



**Drogue-** orange cones attached to the end of each TWA for aerodynamic stability. Reel Operators had to mount them to the end of the wire along with a 90 pound weight. Pilots sometimes smashed them with a high angle of attack landing, resulting in considerable Wardroom ribbing

**LTWA-** Long Trailing Wire Antenna- about 5 miles of it

#### **Development of Drouge**

The Navy gave Naval Air Development Center the task of proof of concept for trailing a very low frequency antenna from an aircraft and communicating with it. So began the very first tests that would provide enough data to permit Naval Air Systems Command to issue Request for Proposal to industry to build an operational system in 1961. Over decades, NADC was again given proof of concept and considerable development tasking in support of the TACAMO mission.

### **A SALUTE TO ALL OF OUR VETERANS**



## **NEW TCVA LOGO ROLLOUT**

For more than 15 years we have been known as TACAMO Survivors Association. Now is an incredibly exciting time for TACAMO as we have chosen to change our name to TACAMO Community Veterans Association. Along with that comes a new logo.

It's been several years since we have updated the association's logo and now is the perfect time for a change.



The logo is vibrant, energetic and flexible and has two components: the logotype and the symbol. For the logotype, we are using the first letter of our full name housed in an individual block with a raised or 3D letter. These individual squares are intended to express the association's new diverse mission. The symbol "**the drogue**" is important as it continues to demonstrate our long standing mission.

Beginning today, you will see the new TCVA logo being used prominently on our website, newsletters and mailings.

It will shine brightly over our heritage. Fully implementing a change like this takes time, so there may be instances where you will see the old logo being used from time to time.

We are excited about the new logo, but more importantly about this new era in which we are embarking. Thanks for being a part of it.



## 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.

## TCVA Board

### TACAMO Veterans Community Association -

Contact Info:

[tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)

5144 Waterloo Road  
Burlington, KY 41005

### Mike Vos

Executive Director & Webmaster

[oldtacamo@yahoo.com](mailto:oldtacamo@yahoo.com)

### Vern Lochausen

Historian/Life Member

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### Rick Cotter

Treasurer

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### Cheryl Vos

Reunion/Event Planner,  
Executive Secretary &  
Newsletter Editor

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### Brian & Angie Gunnell

Membership

[membership@tacamo.org](mailto:membership@tacamo.org)

Socail Life

Facebook: [www.facebook.com/tacamo.community](http://www.facebook.com/tacamo.community)

## LETTER FROM EXECUTIVE DIRECTOR, Mike Vos

### TACAMO Heritage Center Update

At the June 2012 reunion, **Captain Chuck "Chocko" Baker**, announced the creation of the TACAMO Heritage Center to be located at STRATCOMMWING-1 HQ in Oklahoma City. The TACAMO Community Veterans Association is pleased to be a part of its development and maintenance. The TCVA was able to collect and invest \$2500 at the banquet and an additional \$250 has come in, since. A great start for this project.

Last month, the Wing received a package from **Millard Battles** (TACAMO Hall of Famer) with a treasure trove of E-6 memorabilia. We also have a pledge of **Bob Downey's** leather flight jacket, with its rich history of patches. We also collected several other items at the reunion, one was a very rare EC-130 yoke medallion, a gift from **Joe Walko**. We've been told not to ask where it came from.

TCVA is currently working on the details of how the Heritage Center will be put together, in OKC. We appreciate any objects that you may have of historical significance to add to our collection. I know, ... you think your old crew photo or cruise book isn't history, but it is. If it's history to you, it's history to us. We also understand that you may not want to turn loose of your piece of history. Contact us at [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com), let us know what you have and perhaps we can find a way that serves both you and the community.

We also need some volunteers from our community to be our "curator" at the Heritage Center in OKC. Someone, who can help catalog the objects that are our history and can change the displays from time to time. We welcome anyone who has this interest. Feel free to contact us at [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com) with your interest and aptitude.

