



“A Man Called Horse”

Apologies to those who think this might be about a '70s movie starring Richard Harris. This is the story of probably TACAMO's most respected and beloved Skipper, Bill Harsanyi, 2012 TACAMO Hall of Fame Inductee.

If Bill were around today, he would in his usual style, tell you a story, leave out a lot of details, never to brag, and always to show a great deal of modesty. It would go something like this:



Reflections of Bill

“From the small coal mining town of Beckley, West Virginia, I enlisted in the Navy and was trained after Boot Camp as Aviation Electronics Technician and assigned to fly the Lockheed P-2V Neptune, anti-submarine aircraft with VP-10 out of NAS Brunswick Maine. During that time we flew in detachments to Iceland and Spain, hunting Soviet submarines. We lost an aircraft and crew that crashed and disappeared in 1962. I returned home and attended West Virginia Tech and remained in the Active Navy Reserves until I was accepted as

Aviation Cadet. In 1966 I was commissioned at Pensacola via Aviation Officer Candidate School and in 1967 I earned my Naval Flight Officer Wings of Gold. My first fleet assignment was with VO-67 in Thailand, yes in the Viet Nam War. The squadron was just commissioned and our mission was highly classified. Today, we can say that we flew our OP-2V Neptune aircraft over the Ho Chi Minh Trail that the North Vietnamese forces used to bring troops and supplies, illegally, thru Cambodia and Laos, into the fight in South Viet Nam against our American and Vietnamese forces. We dropped sensors to detect their movements and monitored and reported what the sensors told us. I flew 110 combat missions and was shot down on one of those. Near the end of the 17 months of squadron's existence, our Skipper was shot down and lost. Eight of his crewmen were rescued. Skipper was never found.

I entered TACAMO via Navy Communications School at Newport Rhode Island in 1968, reporting to VQ-3 at NAS Agana Guam just after it was commissioned. The roll on, roll off mission systems were being slowly replaced by the integrated Comm Central in TACAMO III upgrades. Skipper Ed Preston had gone on to NAVELX and was working with Jay McCormick and Collins Radio on those new systems. With two sea duty tours under my belt and a healthy dose of WestPAC, I was detailed to Naval Post Graduate School at Monterey, CA. After three years, I walked away with BS in Oceanography and the MS in Telecommunications Management, making me right for TACAMO even more. Still, the Pacific called me back and I went to Korea for two years as part of US Forces Korea headquarters section

of the United Nations command, was Comm Officer and CMS custodian.

Just after VQ-4 went on full 100% airborne coverage with the Bermuda Alert, I arrived in Pax River for my department head tour in 1975. There I was first the Training Officer and worked with great Sailors in refining the Replacement Training Division (RTD). I flected up to Ops Boss next and pulled some nice tickets in each job. With sea-shore duty rotation a little out of whack, I next owed the payback due for PG school. But I pulled a plum afloat staff Comm Officer assignment in 1978 with COMCARGRU Eight out of Norfolk, VA. We served on 6 different carriers as the admiral shifted colors among the boats. It wasn't West Virginia but it was as close to home as I had been in years, Sharon Kaye and I both being WV natives. My duties on the staff were challenging enough being the Emergency Actions Officer, Tactical Action Officer and standing watches as the Battle Group Watch Officer. It should have been a pretty calm time in the Mediterranean Sea but NO....the Russians went into Afghanistan, the Iranian government fell, and the terrorists took the American Embassy in Tehran! So we sailed around the Cape of Good Hope and into the Indian Ocean and set up the first “Gonzo Station” while the air wing supported the Iranian hostage rescue attempt, [Operation Eagle Claw](#), remaining at-sea for more than 140 consecutive days.

Finally in late 1980, I went to shore duty, thankfully in Norfolk, still not far from home, in an assignment at Commander Naval Air Forces Atlantic. They figured out ahead of time that I was to be staff comm officer but I was also in charge of the AIRLANT comm center, on the hook again for CMS,

Continued on Page 2



Back row (L-R): ATR2 VINE, ENS BOUCHEY, LTJG HARSANYI, LTJG PAULSEN, LCDR SMUTZ, LT BROWN, AET MOOREMAN. Front row (L-R): AET CLARK, A01 SQUIRE, AK3 CLEVELAND, A01

“A Man Called Horse”

Continued from Page 1

AND the TACAMO Liaison Officer, working the issues VQ-4 had in those days.

While Fil Baca had the honor of being the first TACAMO grown Skipper, I had the honor of being the second one, as I assumed command of VQ-3 behind Fil at Barbers Point, just a month ahead of Bob Downey assuming command of VQ-4 at Patuxent River. Talk about a dream team! Barry Coyle as my Ops Officer, Norm Tindall in Admin, Mike Duvall in Maint and Vern Lochausen in Comm. They and a lot my Wardroom and aircrew were TACAMO ‘retreads’ who knew this business and made it happen. My Ops Schedules officer, was none other than LT Robin Braun, later VADM and Chief of Naval Reserves. Fil had been the Skipper when VQ-3 stood up 100% airborne, capitalizing on the fine work done under Joe Gerard’s XO and CO tours, and a host of dynamite talent of retreads who had come from VQ-4 and who had previous VQ-3 Guam tours. My role was to smooth out the operation, refine it and make it hum. And hum it did!

The plum for TACAMO officers, post command, in my day was a major command. Pretty much that meant commanding one of the Navy’s Communications Area Master Stations. I was fortunate enough to draw NAVCAMS East Pac. During this tour, I was able to visit with another TACAMO retread, Vern Lochausen, while he was CO VQ-3 and struggling with delayed delivery of the first E-6 Mercury jets. I provided him the best advice I could, saying ‘Just do the best you can’ and telling him all of us had our unique challenges in our CO tour.”

**“Horse” Harsanyi:
The REST of the story.**

Home state and Education:

I’ve been to Beckley WV where COAL was king. You can’t miss that fact. Bill’s brother Gary once said they had what they needed and that was enough. Bill was the oldest, with a brother born before and after his sister Kay. Bill once congratulated a young officer just reporting in to VQ-3 on his “escape from West Virginia.” He always used humor to break the ice and he

knew full well that a bevy of West Virginians were successful TACAMO officers, himself included. Of the 6 I know, 3 have moved ‘back home’. He graduated from high school at 16 because of two double grade promotions before that. His intelligence and drive showed even at that early age. But after high school, college as just not something he was ready for, so he enlisted and flew with VP-10. He was late getting to a flight once, and THAT is the one that was lost by the squadron and never found. His mother and his brother Jeff were told that Bill had crashed. Thankfully he didn’t but then he was in trouble with Mom for being late.



Bill & Siblings



High School

Early Commissioned Service:

VO-67 was a short-lived squadron in the Viet Nam war, flying modified P-2 Neptune aircraft at low level over the



jungle and along the Ho Chi Minh Trail where the North Vietnamese were using the jungles of neighboring Laos and Cambodia to covertly bring supplies and troops to the fight in South Viet Nam. Bill was just a LTJG when he flew with VO-67. He was shot down, evaded capture by hunkering in a tree with this broken leg but contracted a rare disease in that jungle that plagued him the rest of his life, something he never shared with his squadron mates. He was rescued by an Air Force helo crew, thru the jungle canopy. His Skipper bailed out last and was never found. Bill’s brother Jeff said he only saw Bill with

tears in his once: when at the Viet Nam Memorial Wall and touching the names of VO-67 mates lost on that mission.

Bill Harsanyi- TACAMO’s ‘Horse’:

After that, Bill came to the newly commissioned VQ-3 at Guam. And so the legends he created began. His positive energy, ability to see things as they truly were, and superb ‘people skills’, based on a deep caring for his Sailors and families, were his hallmarks. In his VQ-4 department head tour in the 70’s Bill first envisioned and laid down the template for Replacement Training Division (RTD) that ultimately led to the Mission Avionics Systems Trainers (MAST) and Weapons Systems Trainers (WST) TACAMO has today. But as OPS BOSS, he truly shined with a number of innovations in how the mission was flown (can’t say how here), how crews were built, and how ‘random basing’ was conducted. I recall him once mentoring me when I was about to leave the squadron for NROTC duty at TEXAS. I was planning to leave the Navy too, having experienced some very unpleasant leadership. “This is JUST your first tour, Vern, TACAMO will get better after this and so will you.”

