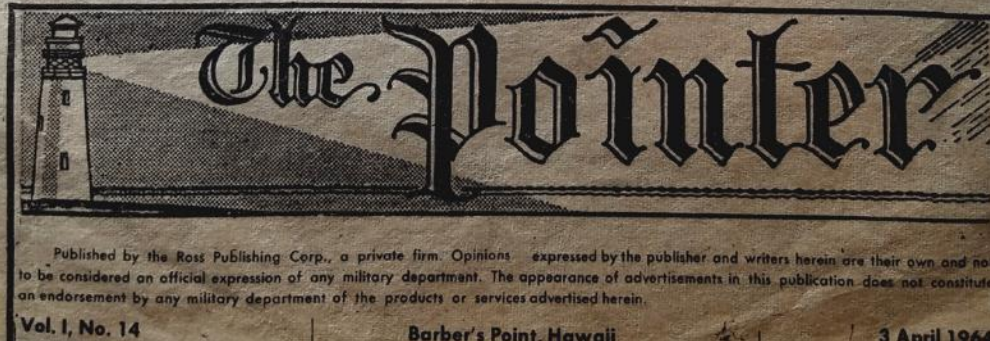
He hit the 2,000 hour mark while flying from NAS Atsugi, Japan to NAS Cubi Point, Philippines later in February.

Lcdr. Carlson had been previously honored as the first Navy pilot to log 1,000 hours in the Hercules.

Prior to reporting to VR-21, Lcdr. Carlson had more than five years experience piloting the C-130 with Air Development Squadron Six.



Lcdr. Carlson (inset) and friend, Hercules.



**NAS Barbers Point paper
April 1964**

891 Famous from the Start



- Off Waikiki – angle hides drogue
- Photos courtesy of Wally Goss (HOF)
- Wally in Herc training at Lockheed -64
- Plankowner of TACAMO Det VR-21



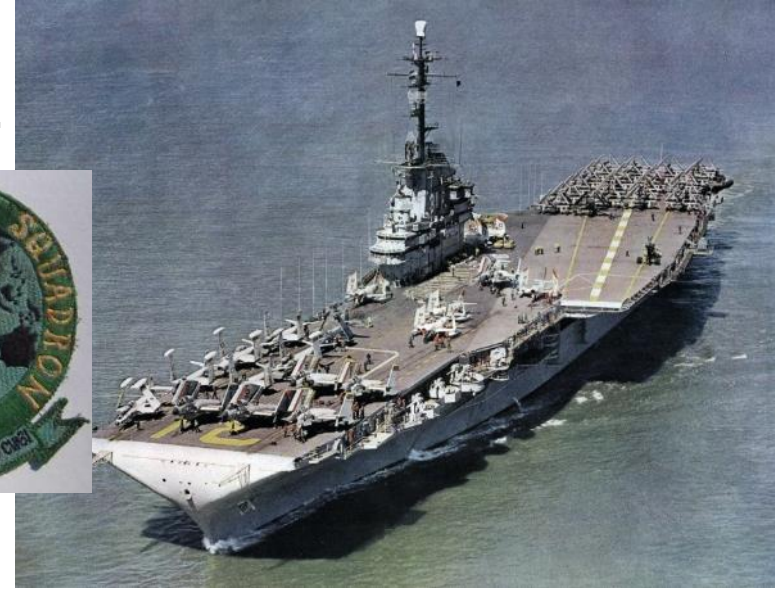
Why Fly RTW? Concord Squadron



➤ The first expeditionary force to the Indian Ocean

➤ Its mission- peace and goodwill.

- USS Bon Homme Richard - CV-31
- Frank Knox - DD 742
- Blue - DD 744
- Shelton - DD 790
- Hassayampa - AO 145



➤ VR-21 mission is to support Fleet ops and new Herc was perfect

- Fleet Commander orders
- State Department 'worked' clearances with nations visited
- Delivered supplies and goods to Task Force ports of call
- Dry ice, TV dinners, ship systems parts, consumables
- Fleet Supply department arranged all pickup and drop off
- Transported Sailors going on emergency leave/reporting
- 891 crew mostly hotels overnight
- Carrier's Sick Bay quarters at times- air conditioned

Why the Concord Squadron?