With the TACAMO Heritage Center, we will all be able to share our experiences that make us the community. We invite you to be a part of the history.

Sharing your material items with the Heritage Center and your photos and stories in the newsletter. Take time to read the TCVA History page. It's another piece of your legacy.



### TCVA is looking for volunteers

We are seeking energetic and outgoing volunteers who are passionate about

TACAMO. Jobs depend on what you what to do, when you are available, and hours vary depending on your schedule. If you wish to help TCVA, please contact us at [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)



### Letters to Editor

Please forward all comments and submissions to:

[tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)





As part of our reforming from the TACAMO Survivors Association to the TACAMO Community Veterans Association you may be seeing some changes and greater activity from us. We are reaching out to provide more about what's happening in the "modern" TACAMO while keeping in touch with old/new friends and shipmates. TCVA's reunions are being developed to be more of a vacation destination while keeping TACAMO heritage or aviation as the backdrop.

TCVA is also working on developing the TACAMO Heritage Center in the STRATCOMMWING-1 Head Quarters at Tinker AFB (OKC). Many gifts of personal articles and memorabilia have been received to date. We invite everyone to contribute mementos. (Contact us at [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com).)

**Chief Rebecca Dixon** and **Captain "Chocko" Baker** have approved the brick company for the Memorial Brick Walk into Herc Park. These bricks will be available for purchase, soon.

All these projects take time and money to organize and develop. The time is easy, it's our dedicated volunteers. We do this as a labor of love for the community and its heritage. The money, however is more challenging. We have costs similar to a small business to keep things up and running and maintain the "Survivable Communication Link" to the community. To help support our activities, we are introducing a "Membership" program.

TCVA Membership dues are yet to be determined. There will be two types of members; Active, those who pay dues and Casual, those who don't pay membership dues. There will also be an honorary "Life Membership" awarded to an Active Member, from time to time, for service to the community and the association that deserves special recognition. Dues will be waived for life.

Casual members shouldn't feel left out. We still want ALL of our TACAMO brothers and sisters to attend our reunions,

shop in our store and share the memories and sense of community that binds us all. For whatever reason you choose not to become an Active Member, know that you are as welcome as anyone/ everyone.

The Membership program will commence after the first of the year. We want to prepare you for the change.

We hope that you will join us on our mission to preserve the heritage and community that we all enjoyed as TACAMO sailors, family and supporters.

*We would like introduce  
TCVA's Volunteers: Brian &  
Angie Gunnell, they will  
handle all things  
Membership.*

## What's all the hype about Challenge Coins?

Military coins have a deep seeded significance in many military groups reaching back over half a century in history. Some would argue that these custom coins date back to even before the colonization of North America. Such coins have evolved into prized recognition and unity pieces, collected and carried by members of the armed forces spanning the globe, including the US Army, Marine Corps, Navy, Air Force, and Coast Guard.

They remain popular with schools and universities, sports and academic teams, businesses, and organizations as well as the Army, Navy, Air Force, Marines, and Coast Guard. The highly personalized nature of custom challenge coins makes them the ideal marketing tool and incentive for everyone who chooses to order them. Not only do they promote individual strength and courage, they inspire teamwork and camaraderie as well.

As military commanders learned, a challenge coin is also a fantastic way to build a sense of brotherhood between teammates. If you'd like your team to have all the fellowship and affiliation to each other of a tightly drilled military unit, then custom military coins are an incredibly effective way to inspire that spirit.

Custom military coins are a symbol of loyalty that are highly prized. They have significant perceived value, and that's why they are so revered to signify the kind of honor towards a team or group that people are proud to keep and display forever. And yes...some military units really do carry them around wherever they go.