... Continued on Page 19

Honors from Naval School

| | |
|-----------------------------|---------------|
| HIGHEST ELECTRONICS AVERAGE | LTJG HARSANYI |
| HIGHEST PROCEDURES AVERAGE | LTJG HARSANYI |
| HIGHEST RPS AVERAGE | LTJG HARSANYI |
| HIGHEST OVERALL AVERAGE | LTJG HARSANYI |



TACAMO ECX Model



The model shown on page 4 was created at Boeing as part of its proposal submission for the ECX, the replacement for the EC-130. They clearly just colored it to match what the Navy Hercs looked like. After the contract was awarded in May 1983, Boeing built a more refined model as design features developed and painted it in low resolution, tactical grey. TCVA has that model also in the TACAMO Heritage Center collection intended for the Pax Museum. It was donated by Ed Hampshire, Hall of Fame 2012, who as first ECX Class Desk Engineer and then commander of PMA-271 in NAVAIR, the TACAMO Program office. In the final Critical Design Review, a decision was made to go with the 'thermal protection' special all white paint scheme, leading Herc lovers to demean it as 'the white elephant'. Lockheed was late to the game with some ideas, not full blown

proposals, for the ECX, a tri-motor, straight wing, T-tail 'Herc'. The idea was to use the same engines as Boeing's proposal, CFM-56 high bypass jet turbines, stretched fuselage by 8ft 4", max gross weight takeoff of 250K. They were not far off on the development duration of 5 years estimated, E-6 taking a bit less than that time to develop and deliver. Clearly the Navy chose the Boeing design and the rest, as is often said, is history. And know you know too.



The U.S. Navy announced Tuesday it had selected the Boeing E-3/AWACS airframe equipped with General Electric/SNECMA CFM-56 engines as the carrier for the Navy's airborne very low frequency (AVLF) communication system. This photo has been retouched to show how the aircraft will look in its Navy role. Designated the E-6, the system will provide a survivable airborne com-

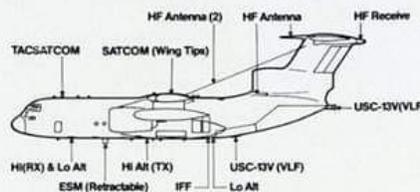
munication link between the national command authority and the Navy's submarine ballistic missile force. The Navy has a requirement for 15 of these E-6 systems. The contract announced Tuesday is for \$34 million for preliminary development. The program is expected to be worth \$1.6 billion.

ECX-130 FOR U.S. NAVY

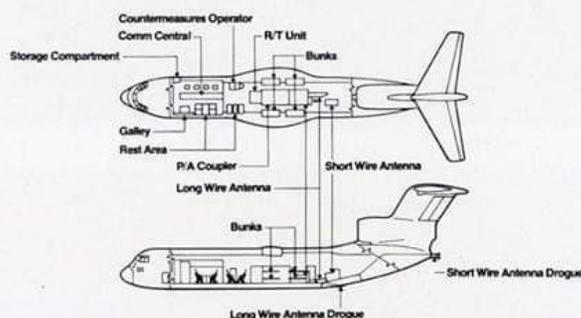
ECX-130 General Arrangement

The most significant features in the general arrangement are the three engines, T-tail and increased-area supercritical wing. The nose radome is modified to reduce drag. The forward fuselage is the same as the EC-130Q with some beef-up. Modifications are made to the flight station to be compatible with three engines. A 100-inch stretch of the fuselage is accomplished. The center fuselage change includes all the mods required for the new gear. The new EC-130Q light weight cargo floor is utilized. The empennage is new. Existing EC-130Q external fuel tanks are utilized. The electrical and hydraulic systems are modified to be compatible with the three engines, and the environmental control system, including equipment cooling capability is improved. A wing load alleviation system is included, and is similar to the C-5 ALDCS system.

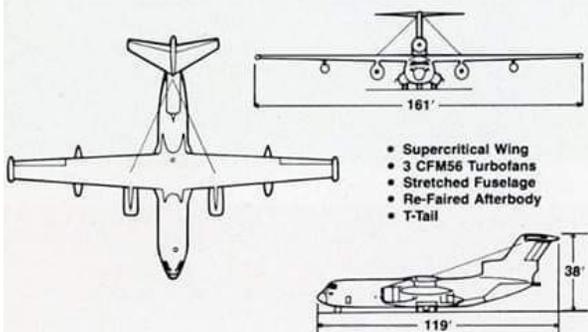
ECX-130 Antenna Arrangement



ECX-130 Inboard Profile



ECX-130 General Arrangement Tailored to TACAMO



TACAMO Heritage Center

HERITAGE CENTER

Mission:

- Collecting and cataloging artifacts donated by members

History:

- In 2012 a project to build a TACAMO Heritage Center began. Creating a place to house the Hall of Fame Inductees Plaques, the archives and memorabilia of the 50 years (and counting) of TACAMO would be the goal.

The inauguration of the TACAMO Hall of Fame was the first step towards the eventual construction of a Heritage Center where we TACAMO sailors can see and share our "Glory Days" with friends and families. At the 2012 TACAMO Reunion in OKC the inauguration of the TACAMO Hall of Fame came about by Commodore Vern Lochausen, Commodore Chocko Baker and Buff Crowell. The idea for a Hall of Fame was first written as a wing instruction in 1998 by Commodore Vern Lochausen. Commodore "Chocko" Baker desiring to continue the legacy by adding to Commodore Vern Lochausen's Hall of Fame and Commodore Irish Keilty's completion of foundations for a wall of fame in Herc Park. Bureaucratic issues so far prevent the completion of the vertical parts of the wall and placement of TCVA-provided Hall of Fame tiles.

Vision:

- Find a space that can be furnished to display artifacts donated by our membership and affiliates

Funding:

- Direct "tax deductible" money contributions
- Other, yet defined "fund raisers".

[TACAMO Heritage Center Webpage Click Here](#)

TCVA ARTIFACTS WANTED

Don't throw them away, throw them our way. If you have TACAMO Artifacts, Please consider donating them to TCVA. **[Click Here to donate TACAMO Memorabilia](#)**



TACAMO HERITAGE CENTER Donation by NAVAIR flight test engineer Tony Nelson, who served with TACAMO Hall of Famer Curt Rosenbery. SDLM for model in Florida by TACAMO veteran John Alger will start in Winter and then a place of honor at Pax Museum. This was Boeing's first ECX offering.



TACAMO HERITAGE CENTER Donation Master Chief Swanson, who started in VQ-3, received helmet from AIMD as his retirement gift. As a payback for TCVA providing logo, his AIMD team donated patches to TCVA. AT1(AW) Mike Navarrette of the AIMD found us on

Facebook . He gets all the credit but truly a worthwhile share. BRAVO ZULU, Mate!



TACAMO DONATIONS



Ralph Kleber reached out and offered his 80s NATOPS check list and reelstment photo. He was a Reel Operator, starting as an AMSAA in VQ4 in 1981. Flew Chairman, Joint Chiefs of Staff and demonstrated ops from Andrews to Bermuda with [Tom Saxon](#). Also shared an early EMP system student guide that confirmed early Herc EMP installation. Thanks for sharing, Mate!

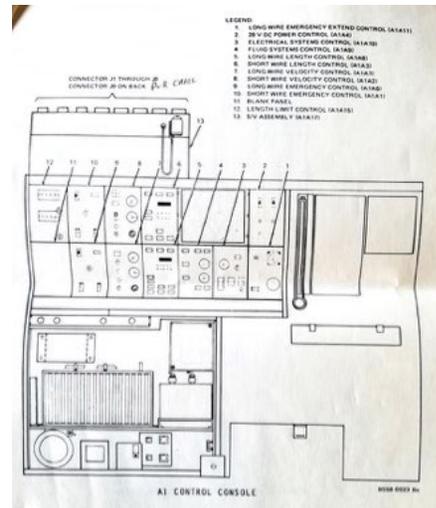


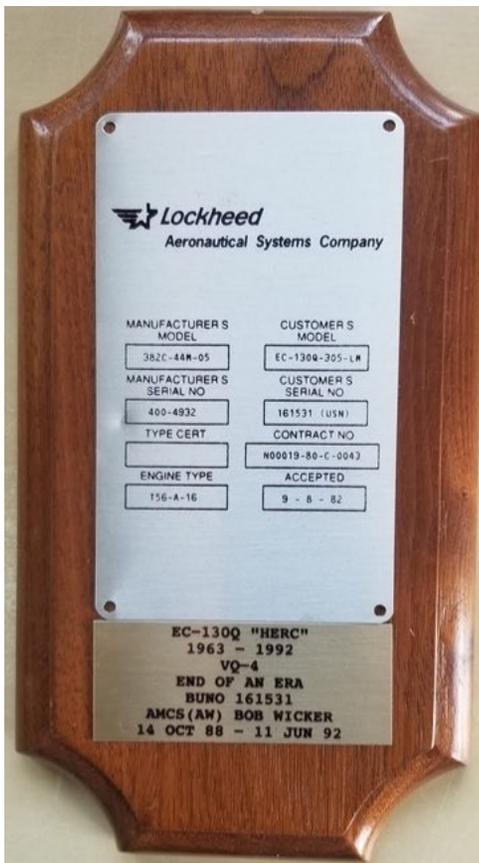
Photo: Ralph Kleber's 1985 Reenlistment
 Front: AMS2 Ralph Kleber, AZ2 Millie Kleber
 Back: AZ2 Susan Ober, LCDR Mike Davidson, LCDR Wayne Reeves

DONATIONS TO TACAMO HERITAGE CENTER



Donation from family of the late Jay McCormick, 2019 TACAMO Hall of Fame Inductee. He was the engineer in NAVELEX TACAMO project office with Ed Preston in early 70s. Finished as Deputy PMA in NAVAIR E-6 program office. Video is of Merc rollout and construction. Thanks to Virginia McCormick and Miriam McCormick Hayes.

