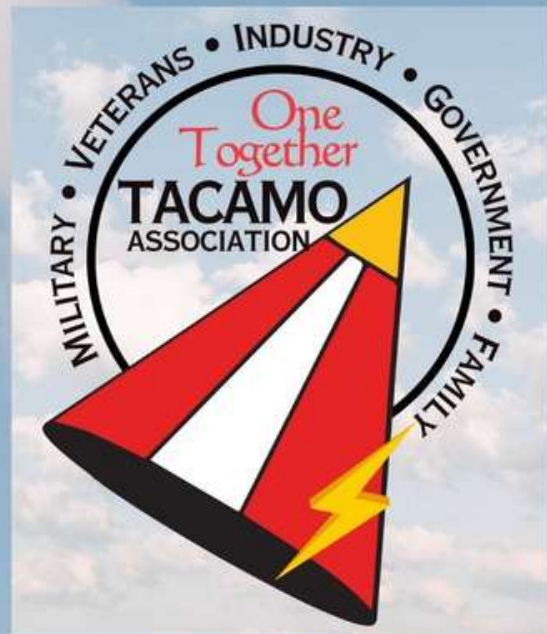


TRAILING WIRE MAGAZINE



NEW LOGO
Page 2

REUNION RECAP
Pages 20-27

**MEET THE INCOMING
TCVA PRESIDENT &
VICE PRESIDENT**
Page 34 & 35

BOD UPDATE
Page 36 - 38



PATUXENT RIVER MUSEUM PAGES 29
MERC ROLLOUT PAGES 14 - 18
SCW1 UPDATES PAGE 10 TO 12
WINGS & AVIATION PAGES 7 & 8
CPO CLASS OF 130 PAGES 4 & 5
TACAMO MEMORIAL DAY PAGE 3

**NEW
LOGO**



**NEW
LOGO**



Mike Vos

LETTER FROM EXECUTIVE DIRECTOR, MIKE VOS

Aloha Shipmates,

The 2023 OKC reunion's theme was One Together. We hoped to show our active duty shipmates just how welcoming and inviting we alumni are. Sadly, their turnout was less than anticipated due to the active duty work load. Still, we "old timers" had our usual good time, sharing memories and our "glory days".

But, what do we mean by "One Together"? I see it as sort of a knock-off of "E Pluribus Unum", "From Many, One". No matter who you are, or how you are ... we are TACAMO, One Together!

The airframe may have changed 30 some years ago, but our basic mission of Strategic Communication remains the same. We still extend our antennae and broadcast VLF to the submarines on patrol around the globe. Providing near immediate command and control of our nuclear deterrent force.

There are very few military missions as significant as TACAMO. And among the most consistently successful units of our military. Yet, very few people have any idea what we do, leave alone how we do it.

I'd like to give a huge BZ to the current TACAMO active duty contingent, along with the industry partners and government support, for keeping those aging E-6's flying and completing missions, day after day. Accident free, year after year. Effective leadership and a strong sense of duty are on full display.

It's reminiscent of maintaining 24/7/365 coverage during the Cold War. Immense pressure to keep aging aircraft in the air. And we did it for better than 14 years. It took ground crews to keep the planes repaired, flight crews to get the messages out, tech reps to provide guidance on the real tough problems, logisticians to keep parts flowing to the maintenance crews, even admins to get us all paid for doing it.

We were a team ... we are a team. The game may have evolved, but we all played, or are playing it like professionals. Keeping our adversaries at bay with nuclear deterrence. I can't think of a more significant role to play.

We alumni don't really know the real stresses our active duty shipmates are under. But, we can try to help them get through these challenges with moral support, education opportunities, and job opportunities when they leave military service. This is our function as a Veterans Organization.

The TCVA invites anyone associated with the TACAMO mission, from active duty to family of industry partners, to join us in celebrating the continuous effort to complete our critical mission. With that in mind, we are TACAMO, One Together!

June 21, TACAMOPAC Crew 4 Ceremony by VQ-3



TACAMOPAC Crew 4 Memorial Ceremony

On June 21, 2023, Sailors assigned to Fleet Air Reconnaissance Squadron Three (VQ-3) gathered to honor the sacrifice and dedication of the 16 Sailors assigned to TACAMOPAC Crew Four. The event marks 46 years since the fallen service members lost their lives in a tragic EC-130 aircraft accident off the coast of Wake Island during a TACAMO Pacific Mission June 21, 1977. Ceremony was put together by AWCS James Youngblood. TCVA Board members, Mike & Cheryl Vos and Tony Barnes were present at the ceremony.