- Show of FORCE to Red China!



Navy Mission Undeterred By Indonesian Threats

A heavily - armed ship squadron from the U.S. Seventh Fleet ignored threats from Indonesia and Red China and steamed into the Indian Ocean in April and May in a test run, Navy officials here have disclosed.

A Navy official said the classified mission was to

demonstrate to Indonesia and Red China that the Seventh Fleet would aid Britain in the event of an attack on Malaysia.

The Western Pacific mission was carried out by a five-ship task force, nicknamed the Concord Squadron, and including the fleet

oiler Hassayampa from Pearl Harbor.

A C-130G Hercules aircraft and crew from Barber's Point also were sent and instructed to fly the ships' Indian Ocean course with maintenance parts should the squadron be cut off from the Seventh Fleet.

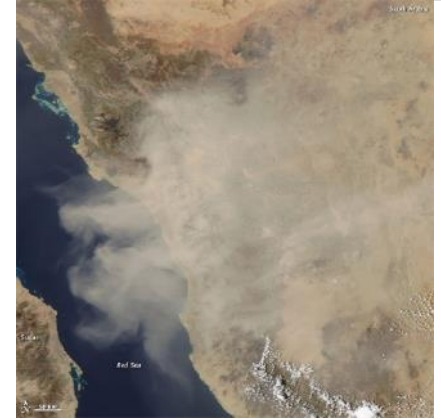
THE SQUADRON made port calls at Mombasa in the East African nation of Kenya and in the British Crown Colony portion of the Aden Protectorate.

The oiler Hassayampa sailed from Pearl Harbor for the Western Pacific on Feb. 9.

Honolulu Star Bulletin 1964

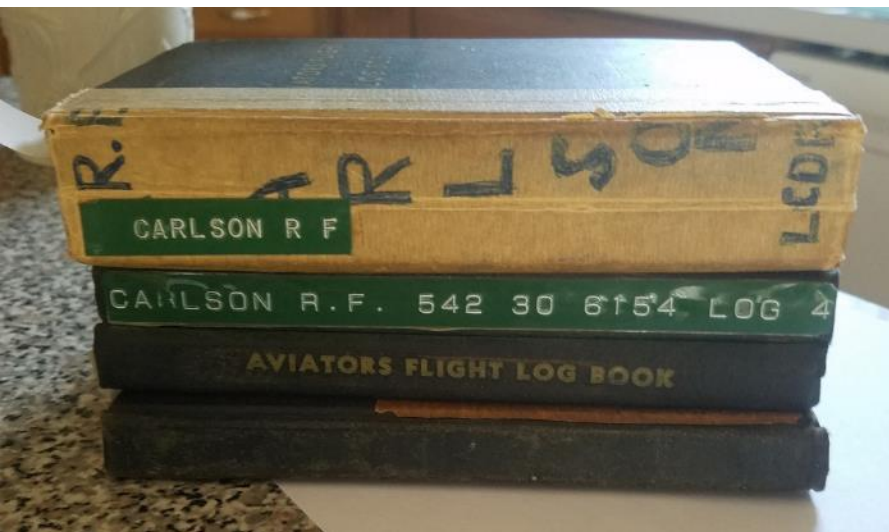
Executing the Mission

- Crew chow inflight- electric skillet- convection oven
- Many 12 hour flights- some shorter
- Not all fun n games- lots of celestial navigation
- Aden= 102 degrees at 8 AM
- Over Red Sea desert dust clouds at 21,000 ft
- 'Alternative' fuels used – all you can think of
- Radios in some nations didn't match aircraft radios
- Reports often via Cedar Rapids Collins "Liberty Station" on HF
- Runway and ramps not all compatible with heavier Herc
- Everything closed in France on their Labor Day
- English resort hotel rooms in Kenya
- Red Sail 'luxury hotel' in Cairo
- King George Hotel in Athens with view of Acropolis