Master Chief Bob Wicker donation. He steered VQ4 Maintenance through the Herc to Merc transition and homeport change Pax to NAS OKC. Thanks Bob!



TACAMO Shipmate Retires

Pam Vaughn Valdez, VQ-4 Veteran Retires From Boeing after 42 years

TACAMO Community would like to congratulate Pam Vaughn Valdez on her successes in life and on her retirement from Boeing after 42 years. Pam was instrumental in obtaining a \$12,000 gift from Boeing to support the beginning of TCVA and the 2013 Reunion. She also organized a tour of the Renton plant where the E-6 was built for reunion attendees and MC'd the 2013 TACAMO Banquet. Over the years Pam has submitted articles of E-6 history for TCVA's archives. At the 2013 Reunion, TCVA awarded Pam Valdez a Life Membership for her service to TACAMO.



The Pam Valdez Story

“AMAZINGNESS DEFINED”

How do you define AMAZINGNESS,
A question that occasionally hits our streets,
An answer that can be seen in a real pro,
Whose performance can't be beat.
In the life of Pam Valdez,
Amazingness covers 42 years,
6 years as a dedicated TACAMO Sailor ,
Your crew and shop really had no fears.
Pam was an avionics expert in the Herc,
You served with the Shadows out in Pax,
And in 1984 signed on with Boeing,
Little time to rest and relax.
The ECX was being coming to town,
Pam was a Boeing TACAMO avionics pro,
As you worked in Boeing E-6A training,
And the E-6A flight test don't you know.
Boeing recognized you for your talent,
And other programs needed your skill
You were commitment and you were honor,
And you were all about good will.
From the mighty F-22 Raptor jet fighters,
To the new tanker the big KC-46,
And so many other Boeing programs,
Who made you their first pick!
The commercial 737 and the C-40A,
The KC-10 and the prototype P-8,
The KC-767 and the KC-135,
New executive levels to make you more great.

The Air Force Eagle and the Warhog,
The T-38 Talon and the versatile MH-139,
Just a few more excellent Boeing programs,
To prove you were one on a kind.
You have been amazing at every stop,
Ending up as a Boeing Senior Executive VP,
Your legendary work ethic ,
Will most certainly go down in Boeing history!
You were a Boeing trailblazer,
You were the ignition in the work space,
You were a catalyst for improvement,
That was evident all over the Seattle place.
Puget Sound High School Internship,
A project that motivated many kids,
Many sought careers at Boeing,
And this program prevented teen age skid!
You are a fellow in Royal Aeronautics,
And a past President you were indeed,
You are a member of the Ninety Nines,
So many depended on your lead.
You have been Chair of the Board of Directors,
For the USO up in the Northwest,
And you are on the Board of Directors,
Seattle museum including flight test!
As we look over your 42 years,
There is one thing that clearly stands out,
Everywhere you made a difference,

You would show your toughness and clout!
In the echoing halls of Boeing Aerospace,
Your reputation carries a heavy weight,
The name Pam Valdez is synonymous ,
With being of honor and being great.
Your rapid rise to the top of Boeing,
Starting with your first tour in VQ-4,
In every mission you took on,
You were commitment to your core!
In the course of our daily lives,
AMAZINGNESS shows up in our great day,
As we are thankful for their presence,
As we benefit from their amazing way!
So to Pam Valdez we thank you,
Congrats on a great career ,
As we send you an air high five,
And look forward to sharing a few beers!
You have been an uncompromising leader ,
You have been an inspirational mentor,
You have been a leader by example
For Sailors at sea and on shore.
So from your many friends and fans,
On this your retirement day,
Thank you for your unshakeable devotion,
We have but one more thing to say,
3 cheers for a truly great American,
Hip hip hip hip hip hooray.
With great respect and admiration. Your shipmates in TACAMO
Written by "Irish" John Keilty



Raffle for Museum Displays

November 11, 2020 Raffle - 2 Raffle Items

Southwest Airline Ticket Raffle

- No Blackout Dates!
- **Use until May 17, 2021**
- Travel is restricted to the Continental United States
- Total Value \$800
- No limit on number of tickets sold to one person
- **[Purchase raffle tickets click here](#)**

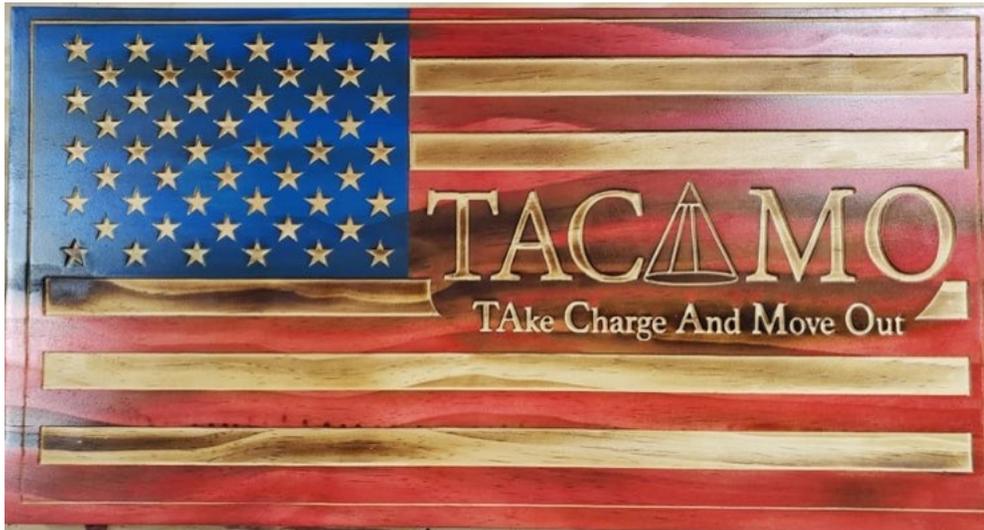


WIN 2 Round-Trip Tickets
on Southwest Airline

**SOUTHWEST
AIRLINES**

**Drawing
November 11, 2020!**

1ST ITEM



2ND ITEM

Donation from Kevin Batchelor of Two Stars CNC & Woodwork Retired Navy Master Chief in Ardmore, OK. Offering custom CNC wood products (flags, signs, gifts and more). If you're looking for something specific message Kevin!

<https://www.facebook.com/twostarcncandwoodworks/>

Raffle to Benefit TCVA Heritage Center

TACAMO Heritage Center Mission - Collecting, cataloging and displaying in museums, artifacts donated by members

How does purchasing a raffle ticket support TCVA Heritage Center? TCVA provides visuals to share the mission of those who served in TACAMO. Visuals give continuity to public spaces, becoming part of the TACAMO memory.

[Link to Heritage Center](#)

TCVA Website Get A New Look

New Website Look



tacamo.org



About Us

We are Veterans association consisting of TACAMO Active Duty, Veterans, Government civilians, Industry Partners and their Families.

The TACAMO Community Veterans Association (TCVA) is not-for-profit (501c3) organization, originally established in 1997 as TACAMO Survivors Association, also known as TSA. In 2012, the association's name was changed due to the government agency TSA. At this time a new board of directors was appointed to grow the association beyond holding gatherings.

Mission

The mission builds a community to share common experiences at reunions, share the history of TACAMO, collect artifacts and memorabilia for display in museums to educate the public and celebrate the service and sacrifice of our members.



HERITAGE CENTER

MISSION
Building displays, collecting, cataloging and displaying artifacts in museums, donated by members.

VISION
Find a space that can be furnished to display artifacts donated by our membership and affiliates.

PROJECTS
TCVA is always busy pursuing our missions to "build a community" and preserve and present the history of TACAMO. [LINK](#)

[Get Informed](#)



MEMBERSHIP

Membership dollars help TCVA defray the costs of recognizing TACAMO's significance contributions to the strategic defense of our country. Membership dues also support the actions of TCVA Board of Directors, who work to better the association, reunions, and preserve TACAMO's history.