We are now pleased to offer our newest challenge coin which depicts the leadership structure of STRATCOMM WING 1 with its TF-124 components (VQ-3, VQ-4 and VQ-7) on one side and a visual 3D rendering of the TACAMO mission on the other. They may be purchased in the TACAMO gift shop at [www.tacamo.org](http://www.tacamo.org)

Written by: Jim Gallagher



### Have You Been Challenged Lately?

*The tradition of a challenge is the most common way to ensure that members are carrying their unit's coin. The rules of a challenge are not always formalized for a unit, and may vary between organizations. The challenge only applies to those members that have been given a coin formally by their unit. This may lead to some controversy when challenges are initiated between members of different organizations and is not recommended. The tradition of the coin challenge is meant to be a source of morale in a unit, and forcing the challenge can cause a reverse effect.*

*The challenge, which can be made at any time, begins with the challenger drawing his/her coin, and slapping or placing the coin on the table or bar. In noisy environments, continuously rapping the challenge coin on a surface may initiate the challenge. (Accidentally dropping a challenge coin is considered to be a deliberate challenge to all present.) Everyone being challenged must immediately produce the coin for their organization and anyone failing to do so must buy a round of drinks for the challenger and everyone else who has their challenge coin. However, should everyone challenged be able to produce their coin, the challenger must buy a round of drinks for the group.*



# TACAMO and Boeing

by Pam Valdez (Tacamo & Boeing Employee)

In 1983, the Boeing Company won the contract to replace the EC-130 aircraft with the 707 E-6 aircraft. The program presented an opportunity for a few TACAMO sailors to consider employment with the Boeing Company and many migrated to Seattle. The program was initially located in one building, the 2-01 building on the northwest end of Boeing Field. The building, which has since been demolished, was a throw back to the old method of designing Boeing aircraft. It consisted of one long room with hundreds of employees working in close proximity, where you could stand on a chair and see every employee.

In the early 1980's there were very few computers, the E-6 aircraft was designed with paper and pencil on drafting tables. The drafter, engineers, schedulers, finance analysts and logisticians were side by side. When our first program manager, Ken Russell, wanted to have an All-Hands meeting, there was no memo or notice. He would don a black top-hat, come out on the floor and stand on top of a deck. Everyone would instantly stop what they would doing and Mr. Russell would conduct the All-Hands without the use of a microphone. He gave out awards and a photographer took pictures of every award winner. It was simple, efficient and personal. This folksy approach was the essence of the E-6 program.

The E-6 program was on a very tight schedule. In my first month on the program in March 1984, I saw my first Boeing Tier 1 Program Schedule and was struck by the detail on the schedule - with every event identifying the

month, day and year for each completion date. When I mentioned my shock that the company would identify the exact day of the roll out and first flight of the E-6 to my USN customer, Doug Hammje, Doug reminded me that I worked for the Boeing Company. He said "you would rather miss your wedding date than miss a milestone date in the Boeing Company". When your customer carries your corporate reputation, you learn real quick that you stand on the shoulder of giants who have come before you. The E-6 met milestones on time.



The people on the E-6 program were a true family. It was, and remains, a team like no other team. We worked together and played together for decades. The Boeing E-6 team continues to meet at least once a year for lunch right before Christmas at the infamous Spot Tavern in Renton. Thirty to forty Boeing E-6 teammates, from secretaries to program managers, meet to remember the relatively few years from contract award to last delivery. This family was at the E-6 roll-out at the Renton plant, we were on the taxiways of Boeing Field for the first flight of the E-6, we remember horror of the tail breaking twice during flight test, we wrote the pubs, provisioned the spares, designed the support equipment, and trained the aircrew and maintainers. The final delivery of





the E-6 was also the bitter sweet closing of the entire 707 production line which had been running since the late 1950's and delivered over 1000 707's. Our company continues to support the E-6 during day to day operations in its third decade of E-6 sustainment.

For a few of us at Boeing, we had the unique opportunity to know the TACAMO mission from the vantage point of a TACAMO sailor who flew and maintained our beloved EC-130 in VQ-3 and VQ-4. We felt a deep obligation to keep the new E-6 design true to the TACAMO mission and to the USN concept of operations. In my continuing career at Boeing, there was no deeper pleasure than the E-6 program. I love the E-6 aircraft and I love the Boeing people who made it a great aircraft.