Route of Flight

24 days – 173.2 flight hours



Ron's log books

891 Round the World

DATE	LEG	HRS.	
MAY 11	BBP—Wake	7.9	
11	WAKE—Cubi	9.9	PHIL
14	Cubi—Bangkok	5.7	THAILAND
15	Bangkok—DIEGO SUZEE	12.8	MADAGASCAR
16	DIEGO SUZEE—MALAGASY	2.2	MADAGASCAR
16	MALAGASY—BANGKOK	13.9	THAILAND
18	BANGKOK—Cubi	5.7	PHIL
20	Cubi—Bangkok	5.6	THAILAND
20	BANGKOK—MOMBASSA	14.2	KENYA
22	MOMBASSA—MALAGASY	3.6	MADAGASCAR
22	MALAGASY—BANGKOK	13.6	THAILAND
24	BANGKOK—Cubi	8.8	PHIL
27	Cubi—BANGKOK	5.8	THAILAND
27	BANGKOK—MAKASSAR	12.7	ADEN
29	MAKASSAR—ATHENS	8.2	GREECE
30	ATHENS—EXTRA MARE	5.3	FRANCE
1 MAY	PARIS—AEORES	6.2	PORTUGAL
2	AEORES—ANDREWS	10.1	USA
4	ANDREWS—DAYTON	1.5	USA
4	DAYTON—ALAMEDA	7.5	USA
5	ALAMEDA—BBP	9.3	USA
24 DAYS		173.2	

Ron's tally



**TACAMO Community
Veterans Association**

Where to Next?



- After carrier group sailed away....
 - Fly East to Hawaii or West?
 - Initially decision up to Ron and Crew
 - France to Iceland then Andrews via N Pole?
 - Directed to come to Washington instead via Azores
 - Brief Pentagon staffers who supported the mission
 - Wright Patterson to pick up A/C units for Cubi Point
 - One to Alameda and finally, BARBERS POINT



- 890 took A/C units to Cubi, not 891!



Herc 891 Around the World



SHIP" July 2, 1964

Lt. Commanders Ed Harlan and Ron Carlson at Controls of World Girdling Navy C-130G before start of 46,000 mile flight

Long Distance Logistics

Herky Flew 46,000 Miles Around World in 25 Days

A C-130G Hercules, flying logistic support for a U.S. Naval training exercise in the Indian Ocean area, flew 46,000 nautical miles in 25 days with only routine maintenance support, it was reported by P. E. Guthrie, resident representative at Barbers Point, Hawaii.

Crew members of the world-girdling flight, which crossed the Indian Ocean and the Equator four times, included Lt. Col. E. W. Harlan and R. F. Carlson, pilots; Lt. Don Blair, pilot, and C. C. Bridge, T. P. Sparks and B. J. Leming, navigators. CPOs John Walker and J. C. Ziegler served as flight engineers. All are members of VR-21, Fleet Tactical Support Command of the U.S. Pacific Fleet.