Join & Get a Free Southwest Airline Raffle Ticket

[Get Informed @ Pay Dues](#)



NEWS

Keep up-to-date on all the TACAMO News

[TCVA Page](#)

[TACAMOPAC Crew 4](#)

[Facebook PAGES](#)

[TCVA Group](#)

[TACAMOPAC Crew 4](#)

[TACAMO 151981](#)

[TACAMO Reunions](#)

[TACAMO Family](#)

[TCVA News](#)



TACAMO HALL OF FAME

TCVA's criteria for selection:

- Minimum 2 tours in TACAMO
- Contributed to the mission and/or the good reputation of TACAMO
- Technical/professional personal leadership - a mentor
- Performed task or event that shaped the TACAMO mission
- Community service
- Generally recognized as a member of this award
- Categories: TACAMO Sailor, Industry Partner, Government Support, Peacekeeper, or Community Service

[Get Informed @ Nominations](#)

New Web Pages

Plankowners:

<https://www.tacamo.org/plankowners>

Crew Photos:

<https://www.tacamo.org/crew-photos>

How TACAMO Began

<https://www.tacamo.org/history>

TCVA TACAMO Spirit

<https://www.tacamo.org/spirit>

Veterans Benefits

<https://www.tacamo.org/va-benefits>



PARALOFT

BALL CAPS



Ball caps can be ordered during special order times. Orders are placed, then sent to the embroiderer. After ball caps are embroidered they are shipped out.

Watch for next order dates

[Purchase](#)



RAFFLE

How does purchasing a raffle ticket support TCVA Heritage Center? TCVA provides visuals to share the mission of those who served in TACAMO. TCVA Heritage Center (Ohio) Find space that can be furnished to display artifacts donated by our membership and affiliates.

TCVA Projects

- VQ-3 TACAMO Museum
- Display with weather proof panels
- 891 Display in Pensacola at the National Naval Aviation Museum
- Pax River Museum Display
- Conclude TACAMO Artifacts
- Reunion displays of TACAMO history.

Next Raffle Date: November 11, 2020

[Get Your Tickets](#)



REUNIONS

REUNIONS

Destination reunions celebrating TACAMO History. Over several days attendees tour, visit with other TACAMO attendees and celebrate the incoming TACAMO Hall of Fame inductees at the TACAMO Hall of Fame Banquet.

Mini-REUNIONS mini-Reunions are held in years that there is no TACAMO Hall of Fame Inductees Banquet at the reunion.

Next Reunion: 2021 Memorial Day Weekend

[Reunion Information](#)



TACAMO MEMORIAL STONE

Located in the National Historical Cemetery of the Pacific, Honolulu Ethical and Memorial.

Dedicated to all who served the TACAMO Mission in Memory of VQ-3 TACAMO Crew 4 who perished off the coast of Wake Island during a TACAMOPAC Mission in EC-130Q BUHQ 151978 at 0200 hours local time on

JUNE 21, 1977

"Take Charge And Move Out" - TACAMO

A term coined for the mission... To provide a mobile communication link in support of deployed strategic ballistic missile submarines"

[Memorial](#)



IMAGES

Check out the Image Galleries

• Hero Images

• Merc Images

• Crew Images

• Patches

• Places

• License Plates

More photos needed! If you would like to share your photos please email them to TCVA

[Email Images](#)



LINKS

• How TACAMO Began

• Squadron Patches History

• Plankowners

• History Documents

• TACAMO Glossary

• BuNo 151981

• Museum Exhibits

• Donate Items for Museum Displays

• TCVA Charter & Bylaws

• TCVA Charter & Bylaws

[Email Images](#)



LINKS

• TCVA Projects

• TACAMO Spirit

• TACAMO Timeline

• Contributors

• VA Benefits

• Veterans Day Discounts & More



REUNION HISTORY

• 1998 Pax

• 2000 Pax

• 2003 Pax

• 2005 Pax

• 2008 Pax

• 2009 Mustangs

• 2011 Pax

• 2011 ONKC

• 2012 Seattle

• 2014 Marietta

• 2015 3 mini-Reunions

• TACAMO @ Baseyard

• Seattle, WA

• ONKC Crew 4

• Gathering

• 2016 Hawaii

• 2017 ONKC

• 2018 Charleston, SC

• 2019 Pensacola

• 2020 Moved to 2021 due to COVID

• 2021 Pax River

TCVA's ADDRESS

Email: tacamocommunity@gmail.com

Address: PO Box 6126
Ocean View, Hawaii 96737

FACEBOOK & YOUTUBE

Facebook PAGE
TACAMO Community Veterans Association

Facebook Groups

- EC-130Q TACAMO 151981
- TCVA Veterans
- TACAMO Family

YouTube
[Link to TACAMO Videos](#)

MESSAGE US

Name:

Page:

Message:

Submit

TACAMO - Wake Island

TACAMOPAC Crew 4 Photo Arrives on Wake Island



Inside Wake Island Terminal



Sheila Baldado

On June 12th, Cheryl Vos reached out to the Facebook Group: Wake Island Club asking for help with obtaining permission and transportation on getting TCVA's TACAMOPAC Crew 4 Photo to Wake Island. [Travis Pearson](#), an Environmental



Travis Pearson

Program Manager working on Wake Island messaged back to inform Cheryl he had been searching the base to see where the photo was. He had been working on Wake Island when it was approved by another Commanding Officer and knew all about the accident and photo.

Travis worked with many people to get the photo safely transported to Wake. Capt. William Miles gave Travis the go ahead to get the photo to be placed in the Wake Island Terminal. Travis reached out to Dean Snelson, a former Chugach Logistics Manager for Wake Island and currently works for Air Transport International (ATI) as an assistant load master. Crisna Kim and myself carried out the photo for Travis. Dean did a lot of the legwork to set-up the transportation. Cheryl met with Sheila Baldado, Hawaiian Airlines in Hilo and handed the photo off to her. After arriving in Honolulu, the photo was transported by a crew of Air Transport International on a Boeing 757 Combi to Wake Island on July 14th. Travis says the photo is safe in his office for the time being, as they are repairing concrete spalling in the terminal downstairs. He don't want it getting knocked off the wall by vibrations or covered in concrete dust.



Framed Photo arrives in Wake Island

TCVA extends our sincere thanks to everyone who helped get the TACAMOPAC Crew 4 Photo to its final resting place.

E-6A HYJACKED on Friday the 13th!!!

By Jay Gallamore, 2019 TACAMO Hall of Fame Inductee

I was a Lieutenant E-6 A/C and life was good. Being part of the team bringing the E-6 into the fleet was one of the best things that ever happened to me.

As you know, I was scheduled to pick up one of the last few E-6s. My records are in storage; I don't remember who my co-pilot was but the Navigator was "Shep" and I believe Brett Sylvia was the aircrewman. We showed up to Boeing the day we were scheduled to accept the aircraft, and signed all the paperwork. That process was pretty amazing. We went in a Boeing conference room and this huge sheaf of papers was laid out. It's kind of like signing a mortgage and buying a car together though on steroids. There were lawyers and contract specialists - and me. Jay heard "blah-blah-blah...sign here. I believe the figure I remember was each plane cost \$72M but that actually seems like a small amount for what we got.



After all the paperwork, we were transported to the aircraft. We were on the clock to pre-flight, get airborne, and fly to Hawaii in daylight to stay within regulations. During pre-flight, one of the fire warning elements on one of the engines failed test. After consulting with the Boeing team it was determined that a change of sensors for that engine would be required. There was no way we were going to make our flight that day so we accepted we would be spending another night in Seattle.

Since we had some extra time, the crew decided to visit the Boeing museum adjacent to Boeing Field. We got a ride over there and when we got out of the van, I heard the sound of radial engines. We walked around to the flight line side of the building and saw a worn looking B-17 taxiing to a parking space on the line. We learned it had been privately owned and in addition to being on the airshow circuit, it had been one of the support aircraft that

had flown in the movie "The Memphis Bell." The owner had recently passed away and had left it to the Boeing museum with the stipulation that it be refurbished, put on display, but kept in flying condition.

We toured the museum then proceeded back to our hotel to check in for another night while our E-6 was repaired. The following day was cool, overcast, and rainy. When we arrived back at the Boeing facility, we had some time to kill while they finished up some paperwork so we were transported to the E-6 production line for a tour. The 16th E-6 was going down the production line. As it progressed, the production line was being dismantled and re-configured I believe to build major components for the B-777. But right behind the last E-6 was the B-17 we had seen arrive the previous day. Boeing tradesmen had volunteered to refurbish the aircraft and Boeing was donating the resources. A WW-II B-17 was going down the line right behind our last aircraft before the line was reconfigured. Pretty cool!