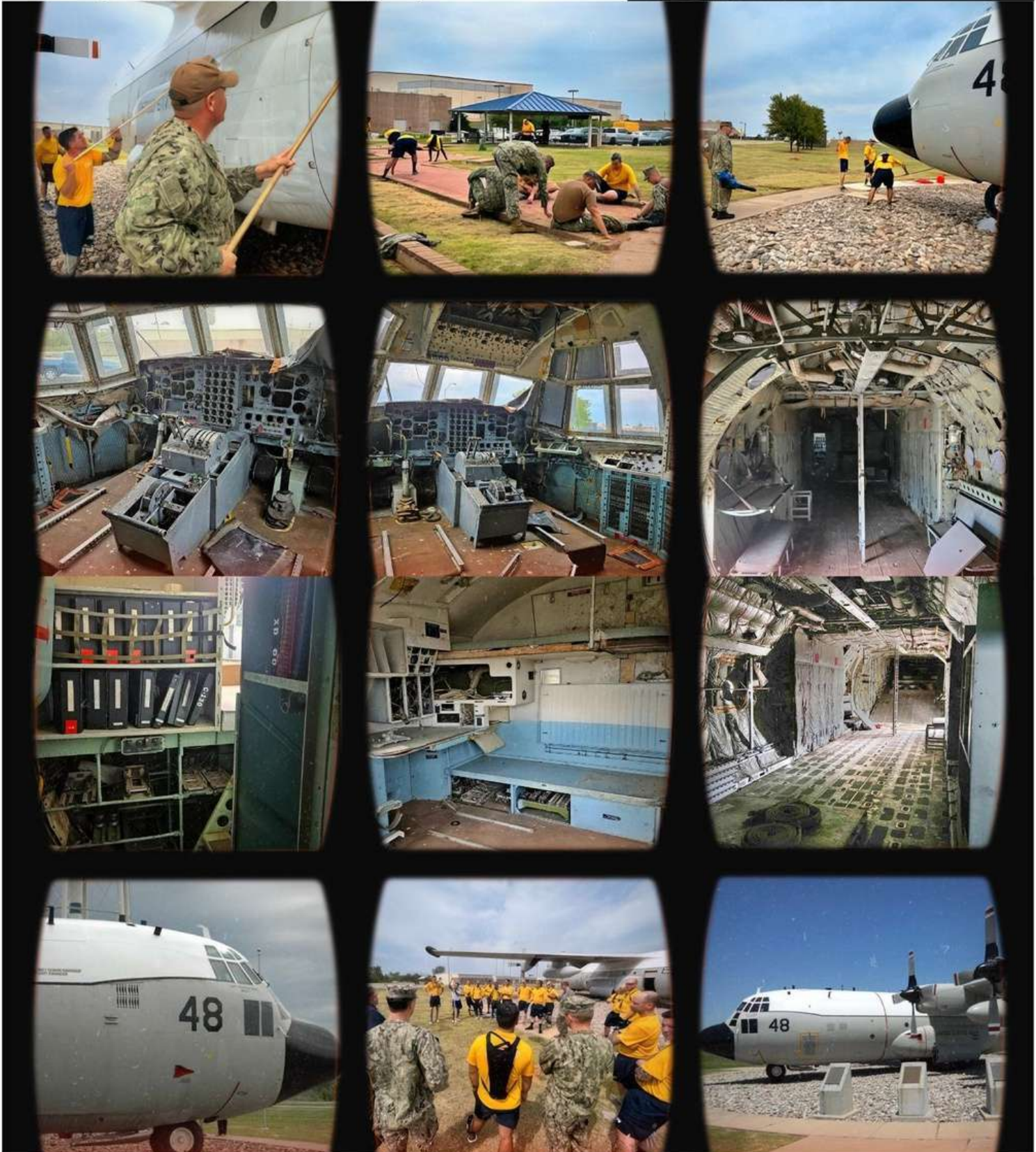
CPO Selectees Clean-up Herc Park

Ryan Skaggs, TCVA Active Duty Representative and Jim Meppelink, TCVA VP Fleet Outreach attended the CPO Selectee clean-up and refurbishing of 151348 in Herc Park on Friday. Jim was on hand to give tours while Ryan snapped a few pics that will likely elicit some tears. Thank you to the Chief Selectees for cleaning up Herc park and 348. Also to John Burgoon, TCVA Secretary for editing the photos.

CONGRATULATIONS
From TACAMO Community Veterans Association to All

CONGRATULATIONS
CHIEF
SELECTEES

TACAMO
FY24
Selects



Congratulations CPO Class 130! Navy Chief, Navy Pride!



EDUCATIONAL SCHOLARSHIP

SUBMISSION DEADLINES
WEDNESDAY, 31 JANUARY
2024, 1159, EASTERN TIME

Two \$1,000

Mission Statement: The TACAMO Association (TCVA) will award annual scholarships to students in a STEAM (Science, Technology, Engineering, Arts & Mathematics) related curriculum or technical certification (example: HVAC, Automotive Technician, Sous Chef, etc.).