The Boeing E-6 family is overjoyed that the next TACAMO reunion will be in Seattle. We look forward to seeing old friends and sharing our E-6 history with the TACAMO community.



## 2013 Seattle Reunion Boeing Tours

-  Museum of Flight
-  Future of Flight

# SEATTLE 2013 REUNION

TCVA is presently setting up the Seattle Reunion tours and activities for from August 29 to September 1, Labor Day Weekend. We invite all Tacamites past, active and families of those loved ones that have gone before us.



Boeing E-6 team meet with Mike Vos (back row) & Cheryl Vos (taking picture), Paul Collins (left) Chris Sale (center) & Millard Battles (right) not in photo Don and Betty Woods & Pam Valdez.

Also our community of friends, Boeing E-6 Family and many others.

## Tours/Activities

- Downtown Seattle
- Space Needle
- Chihuly Garden and Glass
- Pike Place Market
- Experience Music Project
- Future of Flight
- Museum of Flight
- Casinos & Shopping
- TCVA Banquet

**Make your vacation plans now!**



## DoubleTree Hotel Seattle Airport

*Offering a location less than a mile from Seattle-Tacoma airport with complimentary shuttle 24 hours a day to and from airport, Sound Transit Light Rail Station and the Westfield Southcenter Mall with over 200*



*stores and restaurants. Every guest room features a 37-inch flat-screen HDTV, a comfortable bed, a spacious workstation and spectacular views from your balcony. Accessible rooms are also available. Guestrooms are \$89 ...the tax rate is 12.4% that is 9.5% state and 2.9% occupancy tax. These rates are good 3 days before the 8/29 and 3 days after 9/1.*

*All reunion guest get 20% discount in the coffee garden or Seaport Restaurant on-site. Other restaurants within walking distance Denny's, Sharps Roaster & Alehouse with a great selection of beer*



*and food, Mango Thai, Dave's Diner and Brews and other fast food places. Free self parking for registered guest, heated outdoor pool (seasonal) with whirlpool, and complimentary WiFi in public areas, in room for a fee. A friendly member of the staff is waiting to greet you with a freshly baked*

*chocolate chip cookie. Sit by the many fireplaces while members tell sea stories. We are looking forward to seeing you in Seattle, Washington. Watch for more information on [tacamo.org](http://tacamo.org), [www.facebook.com/tacamo.community](http://www.facebook.com/tacamo.community) and via email.*

**SAVE THE DATES:**

**ARRIVE: AUGUST 29 TO DEPART: SEPTEMBER 2**





## Three "New" E-6B's for VQ-4

As of November 2012, the SHADOWS of VQ-4 have accepted two Block I-modified aircraft, and a third is currently being modified. This \$300 million modernization program has provided the E-6 with a completely new IP-based Mission Computer System and 13 operator workstations. Virtually all communication functions can now be accessed from any mission seat on the jet.

Block I has resulted in a redesign and expansion of the E-6B's Battlestaff section, giving mission crews more flexibility for both the TACAMO and the ABNCP missions. The new modifications have also provided the E-6B with greatly expanded internet connectivity, more phone and data circuits, video conferencing and DirecTV capabilities.

Despite the increased capability, robustness, and reliability of Block I, there are challenges inherent with any new modification. The SHADOWS have led from the front, creating training and tactics over the course of two deployments with the new Block I aircraft. This fleet-wide modification will be ongoing through 2018.