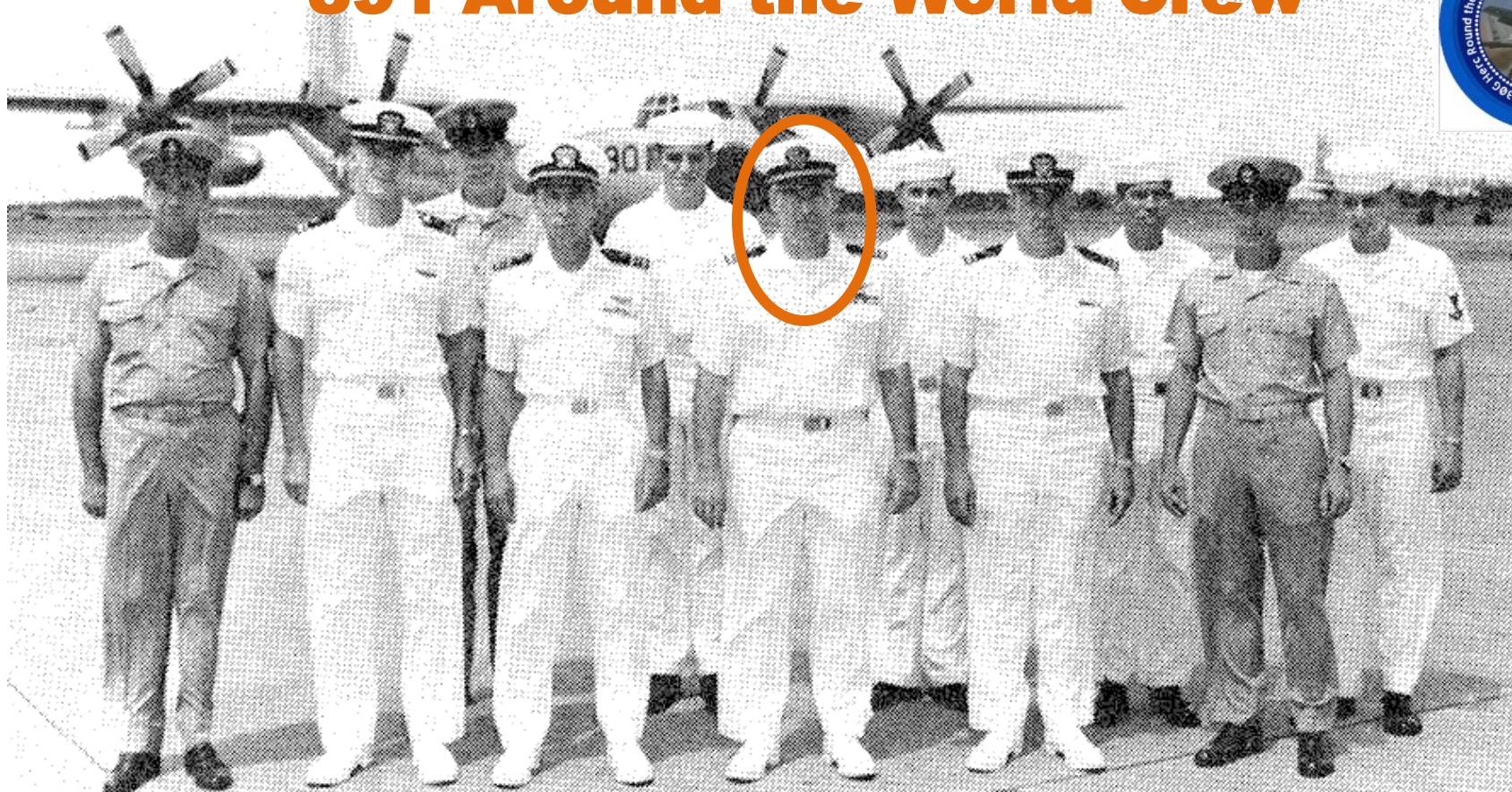
Carrying an average payload of 35,000 pounds for the entire mission, the C-130G flew westward to the Philippine Islands, Bangkok, Thailand, then south to Aden in Southern Arabia, Madagascar, Kenya, Africa, Athens, Greece and then Paris, France. It flew back to Barbers Point, Hawaii, via Dayton, Ohio and Alameda, Calif.

Eighty per cent of the flight was over water with the longest single leg, from Bangkok, Thailand to Aden on the Persian Gulf, a distance of 4,050 miles, being flown with a 14,000 pound payload.

The crew flew an average of eight hours per day for a total flight time of 165 hours, during which time it was serviced with a variety of fuels with no resultant problems. At times navigation was hazardous due to lack of weather information, said Guthrie.