Finally we ended up back at the Boeing military ramp, our plane had been fixed, and all the paperwork was complete. The aircraft was released once again to us so we commenced pre-flight in preparation for our flight to Hawaii and bringing another E-6 home, and into the fleet.

Preflight was completed, I filed a flight plan and we received a weather brief. We manned up started engines, received our clearance, and commenced to taxi for takeoff. While taxiing past the Boeing commercial ramp where various airliners were undergoing final detailing before delivery, I noticed many workers looking over the JBDs (jet blast deflectors) at us as we taxied past. There was a business jet in front of us; the airfield is joint use; Boeing Field and King County Airport. It was lightly raining and takeoff conditions were IFR. The jet in front of us was cleared to takeoff. I figured by the time we got to the hold short we would be immediately cleared for takeoff and be on our way.

I noticed there were several emergency vehicles moving on the airfield and it



seemed like something was happening but I hadn't heard anything on the radio. About that time I received a call from ground control to stop and hold my position. I thought this odd since we hadn't reached the hold short line but I complied. The next call we received was to switch to another frequency. I don't remember the exact frequency but it stood out to me as being slightly different from the normal range of aviation frequencies.

As soon as we dialed in the newly assigned frequency I heard a bunch of chatter on the radios that sounded like police coordinating some operation. When there was a break in the chatter I made a call; "TC-387 checking in, holding position as directed." The chatter immediately silenced and we received a reply; "TC-387 is everything OK?" I started to understand what was going on but I wasn't sure why. I replied something to the effect that everything was fine, we had just picked up a new plane from Boeing and were taking it back to Hawaii. The reply to that was a further question if we had "squawked 7500." My fears were confirmed but I still wasn't sure what had caused this. We checked the transponder and it was dialed in to our assigned squawk for the flight.

Continued on Page 11



E-6A HYJACKED on Friday the 13th!!!

Continued from Page 10

The conversation got a little more direct and they asked if we were under duress. I assured them in my most carefree voice that we were fine and that we were on a tight schedule and really wanted to clear this up and be on our way.

As this conversation unfolded, a lot of stuff was happening outside our stopped aircraft. We were stopped adjacent to the Boeing commercial ramp and by now all the workers out there were peering over the JBDs watching the show. Large fire trucks and emergency equipment had rolled into position all around the aircraft effectively blocking us. A swarm of police vehicles were heading toward us. The voice on the radio said we were going to shut down the aircraft so they could check us out. I informed them I was going to leave the APU on so we could keep the NAV equipment running; I was sure after a short, friendly conversation we would be back on our way. They queried me on how many crew members were onboard and where we were going to exit the plane. I informed them there were five of us and that we would be egressing from the forward lower lobe on the starboard side of the aircraft.

We shut down the motors and left the APU running as I described. It was lightly raining and as we were hunched over in the lower lobe preparing to open the door and exit, I still have a vivid memory of Shep. He was zipping his jacket and he put his fore & aft cover on and straitened it very professionally. This puzzled me since we didn't wear covers on the flight line, especially with the APU still running. When I asked him what he was doing, he looked at me very seriously and told me that he was the only black man on the aircraft and that if they shot him, he wanted them to see they were shooting a U.S. Navy officer. (Story confirmed by Shep to Vern)

I figured we would just open the door and jump out. As soon as we slid the door open, we were confronted by two police officers, a man and a woman. The woman had a shotgun held at port arms across her torso

and the male officer had his hand on his holstered firearm. He yelled at us to get on our knees and put our hands behind our heads; we complied. One by one they had us move forward and sit on the edge of the door then they would grab us and pull us out of the aircraft and onto the ground. They identified each of us and I identified myself as the A/C. After some discussion I accompanied them while they looked throughout the aircraft. Afterward, we were segregated into different police cars. This is where one of my enterprising crew members liberated a ticket from an officers citation book.

While this was all going on, the heavysset, older guy (I can't remember his name) that was our civilian liaison to Boeing had been called and had made his way out to the ramp where we were detained. He was livid to say the least. One of the Boeing higher-ups was with him and our guy laid into him pretty harshly. Lots of colorful explicatives were flying about the Boeing ramp.

It took a while and I don't know who was involved or what it took but after an hour or so we were finally released and cleared to be back on our way. While we were sitting around, I was talking to one of the cops that was watching us. He said they were sitting around and a call came over there radio that "this is not a drill" and there was an actual hijacking of a military nuclear asset from the secure Boeing military ramp and that we were to be stopped by any means necessary. He said their adrenaline levels were pretty high because they had no idea who they might be facing. As we all know now, it was a simple lack of communication that triggered all this. We had been cleared to take the the plane off the ramp the previous day but when we encountered the maintenance delay, someone forgot to clear us the day of the incident.

To be clear, the Boeing security force was very well trained and professional in their actions. We were not roughed up or ill-treated in any manner considering the circumstances. After all this unfolded, we

enjoyed an uneventful flight home when we were met by you...the Skipper.

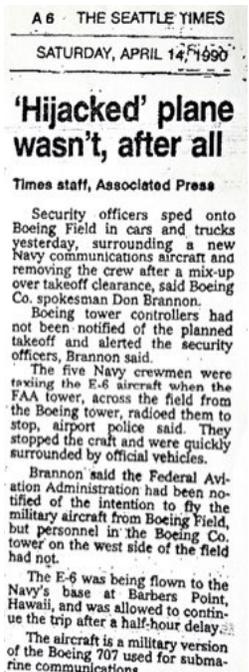
Oh yea, as a reminder, if we ever cross paths in an airport again, please don't yell "Hyjack" down the corridor to get my attention.

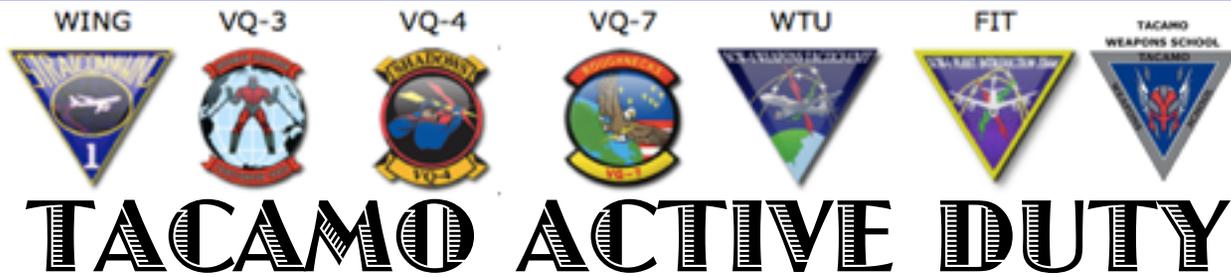
Jay Gallamore, a. k. a. "Hyjack"



TCVA President and then CO VQ-3 note:

This story was reported on all three Seattle television stations, 6 and 11 PM news casts. They interviewed Boeing employees. One explained: "There were three possibilities we had to consider watching this crew come out of the jet with their hands held high and Security pointing guns at them. First, we had just stopped terrorists from stealing a nationally vital jet, second, the Navy wrote the check but it bounced, and third, somebody forgot to tell Boeing Security the jet was leaving today." Truth is with the one day delay, the departure for Thursday 12 April was not rescheduled with Boeing Security for Friday 13 April. Screen shots from the video clearly show Security blocking





CONGRATULATIONS TO THE NEWEST SENIOR CHIEFS & MASTER CHIEFS!



Frocking of AFCM Pinnock, AMCS Alba, AMCS Matheny, and ADCS Ortiz.



Pictured: Promotions of EOCS Henske, MACM Day, and AWFCM Corcoran



2020 List of Senior Chiefs & Master Chiefs

- AWFCM Brock Corcoran SCW1
- MACM Brian Day SCW1
- AFCM Terrence Pinnock VQ4
- AMCS Chris Alba VQ4
- AWFCS Jonathan Brown VQ3
- ATCS Tim Engleman VQ4
- EOCS Scott Henske SCW1
- AMCS Jeff Matheny VQ4
- ADCS Danny Ortiz VQ4
- PRCS Brock Rigger VQ3
- ATCS Nathan Schwartz VQ3
- MACS Colt Ward VQ3 Det Travis
- AMCS Jon Williams SCW1



Strategic Communications Wing One

COVID can't stop TACAMO! About 20 service members from SCW-1 got together for a group bike ride this morning.





Greetings,

This year, on October 13th, the Navy will celebrate our 245th birthday. The theme of this year's birthday and heritage week will be "Victory at Sea," which encompasses the Navy's efforts in battle during World War II in the Pacific Theater.

World War II came to the United States of America on Sunday morning, 7 December 1941, with a massive surprise attack by the Imperial Japanese Navy. A mere six months later, fought on the high seas of the Pacific, 3-7 June 1942, the Battle of Midway altered the course of WWII in the Pacific and thereby shaped the outcome of world events.