*Submitted by:*  
**Skipper Barnes**

## Who's Who @ NAS OKC

*Right:* Strategic Communications Wing ONE And Task Force 124: **Captain Charles Baker**, Commander & **Captain Heather Cole**, Deputy Commander



*Left:*  
VQ-3 CO: **Commander Clinton Smith**  
VQ-4 CO: **Commander Anthony Barnes**  
VQ-7 CO: **Commander Mark Hustis**

## Greetings to the TACAMO family from VQ-3!

TACAMO is very busy this time of year; we have just completed another fall exercise. While I know many of you would love to have been out there "orbiting" with us, I can assure you that not much has changed...there were plenty long flights, a busy op-tempo, and a bottomless pan of delicious Reel-Op beans to keep our bodies "charged for war".

I would like to celebrate an important Safety milestone with you today. VQ-3 completed fiscal year 2012 without a single aviation safety related mishap. Was it pure luck...absolutely not! We will keep our fingers crossed, but we know that our continued focus on "flawless execution of the basics", while airborne and during ground maintenance evolutions, provided the Ironmen those foundational principles which facilitated the attainment of this important milestone.

Thirty-five years have passed since VQ-3's Crew-4 perished shortly after taking off from a tiny outcrop in the middle of the Pacific Ocean know as Wake Island. The loss of those 16 Ironmen continues to resonate throughout our community. In an aviation community as small as ours, today...the loss of an aircrew and E-6B - today - is incomprehensible. And, to ensure the incomprehensible does not happen, our community has taken great measures, since that bleak night in 1977, to ensure tragedy does not strike TACAMO again.

A more recent advancement in mission safety has been the development of the Aviation Safety Awareness Program (ASAP). Much like Crew Resource Management, ASAP is a Navy-wide program that works only as well as the contributions provided. VQ-3 is leading the community's ASAP. We continue to compile ASAP data in our effort to develop and institute safety mishap mitigation strategies. Encouraging reporting transparency not only improves our local Safety climate, but also supports Naval Aviation Enterprise goals and provides the Department of Defense complex critical insight into our community. By ingraining ASAP principles into our cultural mindset, over time...crucial lessons-learned and vital aviation resources will be "pushed" to or "pulled" by our aircrews to engage future missions and conduct operations in unfamiliar airspace. By incorporating ASAP into our professional lifestyle, VQ-3 is strengthening its embrace of a stalwart pillar of Naval Aviation and promoting a safety culture that will push our squadron to the next level in safety awareness.

The technological advancements of our aircraft have come a long way since the days of the venerable EC-130Q. Today's "Merc" provides flight crews with an unprecedented amount of information and situational awareness. Sophisticated, hi-tech developments such as Traffic Collision Avoidance Systems and the electronic Ground Proximity Warning System are but a few of the systems providing crews with volumes of information that contribute directly to our safety-centric decision making processes. This level of sophistication allows our flight crew to focus more closely on time-critical tasks, such as emergency procedures or mission sensitive operations, while simultaneously leveraging these technological advancements to "cover our six".

Top-notch safety programs and state of the art avionics are a must in today's increasingly complex flying environment, but alone they will not prevent a mishap. It is the strong safety culture that we have built, and continue to build within our squadron and community, that will continue to push the Ironmen toward excellence. How did we transition from those dark days at the end of June 1977 to a culture of safety excellence today? Our transition successes are not built upon a culture of mistake intolerance or risk aversion, rather we succeed from an all-hands commitment to doing things "by the book" and establishing a safety culture that allows aircrew and maintainers to "fess up" when mistakes are made. We are TACAMO brethren ... and family always looks out for family!

*Submitted by* **LJJG Aaron Howell**



# TACAMO HISTORY



*"SALTY" Sailors*

*Taken at Pax 1964, with original crews of 888 and 889 the first two TACAMO aircraft.*

*— Bob Renner*

## Sea Stories & "Have you seen ??"

YOUR mission, adventures, hours, deployments . . . All have stories and photos to share on the TCVA History page. Also, please submit your request to find someone. Please share your story or if you are looking for a TACAMO shipmate, email us at [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com).