APPLICANTS: TACAMO ACTIVE DUTY, VETERANS, VETERANS' CHILDREN AND GRANDCHILDREN, INCLUDING "STEP" CHILDREN/ GRANDCHILDREN OF THE TACAMO ASSOCIATION MEMBERS MAY APPLY FOR A SCHOLARSHIP BY SUBMITTING AN APPLICATION @ [HTTPS://SHORTURL.AT/XFTW6](https://shorturl.at/xFTW6) OR SCAN QR CODE BELOW

(In good standing: dues paying TCVA Members)

ANNUAL SCHEDULE

- **ACCEPTED**
June 1st to January 31st
- **CLOSED**
February 1st
- **SELECTION TIME FRAME**
February, March & April
- **Scholarship Announcement**
May



APPLICATION LINK

<https://shorturl.at/xFTW6>



scholarship.tcva@gmail.com



FOR MORE INFORMATION

tacamo.org/scholarships



TACAMO Girls in Aviation National Naval Aviation Museum

Pioneered Lady Pilots of VQ3. Awesome at that and leadership.



National Naval Aviation Museum
2d · 🌐

Janeen was a VQ-3 Pilot, CO of Training Squadron 28.
"You can do it! It will be incredibly challenging, and you'll push yourself farther than you ever dreamed you would go! Most worthwhile goals require a lot of work, so get ready to roll up your sleeves!"

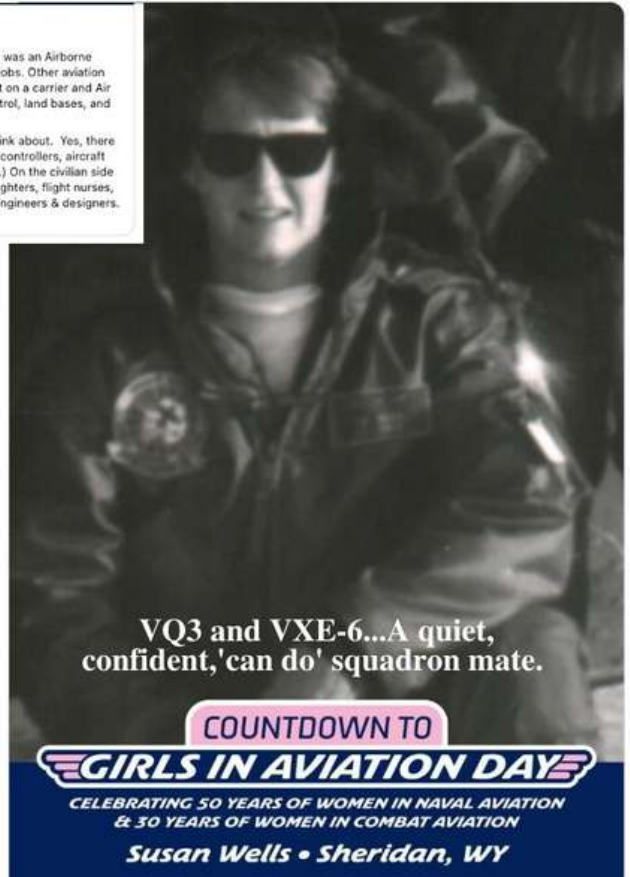
National Naval Aviation Museum · Follow
September 22 · 🌐

Debbie was a Naval Flight Officer (NFO). One of her favorite experiences was flying over the Arctic Circle and watching the Aurora Borealis (Northern Lights)
"As a middle school math teacher, I encourage all girls to go for their dreams and to consider STEM jobs including aviation. We are just as capable as boys and there are many role models to look towards!"



National Naval Aviation Museum · 5d · 🌐
Susan was a Naval Flight Officer, now retired. In that capacity she was an Airborne Communications Officer (ACO) and a Polar Navigator in her flight jobs. Other aviation roles she had not related to flying were: recovery/launch of aircraft on a carrier and Air Operations on board ships: coordinating flights with air traffic control, land bases, and the flight deck.
"There are so many options in aviation that many people do not think about. Yes, there are many aviation jobs in the military: pilots, mechanics, air traffic controllers, aircraft systems operators (ACO, boom operators, loadmasters, radar, etc.) On the civilian side everyone thinks of airline pilots, but there are meteorologist, fire fighters, flight nurses, hurricane chasers, Game & Fish pilots, search & rescue, aviation engineers & designers. The list goes on. Do not confine yourself; dream the adventure!"

Left: Future TACAMO Pilot, Kimber Youngblood (Daughter of VQ-3 Senior Chief James & Jena Youngblood) & Amanda Lee a naval aviator in the United States Navy. She was selected in June 2022 as the first female pilot in the elite Blue Angels fighter jet flight demonstration squadron.
Right: Kimber poses in her flight suit at the 2023 TACAMO Reunion



Naval Aviator Wings Earned



On Friday, August 11th, I had the distinct honor of attending the Naval Aviator winging ceremony for LTJG Bennett O. Klosterman. Bennett is the grandson of the late Chief Tom "TK" Klosterman, VQ-4 TACAMO Hall of Fame Inductee. His Naval Aviator wings were provided as a legacy from CAPT Drew Klosterman (Tom's nephew and Bennett's cousin). Numerous family members and friends were present during the ceremony and festivities afterwards. We all wish LTJG Klosterman every success.



Dale Hurt

LTJG Bennett O. Klosterman



Blue Angels 2024 OFFICER SELECTIONS



John "Irish" & Kim Keilty's son Jack was selected to be a member of the 2024 U.S. Navy Blue Angels Flight Demonstration Squadron.