As Commander of Strategic Communications Wing ONE, due to the ongoing COVID-19 pandemic, I have made the decision to cancel the Navy Birthday Ball celebration scheduled for Friday, October 9, 2020 at the National Cowboy and Western Heritage Museum.

This action is being taken out of an abundance of caution, to both ensure the welfare of Sailors and their families, our community leaders and sponsors, and that TACAMO can continue its essential strategic deterrence mission.

Since the very beginning in 1775 and continuing to our current modern fleet, our Navy has stood the watch. The United States Navy has been the shield of the Republic for more than two centuries. We are the Nation's forward deployed presence 24/7, 365 days a year. I want to assure you, even during this unprecedented pandemic, TACAMO is standing the watch.

I want to offer a special thank you to the Greater Oklahoma City Chamber of Commerce and the Oklahoma City Navy League Council for their continued support throughout this past year. Last year's Navy Ball celebration was spectacular, and we look forward to working with you on future events.

Despite not being able to honor, remember and celebrate together as we have in years past, I encourage us all to pause as a Navy, to reflect upon our proud heritage and history.

Thank you to the Sailors of TACAMO and families for your dedication to our mission throughout this pandemic. Your service continues 245 years of heroic actions and is a model to emulate. As always, I'm extremely proud to serve alongside each and every one of you and look forward to seeing your continued success in our Navy. Happy Birthday!

Sincerely,

A. C. BARNES
 Captain, U.S. Navy
 Commander, Strategic Communications Wing ONE



TACAMO 2021 REUNION

2021 “May 28 - June 2” 2021

| Location | Date | Tentative Events |
|------------------|----------------|--|
| DC - Dullas Area | Wednesday 5/26 | Early bird check-in & touring on your own & Happy Hour in hotel in Nova Bar 5:00–7:00 pm & Grill then Dinner |
| | Thursday 5/27 | Touring: Arlington Cemetery, WWII, Vietnam & Koran War Memorials, and National Air and Space in Dulles with tours by docents via Bus |
| | Friday 5/28 | Morning Pentagon Tour, — 2pm TACAMO “Secure Briefing” for TACAMO Veterans only, Others shopping or attend a special event TBA — Check-in & Happy Hour 5:00–7:00 pm & Dinner in hotel in Nova Bar & Grill |
| | Saturday 5/29 | Luncheon TACAMO Hall of Fame Banquet Dinner Banquet Luncheon — Move to Pax |
| | Saturday 5/29 | Move to Pax |
| Lexington Park | Sunday 5/30 | TACAMO Room Commissioning |
| | Monday 5/31 | Tenative: E6 & DET Facility tour & TACAMO Hall of Fame Picnic |
| | Tuesday 6/1 | Departures |

REUNION LINK: <https://www.tacamo.org/2021-tacamo-reunion>

WHAT IS THE DIFFERENCE BETWEEN A TACAMO REUNION AND MINI-REUNION?

Reunion

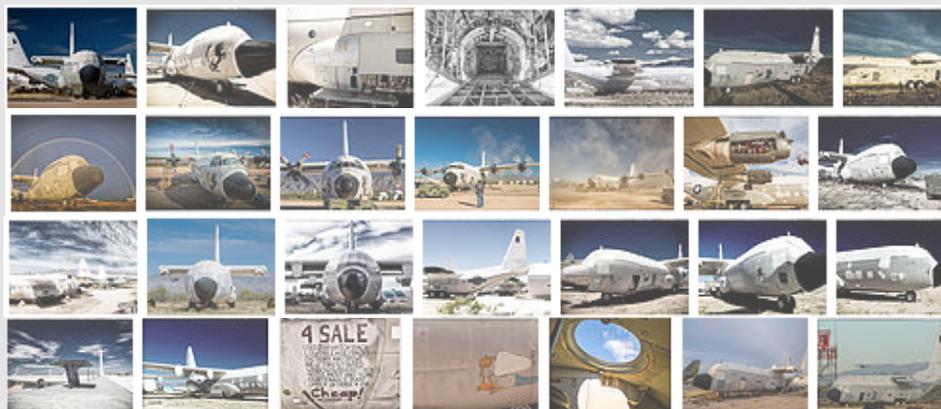
At a Reunion, TCVA presents the TACAMO Hall of Fame inductees with recognition and thanks for their contributions to TACAMO.

mini-Reunion

At a mini-Reunion TCVA host a Banquet but no TACAMO Hall of Fame awards are presented.



C-130 Stickers and Other Gear



Ramon Purcell, Honorary TACAMO Sailor & Video Producer for VQ-3 TACAMOPAC Crew 4 Memorial Video has introduced a C-130 Boneyard Safari sticker for \$4. Go to [SHOP](#) to purchase your's today. There are also photos of TACAMO's C-130s for sale on the website. Click on Link: [Purchase Photos](#). Boneyard Safari tours of TACAMO C-130s can be arranged by contacting Ramon @ [Boneyard Safari Tour](#)

Ball Caps & Display Move



TACAMO Ball Caps

TCVA recently sold TACAMO Ball Caps similar to the style in the '80's. Here are some photos submitted for the newsletter.



Right: "My father "Jay F. McCormick, Jr. wore his all the time....I think my brother got his ,so now I have one!!!!" says Jay's daughter, Miriam McCormick Hayes. "My dad loved his job and comrades! I cried when I got it. I will be wearing it often!"
Far Right: Don Whitney TACAMO and VQ4 1966 to 1970 AC Wings and 1000 hrs pin



VQ-3 Display New Location

VQ-3 Display is being relocated to the Coast Guard Station outside the Hideaway Club due to the closure of the Naval Air Museum Barbers Point. Move is planned for November 17, 2020 if we get the clearance due to COVID 19. The date has been moved four times due to the outbreak in Hawaii Islands.



TACAMO Veterans

Jim Bassett - A Navy job I had for 4 years was as a Naval Air-crewman in Navy Times Newspaper

Minutes from wheels in the wells

by SN Jody Evans

You're sitting in the bleachers, watching your favorite softball team when suddenly the guys next to you respond to the crackling of a walkie talkie and dash to a gray Navy van. The excitement is followed by flashing the beacons of two other vehicles. They drive around the end of the runway, and stop at the EC-130 aircraft parked just off the runway on the south end of the field. With a flurry of activity, people jump out of the vehicles, check with the Marine sentry and run to the plane. One engine is started immediately and the other three are started simultaneously. The plane taxis to the end of the runway, pauses for a moment, starts its take-off roll and soon disappears as it climbs over the hills. All this has transpired over a very brief period of time.

You have just seen a "ready alert" launch by TACAMO (Take charge and move out) EC-130 from the Fleet Air Reconnaissance Squadron four (VQ-4) homebased at NAS/NATC Patuxent River, Maryland. VQ-4 is one of two Navy strategic communications squadrons. The other is VQ-3 which is homeported in Barber's Point, Hawaii.

VQ-4's mission (TACAMOLANT) is to maintain continuous airborne coverage around the North Atlantic Basin as a survivable communications command and control relay platform between commander-in-Chief, Atlan-

tic (CINCLANT) and his deployed forces. It is under the direct operational control of CINCLANT, Norfolk Virginia. The squadron operates specially equipped EC-130 Hercules aircraft on independent two week deployments.

VQ-4 maintains a permanent maintenance and communications detachment that rotates its personnel every two months between Pax River and NAS Bermuda. The officer-in-charge of the Bermuda detachment is a two week rotating billet filled by officers from the squadron's homebase.

The critical timing of the alert requires crews to remain together at all times with immediate access to transportation. Two vehicles are assigned to the VQ-4 Bermuda det for transporting the crews to the aircraft for launches, to the Commissary for groceries (long flight hours mean in-flight meals), to the clubs for meals and the gymnasium for a physical break in tense routine. Due to the length of the alert cycle, the crews are authorized to use the vehicles to support these functions, to provide some release from the confines of their quarters, yet still enabling them to respond to a launch immediately and become airborne with efficiency.

So, when you see a gray Navy van with yellow TACAMO ready alert license plates at the Commissary store, it's probably a VQ-4 alert crew picking up groceries, yet with the crackling from their walkie talkie, they're just minutes away from "wheels in the wells".

To understand a Military Veteran you must know:

We left home as teenagers or in our early twenties for an unknown adventure.

We loved our country enough to defend it and protect it with our own lives.

We said goodbye to friends and family and everything we knew. We learned the basics and then we scattered in the wind to the far corners of the Earth.

We found new friends and new family.

We became brothers and sisters regardless of color, race or creed. We had plenty of good times, and plenty of bad times.

We didn't get enough sleep.