**Below are some submitted from 2012, more to come:**

**Bill Reeter:** VQ-3 on the E-6A, my second tour in that squadron (1991-1994) we transitioned over from the EC-130Q Herc. It was kind of tough, I was an ACS instructor and I had to switch back and forth from the 130 to the E-6 giving people check rides. Sorry I can't help you more but the Wing or the squadron probably has the official stuff on that.

**John Kunkle:** Helped modify C-130s from Tac-2 to Tac-3

**Blaine Samuel:** Plank owner for VQ-7. EC-130 transition to the E-6A and E-6B.

**Dan Owens:** Made VQ-3 last Herc deployment

**Mark Laudermilk:** Was with VQ-4 during transition to E6 from Herc & Murrah Bombing (Relief Worker)

**Esther Miller:** VQ-3 night Line Supervisor. On the night of June 21, 1977, I was waiting to bring in 176. Maintenance Control called informing me Crew 4 was gone. Lost 16 friends that night. I was supposed to have been on the flight but Andy Barker took my place.

**Mike Davidson:** Site-surveyed Tinker AFB for potential relocation, Initiated transition to E-6A

**Ronald Williams:** VQ-3 move from NAS Agana, Guam to NAS Barber's Point, HI

flight crew for ten years. Our test crew qualified each of the EC130Q aircraft modified with Tip Phase II equipment. I very well remember 348 when it was brand new as well as others. Upon moving from the Rockwell Flight Test Dallas crew into engineering I joined the team developing the HPTS replacement for TAC 4B and saw it through development and delivery. My final TACAMO flight was in the E6B to solve an RF problem with the trailing wire reel system. TACAMO has been a very large part of my life! A shout out to all the great people I served with both in the Navy and civilians dedicated to the mission.

small orange UFO. You could imagine our NAV scrambling to make sure we were in the Warning Area... fortunately we were, and the airliner didn't hit it! •Left VQ-4 just before 151890 went in the cornfield. Relieved when I heard everyone was ok. •Was attending RTD refresher training at Pax River, on my way to VQ-3 in 1977, when we got the word that 176 crashed on takeoff from Wake Island with no survivors. To this day, I still think about how many times my crew took off at o-dark-thirty, and how that crew never saw their "TACAMO Sunrise". •Some of the best days of my life included flying in the EC-130s with my TACAMO Brothers. We worked long and hard hours in the defense of our country, and had fun doing it.

**Brian Gunnell:** Aircrew onboard 175 during nose wheel landing gear failure at Griffiss AFB, Rome NY around 1983

**Millard Battles:** Boeing Program Manager of E-6 airplane program.

**Bill Anderson:** Last person to leave Guam. I turned out the lights & locked the building doors.



**Rayburn Brooks:** My TACAMO tour was with VQ-3 from 73 through 76 and worked in Maintenance Control, but did not fly in that squadron. Upon transferring to the Fleet Reserve after 20 years, I was employed by Rockwell and flew with the Rockwell Dallas test engineering

**Don Lindeman:** Plank Owner - VQ-4  
•Flew thru the Bermuda Triangle, and had some weird clear-air turbulence (CAT) as well as precipitation static on ALL the radios, including the UHF's. Weather was CAVU at the time.  
•While doing our thing off the Florida coast, a commercial airliner reported a



**Sleep Well Young Soldier**

*Sleep well young soldier, your job is done  
 your war is over and your battle won  
 No armour now to way you down  
 Cast it off into the sandy ground  
 Lay down your weapon for you need it not  
 No more bullets need be shot  
 Take off your helmet, look to the sky  
 For my friend it is your turn to die  
 Have courage now, go rest in peace  
 For the fighting here will never cease  
 You fought bravely and with honour died  
 You leave your family so full of pride  
 Sleep well young soldier, your job is done  
 your war is over and your battle won.*