Lt. Cmdr. Jack Keilty from Oklahoma City was selected as an F/A-18E/F Super Hornet pilot and is currently assigned to Strike Fighter Squadron 211 (VFA-211).

Keilty graduated from Virginia Military Institute in 2010.



Jack, "Irish", Kelly, and Kim Keilty

Next Generation, Family Member Joins TACAMO



Charlotte Cerutti Scott is with Chloe Scott and Andrew Scott. 17h · 🌐
Andrew finished Primary flight training last week and found out he will be flying the E-6! 🇺🇸 #oklahomabound #likefatherlikeson #scottohana

Like Father, Like Son



Andrew is the son of Captain Adam Scott, Naval Aviator, who served in all three VQ TACAMO squadrons. Captain Scott is now PMA 271, Airborne Strategic Command, Control and Communications Program Manager

navair.navy.mil/organization/PMA-271

Charlotte, Chloe, Andrew and Adam Scott



FUTURE REUNIONS OR DESTINATION GATHERINGS?

VOTE



Strategic Communications Wing 1

MISSION

Receive, verify and retransmit Emergency Action Messages (EAMs) to US strategic forces.

Our Wing consists of three squadrons and a Wing staff that employs over 1,300 active-duty sailors and 100 contractors to provide maintenance, security, operations, administration, training and logistic support for the E-6 Mercury aircraft fleet.

OC-ALC airframe artisans perform depot work on the Navy's E-6 Mercury aircraft, which are based on the Boeing 707 airframe. The Wing also operates alert facilities for E-6B aircraft at Travis AFB, California and Naval Air Station Patuxent River, Maryland.

The two operational squadrons, VQ-3 and VQ-4, prepared to move from their former Atlantic and Pacific bases in 1992-1993 and the Wing was formally established on 29 May 1992. Captain Andy Riddile, first commander ("Commodore") of the Wing, arrived in April 1992.

A separate Fleet Replacement Squadron (FRS), VQ-7, was later established at Tinker AFB with EC-18 and TC-18 aircraft.

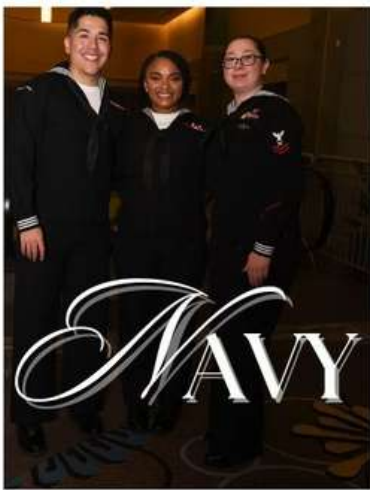


Tinker Air Force Base, Okla. (Oct. 19, 2023) Hospital Corpsman 3rd Class Samantha Corerra, assigned to 72nd Medical Clinic, administers the seasonal influenza vaccine to Yeoman 2nd Class Anne-Marie Rogers during a SHOTEX for Commander Strategic Communications Wing One Sailors. (U.S. Navy photo by Mass Communication Specialist 1st Class Jamica Johnson/HIPAA Complete)

Honoring the achievements and contributions of Hispanic Americans

Commander Strategic Communications Wing One's (SCW) administration department takes a moment to honor the achievements and contributions of Hispanic Americans with a special observance on Oct.13, 2023. SCW1 is a tenant command of Naval Air Forces Command, made up of three squadrons and a wing staff, providing maintenance, security, operations, administration, training, and logistic support for the E-6B Mercury aircraft fleet. (U.S. Navy photo by Mass Communication Specialist 1st Class Jamica Johnson)





TACAMO Active Duty Squadron Halloween Family Party

On Saturday, 28 October VQ-3 hosted a Halloween party for all the squadrons families. George "Mungo" Davis of Santiago-Davis McDonald's LLC donated 400 pumpkin buckets and cookies for those attending.





DANA Armstrong
FRANK Baker
SAM Bass
J C Benett
GEORGE W. Bennett
ROBERT E. Brooks
RICHARD L. Burke
P P Butler
RALPH J. Carlson
RONALD F. Carlson
Joe Caruso
AL Cesarz
Capt. Clements
F. D Cobb
JOSEPH F. Doherty
John R Doremus
JAMES L. Downs
EDWARD I. Dufresche
IVAN DUNN
ROBERT E. Durrick
AL DUVA
B. ALLYN Eaves
RICHARD A. Elin
WILLIAM R. Fromme
George H Fuller
Claude A Gay
E. L. Golash
WALLACE Goss
ROGER Granere
B. F. Grider
Marshall Grose
PAUL A. Hargrave
W. S. Harsanyi
Mark Hechter
LOREN Hodel
Robert M Hoppe
J R Hopper
Ronald M Kacorwski
D A King
Forrest R Koenev
Rex E Lang
ARTHUR R. Lee
JOE LEMING
MICHAEL F. Lloyd
Robert R Lombardi
Howard Lowrey
H. A. Mc Lellan
ALEX Mc Lellan
Carle B McCormick
A H Merritt
Edward A Muller
Timothy M Murphy
Herbert E Newton
J. A. O'BRIEN
Bob Parten
Harold "Pip" Pippins
Walter E Pope
JAY L. PRESS
EDGAR H. Preston
R. GREGORY Quirk
JACK Reese
John M Reese
Joseph D Robbins
Richard N Rose
Thomas J Sapien
James Scheidel
George Schug
WOODROW W. Shelton
T E Smith
R. C Somerville
GARY B. Spence
NORMAN G. Stanley
JOHN D. Thomas
LYLE A. Tracy
TY Tyler
Albert Vicari
RICHARD R. Ward
G B Watkins
HAROLD L. Willard
G B Winstead
James G. Ziegler