We smoked and drank too much. We picked up both good and bad habits.

We worked hard and played harder.

We didn't earn a great wage.

We experienced the happiness of mail call and the sadness of missing important events.

We didn't know when, or even if, we were ever going to see home again.

We grew up fast, and yet somehow, we never grew up at all.

We fought for our freedom, as well as the freedom of others. Some of us saw actual combat, and some of us didn't.

Some of us saw the world, and some of us didn't.

Some of us dealt with physical warfare, most of us dealt with psychological warfare.

We have seen and experienced and dealt with things that we can't fully describe or explain, as not all of our sacrifices were physical.

We participated in time honored ceremonies and rituals with each other, strengthening our bonds and camaraderie.

We counted on each other to get our job done and sometimes to survive it at all.

We have dealt with victory and tragedy.

We have celebrated and mourned.

We lost a few along the way. When our adventure was over, some of us went back home, some of us started somewhere new and some of us never came home at all.

We have told amazing and hilarious stories of our exploits and adventures.

We share an unspoken bond with each other, that most people don't experience, and few will understand.

We speak highly of our own branch of service, and poke fun at the other branches.

We know however, that, if needed, we will be there for our brothers and sisters and stand together as one, in a heartbeat. Being a Veteran is something that had to be earned, and it can never be taken away.

It has no monetary value, but at the same time it is a priceless gift. People see a Veteran and they thank them for their service.

When we see each other, we give that little upwards head nod, or a slight smile, knowing that we have shared and experienced things that most people have not.

So, from myself to the rest of the veterans out there, I commend and thank you for all that you have done and sacrificed for your country.

Try to remember the good times and make peace with the bad times.

Share your stories.

But most importantly, stand tall and proud, for you have earned the right to be called a Veteran. I'm a VETERAN! I WOULD DO IT ALL OVER AGAIN AND AGAIN!



Original Photo

Statue in San Diego

The Kissing Sailor is one of the most iconic photographs in American History. Veteran Hal Burke stops by MRN Radio to talk about his friend George Mendonsa and how the photograph came to be. [Listen to Hal Burke's Story LINK](#)

TACAMO Membership Dues

Free Raffle Ticket with Your Membership

With every membership paid, your name will be added to the Southwest Airline Ticket Drawing. Limit One per Year. TCVA holds two and sometimes three drawings a year.

[Click Here to Pay Membership](#)

TCVA MEMBERSHIP
\$25

[Click here to Pay Membership](#)

OR
 Mail your payment to
 TCVA, PO BOX 6126, Ocean View, HI 96737

Win 2 Round Trip Tickets on Southwest Airlines




TCVA counts its membership by Facebook friends, which we have 3750 plus. We also count our paying membership, who donate \$20/year to help TCVA finance our efforts to preserve and promote TACAMO's history and it's significance to U.S. strategic defense. Those paying members accounted for 51, last year (2019).

The museum projects TCVA is working on will require considerable effort by our volunteer Board of Directors and others. We are fortunate to have Southwest Airlines tickets to raffle, from Coach Warren's employee benefit for his volunteer work for TCVA. Please help TCVA Heritage Center by purchasing [raffle tickets \(LINK\)](#).

Next Drawing Veterans Day, November 11, 2021

TACAMO HALL OF FAME

Presentation of TACAMO Hall of Fame Inductees will be held Veterans Day, November 11, 2020

SUBMIT YOUR NOMINATIONS

+ [ONLINE CLICK HERE](#)

+ [WORD DOC CLICK HERE](#)

Tribute to Ron Carlson, TACAMO's First Leader



May 24, 1929 - September 1, 2020

TACAMO's Alpha CDR Ron Carlson holds the Senior TACAMO Officer Present billet. Ron now soars in Heaven at the head of a mighty formation of TACAMO Sailors who preceded him on that journey. Ron is a TACAMO Hall of Fame Plankowner & VQ-3 Plankowner. To view articles posted go to these **Links:** [Loss of Ron Carlson](#) & [Tribute to Ron Carlson by Vern Lochausen](#)

Carlson Inlet

From Wikipedia

Carlson Inlet (78°0'S 78°30'WCoordinates: 78°0′S 78°30′W﻿ / ﻿78°0′S 78°30′W﻿ / -78.0; -78.5) 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.

In Perspective — A Really Exclusive R.I. Group

I learn from friends in the Antarctic that three of the men with whom I once had a great flight down there have completed 1,000 hours of flying time in that sweetheart of a cargo plane, the Lockheed Hercules, and have been made members of that most exclusive of organizations, the "1,000 Hour Club of the C-130BL Hercules."

This should be especially pleasant news to Rhode Islanders, since all three are residents of this state. Lieut. Ronald F. Carlson, USN, of 84 Birchwood Drive, North Kingstown, a pilot, was made the charter member of the club. Two of his regular crew, who racked up most of their time with him in good old 319, Chief Aviation Boatswain's Mate Robert L. Allison of 61 North Glen Drive, Coventry, and Chief Aviation Machinist's Mate Malcolm E. MacLeod of 34 Saratoga Road, North Kingstown, also have been made members.

Chief MacLeod, incidentally, has flown over both poles in 319; he made it over the North Pole last summer when VX-6, the Quonset-based squadron, took part in a joint U.S.-Canadian exercise. But I remember him affectionately for other reasons.

One of these was that he served me a piping hot chicken dinner (TV or frozen variety) when we were winging southward over the Ross Ice Shelf, and the other is that it was he who then informed me, somewhat to my consternation, that when we made our landing on skis at the foot of the Beardmore Glacier, it would be the first time Lieutenant Carlson and his crew had made a ski-landing in 319.

I received this news with some trepidation, although MacLeod seemed to be looking forward to the new experience with considerable anticipation. I shouldn't have worried: Ron Carlson was at the helm.

When I first met him at the plane, he didn't look very impressive. He had

about him none of the accoutrements of your crack pilot — no crushed cap, no cigar still wrapped in cellophane to chew on during tense moments. True, his beaten-up leather flight jacket was covered with stencils — much blurred — of his previous Antarctic expeditions, but his cap was the regulation wool-pile model and the ear-flaps hung loosely in anything but ship-shape fashion. (He didn't even sport a mustache or beard in those days, although he has a handle-bar model now.) He was wearing regulation khaki wool shirt and trousers and Mickey Mouse boots.

But I soon got a sample of his skill. We taxied to the head of the runway, from which we were to take off on wheels, and he ran up his engines while 319 bucked and swayed. Of a sudden, we were off, hurtling past the high snow banks.

Then, just as suddenly, we began braking to a halt. Carlson, I learned, wasn't happy with the way one of his four engines was performing. We worked back to the head of the runway again, and Carlson ran some more tests. Finally, he seemed satisfied, and we went speeding off down the runway.

Take-offs and landings in the Antarctic can be rough rides, but I never knew when we became airborne. In a few minutes, we were up at 22,000 feet and going south at 350 miles an hour. Since we were carrying almost 13 tons of cargo—a whole summer station to be placed at the foot of the Beardmore—you can see why the Antarctic fliers love that Hercules.



Lt. Ronald F. Carlson, left, honored at Antarctica.

About an hour later, we started to get set to land. I didn't face the prospect with any great glee. Maybe the skis wouldn't work. Maybe we'd hit a sastruga and bust a ski. Visions of yawning crevasses swam around in my dark mind.

None of this for Ron Carlson, however. He just brought that great big Hercules in low, leveled her off about a foot above the ice, and gradually let her down the rest of the way. I swear I never knew when we touched down, and I have never enjoyed a smoother landing anywhere. It was a masterpiece, and it was done just about 350 miles from the nearest semblance of civilization or the nearest living thing.

In his thousand hours' flying time aboard the Hercules, Ron Carlson must have made a great many landings since that first one he made on skis, but I doubt if he's ever made a better one.

I can't think of a finer pilot to have been made the first member of the 1,000 Hours Club of the C-130BL Hercules. And I shall always remember the two out of that thousand that I spent as his passenger.

