

Why The Herc

- **Designed to be a combat transport**
 - **Rugged design, operate from unimproved airfields**
 - **Hinged loading ramp and reinforced floor**
 - **More power, more fuel efficient, great weight to power ratio**
- **C-130E introduced in 1962**
 - **Greater range via external wing tanks**
 - **More powerful engines, beefed up structure =higher gross weight**
 - **Navy and Marines bought F models for transport and tankers**
- **C-130G purchased on Air Force E-model buy for TACAMO in 1965**
 - **Increased structural strength for even higher gross weight**
- **C-130Q purchased on Navy contracts for H models- '67, 73, 80, 81**
 - **Updated engines, redesigned outer wing and updated avionics**
 - **Later Q buys had improved pressurization and navigation systems**
 - **Also fatigue-life-improved center wing and electrical systems**
 - **Honeycomb decks employed in last 8 for weight savings**

VLF Testing during nuclear event

- **French “Canopus” nuclear test at Fangataufa Atoll**
- **200 times more powerful than Hiroshima**
- **VQ-3’s first CO, CDR Ed Preston and crew flew from Guam in Herc 890**
- **Transmitted VLF thru the explosion and afterwards to another Herc 891**
- **Nearly ditched, low on fuel, landed on golf course – Roratoronga Island**
- **Fueled with automotive gas**
- **Departed using JATO bottles**



French Nuclear Test Lessons Learned - 1968

- VLF penetrates during and after nuclear event to reach subs/shore stations
- Herc can operate out of golf courses (JATO for departure)
- Herc can burn automotive gasoline – remote area resources