C. G. ALBERTSON JR
C.E ALDRICH
C.D ALVAREZ
D.C. ARDEN
W.J. AVERY
L.M BAGGETT
J.J. BAHM
H.F. BAKER
T.A BAKEWELL
C.R BANHAM
W.C. BARR
S. BATTAGLIA
R.O BEBEE
R.J BEMBENEK
E.W. BERKEBILE
T.D. BIGLER
W.D. BILLINGS
R.L BITNER
J.T BOINK
BOBBY BOLES
J.F. BOYD
S.A BRINK
C.A BROCK
R.D. BROOKS
R.L. BROWN
J.J. BUCHANAN
BILL BURKHART
C.R BYRD
M.F CALLANTA
J.F. CAMPBELL
M. CAPANO
N.A CARBERRY
R.W CARNEY
J.E CARROLL
T.C CARROLL
J.J. CARUSO
C.E CHAMBERS JR
R.L. CHESNUT
J.F. CHIVARINI
J.M. CHRISTENSEN
J.S CLARK
D.M CLEVELAND
S.E. COBB
P.C COLBY
G.E. COMMONS
T.J COSTELLO
E.M. COVENEY
C.T CRABTREE
D.W. CREAGER
G.D CRIDER
H. CROFOOT
N.D CROUCH
N.V CUSTODIO
W.N. DALE
N.M DANIELS
J.B. DAVIS
James Dawkins
B.G DELROSARIO
J.V. DENTON
C.A DOWLING
C.G. DUKES
P.D DUNSTAN
W.D. DUSING
J.W. EHLERS
J.R ELLIOTT
A.R EMELIO
R.B ESTABROOK
K.R EVILSIZOR
R.D. EWBANK
P.C EWING
W.L. FAWCETT
R.T FERNANDEZ
J.A. FERRELL
A.J FERZOLA
J.C. FIEGLE
RICK FILZ
W.J. FLIEHR
S.J FOGLIO
F.T. FORREST
T.G. FORREST
J.J. GALLAGHER
J.T GALLMAN
C.F GENTRY
J.D GEORGE
D.E GOOSTREE
W.A. GOTHAM

G.L GRAEFF
W.F. GRIFFIS
J.C. GROSSGLASS
C.A HALEY
R. HALVORSON
C.R HANEY
T. HANRAHAN
R.J HAPEMAN
F.D HARLESS
T.F HENRY
L.A. HEROLD
E.L HILL
K.G HILL
R.L. HILL
T.L HOGAN
BRUCE HOLDEN
B.R HOLT
J.T. HOPKINS III
D.R. HUBER
D.G HUNTZINGER
A.L JEAN
L.D JENKINS
S. JOHNSON
R.E JOHNSTON
E.K JONES
N. KELLIS
D. KENNEDY
R.C KENNEDY
N.R. KERWIN JR
E.J KILSDONK
T.R KIRKGY
T.K KLOSTERMAN
J.E KOCH
P.G. KOCH
J.S. KRANAK
G.E. KRINER
B.R. KRUER
R.N. KUHN
JOHN A KUNKLE
B.J KVEDERIS
M.G LANDRETH
D.R LANIER
R. LANNI
D.W LAUGHTON
G.R LEDBETTER
J.W. LILES
D.A LINDEMAN
F.A LLOYD
C.L LOGAN
J.T LOGSDON
R.L. LORENTSON
E.S. LOUDERMILK
S.D LOVELADY
W.T LOVIN
L. LUBO JR
C.W LUTZ
F.O LYNN
S.R MACKERETH
R.E MACKIE
J.T. MAGURN
T.A MANN
W.H MARCOTTE
L.O MARTZ
D.E. MATHIS
C. MAYBERRY
MIKE MCCAULEY
F.G MCGANN
R.E MCINTOSH
D.W. MCTIGHE
C.W MERZ
R.B MILANO
W.F. MILLER
W.W. MILLER
J.E. MILLER JR
R.E MITCHELL
J.G MONIGOLD
P A MOORE
J.A. MORA
E.E MORROW
W.F. MURPHY
R.A MYRE
K.N. NAGEL
R.B NORTON
P.J O'TOOLE
D.C. OBERG
W.A. OCHSENHIRT