The C-130G flight gave logistic support to the Concord Squadron, consisting of the aircraft carrier Bon Homme Richard and three destroyers, which made courtesy calls on several nations bordering the Indian Ocean

891 Around the World Crew



Front row left to right

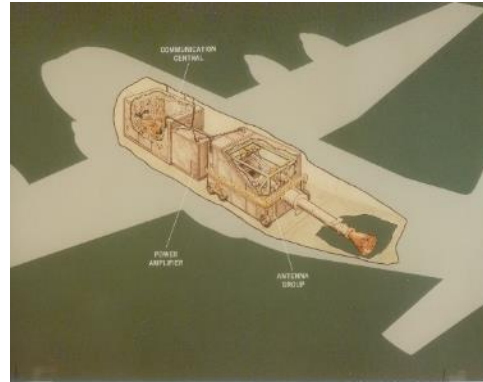
ADRC Jim Ziegler-LTJG Tom Sparks NAV-LCDR Ed Harlan- LCDR Ron Carlson-
LT BJ Leming NAV-ADJC Johnny Walker.

Rear row: ATC Bob Tarr- AT2 Jack Reese -AE2 Larry Drent- AE2 Rudy Cuaron-
PR3 Rich Pietrijk. Not pictured LT Charlie Bridge NAV and LT Don Blair Pilot.

Pacific TACAMO Detachment



- 1966- TACAMO Det VR-21 Barbers Point moves to Guam



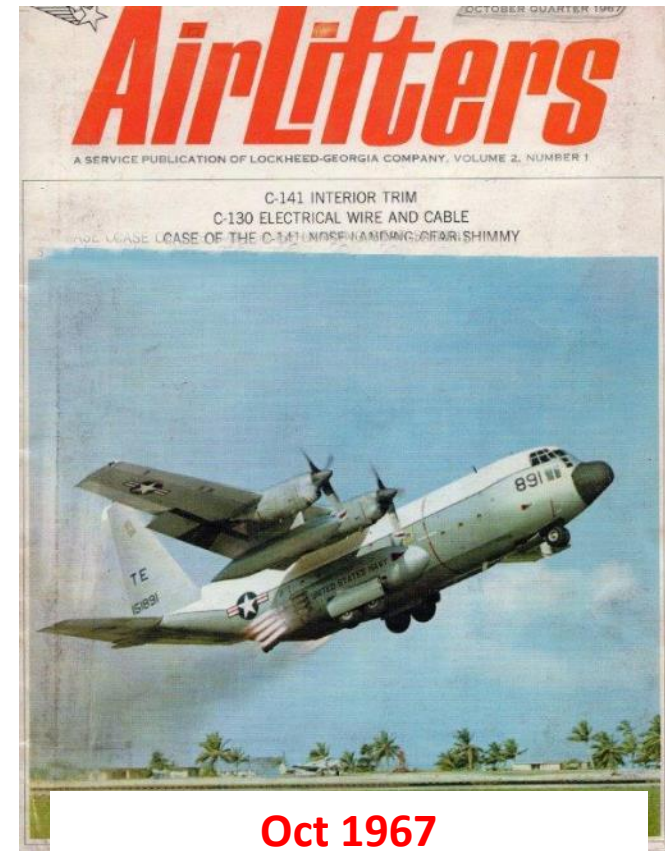
- TACAMO Det VW-1- Super Connies providing Airborne Early Warning (AEW) coverage for the 7th Fleet and weather reconnaissance for the entire western Pacific
- WV-2 Warning Star, the Navy's radar configured version of Lockheed's Super Constellation airliners -100,000 sq miles 6 times every minute



TACAMO Detachment – VW-1



- 1967- Guam Airshow- Ron performs famous JATO
- Painting donated by Frank Baker Jr, son of TACAMO FRS



Oct 1967
Lockheed Service Magazine

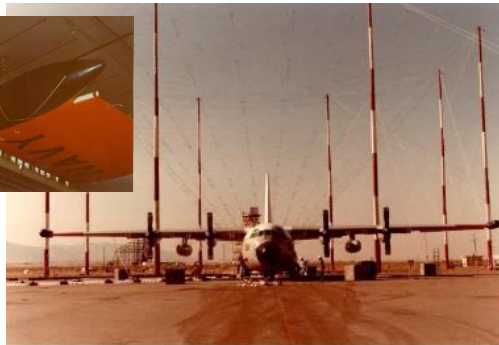
And What Became of 891?