**Additions to Passing page on tacamo.org website since June 2012.**

|                        |             |              |
|------------------------|-------------|--------------|
| Artie Greenauer        | VQ-4        | June-12      |
| Charlie Moeller        | VR-1        | 2004         |
| Max H. Williams        | VR-1        | April-76     |
| Tim Keane              | VQ-4        | January-12   |
| Charlie Quillian       | VQ-4        | November-06  |
| Daniel Lange           | VQ-4        | July-99      |
| Ben Micou              | VQ-3        | 1992         |
| Domingo Lind, Jr.      | VQ-4        | November-00  |
| Shahin "Shane" Mansour | VQ-4        | October-07   |
| "Dutch" Schultz        | VR-1 & VQ-4 | ??           |
| Wes Young              | VQ-4        | 1981         |
| Ben North              | VQ-3        | ??           |
| Jake Ausec             | VQ-3        | September-10 |
| Pat Cannon             | VQ-4        | ??           |
| James B. Mulligan      | VQ-3        | ??           |
| Mike Thompson          | VQ-4        | ??           |
| Rance Dunmire          | VQ-3 C.O.   | November-06  |
| Chuck Osier            | VQ-4 C.O.   | ??           |
| Cindy Alderson         | VQ-4        | March-11     |
| Craig Leonard Mellies  | VQ-4        | June-12      |
| Dwight Lee Moye        | VQ-3        | September-11 |
| Dale Baker             | VQ-7, VQ-3  | January-11   |
| Greg Georges           | VQ4         | late 80's.   |
| Gus Ulrich             | VQ-3        | January-12   |
| Jim Bolin              | ??          | ??           |
| Lou Ciochetto          | VQ-3        | September-04 |
| George W. Iwasko Jr.   | VQ-4        | April-06     |
| Joe Bagby              | VQ-4        | ??           |
| Lance Sirmans          | VQ-4        | August-10    |
| Rick Longoria          | VQ-3        | March-12     |
| AL Peralta             | VQ-4        | 2002         |
| "Gramps" Hayslip       | VQ-4        | 2009         |
| Franklin Forrest       | VQ-4        | May-04       |
| Stephen William Coy    | VQ-4        | May-12       |



## TACAMO Community Veterans Association Cap

now hangs in Drifters on Wake Island thanks to Christopher Bouley. He stated, "Thanks for sending the cap - was honored to permanently display in Drifter's Reef"

The hat was hung at Drifter's Reef in honor of those who have memories of Wake Island.

**RETIREMENT PLANNER: SPECIAL EXTRA EARNINGS**

Since 1957, if you had military service earnings for active duty (including active duty for training), you paid Social Security taxes on those earnings. Since 1988, inactive duty service in the Armed Forces reserves (such as weekend drills) has also been covered by Social Security.

Under certain circumstances, special extra earnings for your military service from 1957 through 2001 can be credited to your record for Social Security purposes. These extra earnings credits may help you qualify for Social Security or increase the amount of your Social Security benefit.

Special extra earnings credits are granted for periods of active duty or active duty for training. Special extra earnings credits are not granted for inactive duty training. If your active military service occurred

- From 1957 through 1967, we will add the extra credits to your record when you apply for Social Security benefits.
- From 1968 through 2001, you do not need to do anything to receive these extra credits. The credits were automatically added to your record.
- After 2001, there are no special extra earnings credits for

military service.

*Note:* In January 2002, Public Law 107-117, the Defense Appropriations Act, stopped the special extra earnings that have been credited to military service personnel. Military service in calendar year 2002 and future years no longer qualifies for these special extra earnings credits

### How You Get Credit For Special Extra Earnings

The information that follows applies only to active duty military service earnings from 1957 through 2001. Here's how the special extra earnings are credited on your record:

**Service in 1957 Through 1977**  
 You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay. **Service in 1978 through 2001**  
 For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1,200 a year. If you enlisted after September 7, 1980, and didn't complete at least 24 months of active duty or your full tour, you may not be able to receive the additional earnings. Check <http://www.ssa.gov/retire2/military.htm>