Plankowmers



CDR Chris Frasse CO
CDR Bill Sanders XO
ADCS Blaine Samuel CSC
LCDR P. Ray
LCDR N Kaiser
LCDR J. Lunsford
LT B Mason
LT M. Johnson
LT J. Langley
LT R. Strahm
LT G. Hooyman
LT S. Gengras
LT J. Degarmo
LT J. Banitt
LT S. Krazovic
AESC M. Black
ATC R. Greene
ITC J. Burg
ITC L. Maida
AMSC R. Chiasson
AMHC J. Atenburg
ITC K. McNiff
ADC J. Boggs
AE1 D Owens
ADI D. Stratton
AMSI C. Vargo
AME1 G Bishop
AMSI P. Kievit
AZ1 A Olmstead
AMH1 F Walsh
IT1 M. Young
AT1 J. Ellertson
AE2 J. Hedgecock
YN2 J. Leonard
AT2 D Colline
AZ3 O. Molina
AZ3 D. Oneal
AZ3 V. Farrow
AZAN T. McMicken
SA R. Flores
SA R. Noe
YNSR J. Jefferson
YNSR T. Vaughn

CDR Pennel
CDR Zimmerman
LCDR Fleenor
LCDR Boston
LCDR Fahrenkamp
LT Campbell
LT Garman
LT Herber
LT Hosman
LT Rockefeller
LT Terry
LT Tewell
AWVCS Lyons
AWFC Barrow
AWVC Coley
AWVC Hood
AWFC Huffman
AWVC Ilang
ATI Staff
AWV1 Smith
AWV1 Stanik
YN1 Meredith
YN1 Thrasher
AWV2 Strickland
AWV2 Franklin



Evolution of TACAMO

by Vern Lochausen USN



Hercs to Mercs. First arriving in 1989, the E-6 quickly changed the game for VQ-3. For the EC-130Q Hercules operations which covered most of the Cold War era until 1991, a crew flying across the Atlantic or Pacific had to carefully plan their fuel load and route of flight to ensure they could reach their destination while still completing the orbit maneuver. Each mission was made more challenging by the Herc's service ceiling being no higher than most of the severe weather enroute, turbulence, icing, and strong winds as well as its range being limited to about 2,700 nautical miles. Too much icing, too much headwind, or too much maneuvering around thunderstorms, put the ability to orbit and the destination at risk because of the limited fuel reserves. Further complications resulted from the then lack of long range navigation systems and mission systems as well as long range safety of flight communications. The challenges then were weather, fuel, navigation and communications. Further, while pressurized, the Herc had hot spots and cold spots and plenty of vibrations and noise levels that meant ICS was about the only way to communicate. After a 10.5 hour mission, anyone doing a lot of training with other crewmembers were likely hoarse. The E-6 changed all of that. It brought the ability to fly from Hawaii to the West Coast and back again on a tank of fuel. It was also air refuelable. It flew above the bad weather and brought navigation and communications systems that ensured a crew knew their position with confidence always and were in continuous touch with Air Traffic Control. Crew comforts included a full galley, 8 isolated crew rest bunks, sound proofing at airline standards, and an airline head. The Merc re-opened the entire Pacific for basing, able to reach the Far East and US West Coast from Hawaii. The TACAMO IV mission avionics suite, with all the TIP features and some additional capabilities were transplanted into the E-6A. Pilots learned how to fly formation in heavy jets in order to complete aerial refueling. They also proved that the big jet could orbit and get the VLF range that was required. Taking off with less than full power on all engines and not the same power setting for all engines was something unheard of in the Herc. So much thrust combined with a long swept wing made this a Merc reality. The Merc carried more fuel than a fully loaded Herc weighed! Navigators learned how to run air intercepts with the USAF tankers and Flight Engineers got increased responsibility for power settings and the entire flight deck crew was more knowledgeable and better coordinated in flying the big jet. The Merc's impact for VQ-4 was just as powerful, opening bases and eliminating the same previous fuel, altitude, navigation, and weather limitations. North Atlantic weather, the bane of the Herc at times, was mastered by the Merc. You just flew OVER it. The Merc also brought a new challenge - relocation of the squadrons.

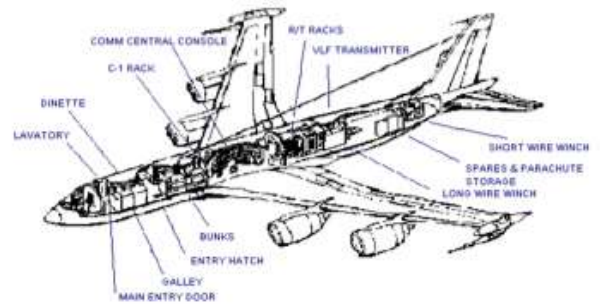
Cold War End Changes the Game. Just as the Merc enabled longer missions and safer more comfortable long flights, the end of the Cold War brought an end to Continuous Airborne Operations. TACAMO leaders inside the Pentagon were asked to restructure the community in the face of this new operational posture. The answers came by ending the use of many Air Force airborne relay aircraft and replacing them with one E-6 flying in mid-CONUS. Basing on the coasts made little sense anymore. Politics in Washington led to purchase of land and building of all new facilities for TACAMO in Oklahoma. The TACAMO Air Wing was born in 1992 in a nest well prepared for it. Coastal dets remained for alerts but everything else - training, comm centers, personnel support, maintenance, families- all moved to Oklahoma by 1994. TACAMO women by this time had served on aircraft carriers and afloat staffs and built their career experiences, enabling selection of women to command TACAMO squadrons. No longer reporting to Pacific and Atlantic unified commanders, TACAMO reported to the new joint Strategic Command headquartered at Offutt AFB near Omaha, Nebraska. As the Wing stood up the same TACAMO leaders in the Pentagon suggested one more notch up in the roles of TACAMO - the retirement of the Strategic Command (formerly Strategic Air Command) Airborne Command Post and moving the mission to the E-6. In 1998, with the cross decking of some of the Battle Staff Team compartment to the E-6A and a TACAMO-led reorganization of the role assignments, the E-6B assumed that mission and another line of alert at Offutt AFB. The comfortable crew