- VQ-3 TACAMO mission aircraft – TACAMO II and III
- Landed on golf course Roratonga Island/JATO departure
 - Skipper Preston, Bill Fromme, Dave Smith RM- Mayday



- Sent to VQ-4 Pax River in early '70s
- Flew TACAMO missions until early '80s
- Dedicated TACAMO test aircraft at Pax River



Next Career for 891

- Gave up her TACAMO mission gear to a new E-6 Mercury



- Drafted as Blue Angels 'Fat Albert' a.k.a. just ALBERT till '02
- Airshow ***STAR***



- Ron Carlson and 891 honored at Pensacola Museum – June 2019
- Made her last flight with MAJ Michael and Crew
- Museum artifact here in Pensacola

Ron and 891 Honored Pensacola Museum June 2019



Vern Lochausen, president and historian of TACAMO speaks about the long service of the C-130 Hercules 891 with pilots and engineers who flew in the aircraft Sunday, June 8, 2019 during the TACAMO Community Veterans Association reunion at the National Naval Aviation Museum.

JOHN BLACKIE/JBLACKIE@PNJ.COM



The crowd applauds after listening to pilot Ron Carlson speak about the long service of the C-130 Hercules 891 Sunday, June 8, 2019 during the TACAMO Community Veterans Association reunion at the National Naval Aviation Museum.

- **First and Last 891 Pilots**
 - **Ron Carlson – 1964- TACAMO**
 - **Dave Michael 2002- Fat Albert**



891 has her own Facebook Page

Workspace Webmail :: Mail New tab EC-130G TACAMO 151891 X

https://www.facebook.com/groups/177454939747973/

EC-130G TACAMO 151891 - Fat Albert

Closed group

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- Tacamo Crew 4

TE 151891

891

UNITED STATES NAVY

Joined Notifications Share More

Write Post Add Photo/Video Live Video More

Write something...

Photo/Video Watch Party Tag Friends

INVITE MEMBERS

+ Enter name or email address...

MEMBERS 166 Members

SUGGESTED MEI Chat (29)

➤ Nearly 220 following, contributing stories and pictures

And What of Ron Carlson?



- **VW-1 XO flying those Super Connie EC-121 aircraft**
- **Pax River Officer in Charge Maint Detachment 1011**
- **Pentagon- Navy TACAMO Action Officer**
 - **Z-Gram on day two- comms connectivity issue**
 - **FAD 1 recapture – Early EMP for Herc**
 - **New Mission Avionics System- replacement Herc for 890**
 - **50-chart TACAMO briefing – Navy, Joint Staff, and Congress**
- **Pax River South Side Maintenance Officer**
- **Naval Research Lab- Pax River- Flying Connies again-**
 - **Conducted fly off for new hurricane hunter aircraft**
- **Retired in 1980- Home in Town Creek, Lexington Park, MD**
- **Motor Home travels – then Space A all over the world**
- **Came to Hawaii during Merc transition and told his story**



EPILOGUE

- **Leader of Shriners Charity for crippled/burned children**
- **TCVA Hall of Fame Pioneer 2012**
- **Passed away at 91 on 9/1/2020**

And Finally.....What's the Big Deal?



- Who do YOU know that has flown around the world?
 - 1924 4 Army Douglas World Cruisers- 175 days
 - 1931 Oilman Wiley Post – 8 days/15hrs/49min and 1933 Solo- 7 days/18 hours/49 min
 - 1949 USAF B-50 bomber- non-stop- 96 hours
 - 1957 Three USAF B-52s – non-stop- 45 hours
 - 1964 Jerrie Mock (Lady) solo – 29 days/11hrs/59min
 - 1986 Rutan/Yeager- non-stop - 9 days/3 min/44 sec

- AND.....**Ron Carlson** and crew