B. F. S.

“A Man Called Horse”

Continued from Page 2

Bill was a tiger in many ways, seemingly sly, watchful but planning his swift and powerful moves to win. He helped fight the battles to ensure our Skippers were home grown and not VP transfers. He was adamant that we clean our own house, we didn't need outsiders tells us how to run TACAMO business, and would not tolerate outsiders crapping on our folks. Bill's advice to his younger brother Jeff, when Jeff was first starting his Navy career was, "Take care of those below you. They are the professionals, they went to the A Schools, and can do things you will never learn. There is no success without them - they are the heart and soul of the squadron's success. They are the professionals, the experts that make TACAMO, TACAMO. Take care of those above you, for they will beat the tall grass down so you have a path for your future". As a visionary for better ways to do our mission, Horse was a firm believer in the need for a next gen aircraft; something with speed, legs, airborne refuelable, and greater on-station time. He also helped push for better technology to increase our data rate so we were less vulnerable by decreasing our orbit time. The single most prevalent comment by many people contributing to this story is that Horse CARED and he mentored. Barry Coyle

Bill's XO when he commanded VQ-3 in the 80s said "Bill would spend hours with some young Sailor and the next thing you knew, they were out there performing." Several former Commodores said they never met a leader as sound, insightful, and caring as Bill. They credit him with seeing potential in them and encouraging them to 'ask only for the hard jobs and then excel in them.' Bill was like Fil Baca and Bob Downey before him carrier comm officers who went to sea in a very hard job and excelled. He advised his JO's, "Don't come back to the squadron for a mid tour; Get out there and go to the real (Blue Water) Navy." During his VQ-3 change of command reception, Bill was chatting with some senior leaders when his wife Sharon Kaye came and whispered in his ear. He broke away and went to a young junior officer whose wife had just left him. He put his arm around the man and expressed his sorrow and encouraged him to stand tall and be all he could be. That officer became a CO and had major command too. One Radioman told the story of Bill, as NAVCAMS Captain touring his Comm Det at Atsugi. He caught site of the RM's aircrew wings and made a beeline there to see who in TACAMO the RM knew and spent a good

10 minutes, during a command inspection tour mind you, just chatting careers, TACAMO, and people they knew. Bill had many flag officer connections that he maintained and consulted them regularly. He counseled another officer who became Commodore, "Never be afraid to use help from your seniors...just don't abuse it." One just retired TACAMO admiral really described Bill's passion for his Sailors. "He was always understated....you could go into his office for advice, sit down and he would give you his undivided attention and you'd walk out of his office, feeling confident that you had just charted a path to success." In so doing, Bill made future mentors of those he mentored, setting a standard "for quiet professionalism that still resonates." Always trying to give his Sailors the best break possible, he arranged for one TACAMO LCDR-select to be frocked by his admiral, right before that officer reported aboard Nimitz as the Commo. "They will always recall you as an O-4; don't show up as a LT." One officer who Bill counseled in a very positive and caring way after he had to make the transition to a non-flying career, described Bill best saying: "Horse was a role model and inspiration at the right place and right time in our lives." That was so true of dozens, if not more of us.

Bill inspired not just his Sailors: he inspired his family. Many will recall Jeff Harsanyi as a LT NFO when I was CO VQ-3 during the Herc to Merc transition. The youngest of the Harsanyi boys, Jeff was about 5 when Bill was flying aircrew with VP-10 out of Maine. When his Mother got the call that Bill's plane had crashed at sea, Jeff just kept looking out the living room picture window, kneeling on the back of the sofa, just praying and expecting Bill to parachute into the front yard. Said Jeff of his big brother Bill, "He was bigger than Superman in my eyes back then - the fact I followed his career choice as mine should say a great deal about how I viewed him. He truly was "The Horse".

The Generation After Bill: CDR Garry Harsanyi, USN, retired

"In the summer of 1985 (I was just turning 12) my grandparents took my sister and I from West Virginia to Oahu for a summer vacation and to see Uncle Bill take command of VQ-3 in Barber's Point. Being young, I never knew much about my uncle's Navy careers other than that they were in the Navy. What I do remember about the change of command was that it was first class and my uncle (and our family) were being

treated like royalty. That day made me look at my Uncle Bill as if he were larger than life itself.

It was also that day that I told my uncles (Jeff, the youngest brother was there and then an ENS) that I wanted to be in the Navy. From that day forward it became my goal to be a Naval Officer and Uncle Bill, Uncle Jeff, and my father Gary steered me toward Annapolis. Beyond the motivation and mentorship, I am sure Uncle Bill cashed a few chips in to influence my chances, but it paid off as he was there on my graduation day to administer my oath of office.

I'm now 47 years old and have completed my own 24-year journey in the Navy as a SEAL officer. Uncle Bill was there for many of my milestones and accomplishments. I always recognize that his guidance and support played a major part of my success, as I am sure he played a role in many of your careers and lives. Uncle Bill...you're still a giant to me. Thanks for all you did for me, for our family, and for our country."

Closing:

Those who knew Bill and his dry sense of humor can readily see him reading this story and shaking his head up and down while saying, 'I wouldn't believe a word of this story', his way of making of joke of calling the good thing bad. Behind those S-10 (Birth Control) Navy issued prescription thick black frame glasses, the eyes told you what his meaning was or that sly smile when he made a point. I know of only one Skipper as beloved as Bill "Horse" Harsanyi and he is just a lucky "Irish" man. The jungle disease finally took its toll on Bill and we lost him. He and Sharon Kaye had a Virginia Beach address but also a motor home that was really the life they wanted: to See America. They made several of Buff Crowell's Pax reunions, always arriving early and helping with the set up. That was Bill, taking care of Sailors and Sharon Kaye, the consummate Skipper's wife, there to support and help maintain the camaraderie that some say is uniquely powerful, in TACAMO.

Credits:

Thanks to Dan Seesholtz, Joe Sereno, Dave Buckey, Bill Crowell, Stan Braisted, Bill Reeter, Barry Coyle, Jay Gallamore, Peg Klein, and Bill's brother Jeff and his nephew Garry.





Letter from Executive Director

Mission Statement

The purpose of the Association is to provide fraternal, social and recreational activities for the members and guests and encourage and support the preservation of the history of TACAMO.

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Aloha TACAMO Shipmates,

This issue of the Trailing Wire newsletter seems to focus on leadership, to me. We celebrate the memories of our "alphas", Ron "Swede" Carlson and Bill "Horse" Harsanyi and other notable TACAMO sailors. Certainly, there are many more that lent their leadership to our community, but I believe that those leaders will humbly credit all those that supported their leadership, much more than themselves.

Of all the things I learned in my short time in the Navy and TACAMO, leadership has to be the most enduring of lessons. Both good and bad. Both are equally instructive. Leadership isn't necessarily defined by rank. Rank should be the result of demonstrated leadership.

True leadership relies almost exclusively on the leader's credibility and his/her ability to garner respect for their skill set or confidence in their decision making ability. Whether it be that shop Chief that holds a private "counseling session" with a young sailor or a CO that guides his wardroom to bring stability and fairness to his/her command. Credibility is the key to their success.

The leaders we celebrate here all have demonstrated that credibility and courage to step forward at the time of need and bring success to the mission they were assigned. They would suggest that they were merely 'doing their job'. But, it takes confidence and courage to "step-up". They are the people who seize the moment and TAKE CHARGE AND MOVE OUT.

Tasks and missions come and go. But, leadership is enduring. With rank comes responsibility. The greatest responsibility is the continuance of the mentor/mentee relationship. Those we honor today are honorable not just for their individual accomplishments, but more for their sense of duty to support their superiors and promote their subordinates.

On a personal note ... I will forever cherish my friendship with Ron Carlson. Not just for his accomplishments (which are many), but more so for the way his former shipmates respect and admire him. Rest easy Ron, thanks for being you.

Stay Safe and Healthy,
 Mike Vos



Mike Vos,
 Executive Director -
 TACAMO Community
 Veterans Association



REQUEST TO JOIN

Due to the overwhelming hacks of FB pages being stolen, to join the TCVA FB page or group TCVA has set up a few questions to ID who you are from TACAMO. The questions **must** be answered at the time of your request

to join. If the questions are not answered, no access will be given. TCVA has received may friend requests and sends FB messages to individuals. Once the information is obtained, the request will be approved. Thanks for understanding.

TCVA Facebook Page
 TCVA Facebook



TACAMO FALLEN

Fallen Shipmates

Passings received after last Newsletter

I FLEW

by *Brad Baker*

When the last checklist's run and the bag drag is done,
I'll reminisce on the days I once knew,
I won't remember the oh-three-hundred alerts,
But only that I flew!

I will not remember the crew rest in tents,
Nor recall how cold Arctic winds blew,
And I'll try not to remember the times I got sick,
But only that I flew!

I will never forget when nature became angry,
To challenge my intrepid crew,
I'll always remember the fear I felt,
And the pride in knowing I flew.

I'll remember the sights my mortal eyes saw,
All colored in multiple hues,
Those beautiful lights on cold winter lights,
Seen only by those who flew.



God was extremely good to me,
He let me touch his face,
He saw my crew through war and peace,
And blessed us with His grace.

So when I stand at St. Peter's Gate,
And tell him that I'm new,
I know he'll smile and welcome me,
Because he knows
I FLEW!

Fallen TACAMO Shipmates

Presented in no particular order.

[FALLEN LINK](#)



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TACAMO

Active Duty, Veterans,
Government civilians, Families,
and Industry Partners