Continued on page 15

Evolution of TACAMO *Continued from page 14*

rest provisions set up in E-6A were replaced by consoles from the EC-135 Looking Glass, including ones dedicated to control of ICBMs. With a general or admiral flying on the ABNCP, TACAMO's roles can include force direction and management in addition to relay. The TACAMO IV VLF system was updated by a modular, solid state system and a camera to monitor the wire retraction aft of the tail. A long 'canoe' radome was added to the top of fuselage to accommodate the MILSTAR EHF satellite system. The E-6A's were then called 'slick backs' while the Bs were called 'hump backs'. Squadrons provided the ABNCP asset on a rotational basis while maintaining their traditional TACAMO coastal missions. New deployment schemes were devised and TACAMO Sailors gained a new place of duty at either the TACAMO alert det Offutt or at Strategic Command itself. In addition, CNO visited the Wing and later designated Oklahoma City as a 'homeport' for Sailors, allowing credit for sea/shore rotation among TACAMO and related units there. As the ABNCP mission proceeded, airborne internet access via commercial satellite systems was added in 2004 along with a full 'glass cockpit.' The navigator's role changed in this period to more of what the original radioman Warrant Officers had in the 60s. No longer on the flight deck, the Naval Flight Officer serves as Communications Watch Officer and this role is also now being filled by radioman-sourced Warrant Officers. The Navy responded to budget pressures by decreasing the number of ratings. The Radioman rating was merged with Internal Communications. Then the former AT, AE, AMH, AMS and other aircrew ratings were all combined in the AW rating. Training tracks have all been revised to reflect a more general rating skill set. Morse code training has become a community-unique skill that is being trained inside the community. TACAMO leadership found a way to further apply some of the E-6B capability by serving in the later Iraqi Freedom era, providing an airborne comms relay support for ground forces. The Strategic Command leadership found the E-6B without the kind of robust connections and flexibility that the new era of Internet communications demanded. The E-6B Block I program was fielded in 2011, providing additional bandwidth and computer-driven connection and onboard servers. The systems include the ability to conduct a secure video teleconference and receive satellite television for worldwide situational awareness for the Battle Staff Team. The Block I Initial Operational Capability comes up in 2014 and the system is evolving still. New bandwidth sources and ways of moving messages, voice, data, and even video are coming. With the Mercs now over 20 years old, studies are underway to see what that means to the future. Engagement has begun with the other strategic communications aircraft - the E-4B National Airborne Operations Center (NAOC) formerly NEACP community. Both jets are on alert together at Offutt and joint development of some common systems is currently being explored. The E-4 carries a version of the TACAMO IV VLF/LF comm transmit system.



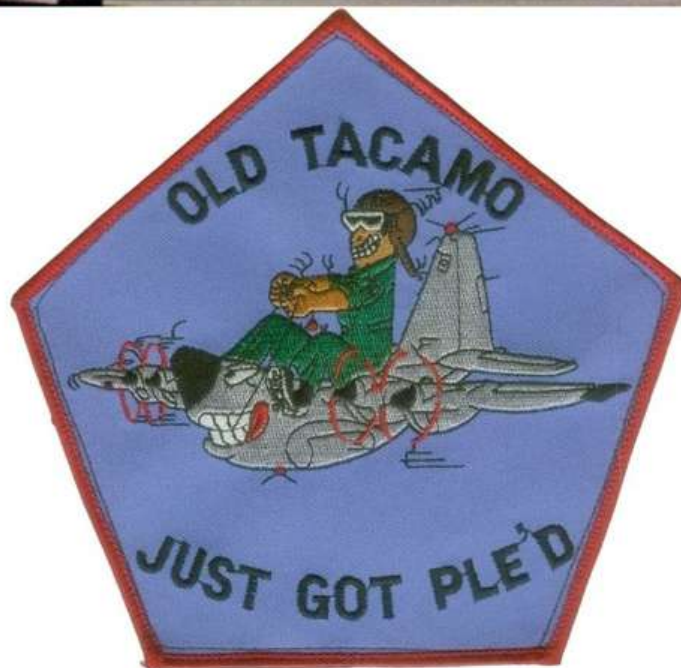
Don't Try This In Your Merc! As we look over how TACAMO has changed over the decades, here are some interesting differences. In the early days with roll on/roll off comm vans, the Hercs carried all cargo at times. More than one small car and several small boats have been moved on a TACAMO Herc. Even after TACAMO III came along untold furniture, grandfather clocks, papa-san chairs, fresh fruits and flowers, English butter and adult beverages from all over the world were hauled. Crews spent weeks on the road, with short alert periods spread out during a trip, so they made 4 or 5 good 'shopping' and liberty stops. One TACAMO Herc in the late 80's made a trip to NAS Whiting Field where pilots are trained in an effort to help recruit the best for TACAMO. At 6,000 feet long, Whiting is a place, like many other bases, that the E-6 just cannot go. As an airliner-derivative, the E-6 has a pressurized 'lower lobe' compartment underneath the main deck. Here reside a good bit of avionics and storage compartments for luggage, spares, and not much else. Crews still find a way to carry home the goodies they find on deployment. Merc crews don't see many deployment stops and they spend days on alert. They experience the pressures of Continuous Airborne Operations only rarely in exercise periods. When 9/11 happened, they were airborne in an exercise scenario and they performed in that real attack on America with distinction. Today's TACAMO crew has different pressures and more complex systems to work with, in addition to having joint crews when flying the ABNCP mission. The number of subsystems, not to mention computer servers and crypto devices, are extensive compared to the Herc. All of that makes a restart after a power interruption anything but a picnic. TACAMO Sailors are therefore still inventing ways to more effectively operate the systems they are given and working with developers to make them even better. This hasn't changed from the beginning. TACAMO - Can Do!

What does a Hawaiian Gecko and the first Merc have in Common?



John Paul Pappendick

Sorry bout that Uncle sam! Did'nt mean to break your plane!



Comments to the post:

Jay Bednarek: So... did the missing section ever get recovered?

Kenny Ray Hicks: It did, twice.

Tracy Methena: Hahaha. I remember the rudder kick test. I was on one of those flights

John Edmondson: Slow down.

William F. Crouch: The Gecko !

Tom Coleridge: Before GEICO too.

Perry Pena: Wasn't Gary Breeden the Engineer on that flight?

John Paul Pappendick: yup

Terry Frank: Not just once but twice!

Trent Kerbs: Reel op made chili outta it

Bubba Russell: But it wasnt speed!

Ken Underwood: I remember those days!

ohn Francis: All that, and still brought everyone home...

David Schroeder: Nothing 1,000 tape and a couple

Budweiser cans cannot fix.

Scott Rhodes: Trying to fit into The hangar at Pax! Lol

Zachery Davis: OH GAWD

Doug Scott: Many moons ago! I seem to remember that Boeing had to pull a tail out of the boneyard to replace it so they wouldn't impact production.

MaximusRoco Gunnerstink: She go Left, she go right, she go uppardownna, she still goodtogo.....make more bug juice and carry on...

Mike McCauley: Nickname..... The Gecko

Darren Freeman: Still flew like a champ!!

Pat Brand: I heard a tape of the chase plane pilot on the second test, he lost his mind when the tail exploded.

Mike Krause Sr.: I was at the Barbers PT Coast Guard Club in summer of '90 (was in reserve P-3 squadron) and ran into Roy Spainhower. He was on that flight I think.

John Paul Pappendick: Mike Krause Sr. he was!
Becky Yearout-Tinoco: I remember when this happened.

Jeff Richter: Spanky being Spanky...)

Mark Sterling: Oops

E-6 Mercury Rollout!

- Vern Lochausen: First crews to fly the E-6B in the Glass mission: looking to interview you about what it was like to start that, 25 years ago.
- John Risko: I was the VQ-3 ACO Evaluator when we made the transition to the B model. Training in Waco on the new Comms suite. Addition of Satcom to the jet. Battle staff crew embarking for the first few missions (they loved the quieter CFM-56s)
- Gary Foster: The training cycle was intense. 0500 p/f, fly to Offutt and post flight. Then p/f, take on the Battlestaff, fly 6 hr training mission. Land at Offutt. Postflight, then p/f. Launch back to Tinker. Post flight and release. Anywhere from 13-16 hr days and sometimes longer. TACAMO Sailors made it happen. Honored to have flown with you all.
- Michael A Dudzinski: I was the Director of Test Operations for the E-6B and on the Flight Test Team with Naval Strike Aircraft Test Squadron (now VX-23) out of Pax during testing and delivery.



- Had left the Class Desk job the year before. Any technical issues blame Rich Wooldridge. He was Class Desk then!!
- Steve Freitag: When the Battle Staff figured out what crew chow meant.
- Andrew White: yeah dude. I recall on one of the first Dets to Offutt, the Flag Aid approaching me saying the General would take his dinner now..."OK, what did you bring him?"
- TJ Caldwell: I was on the first crew to stay in the alert facility at Offutt
- Jon S Morrison: I picked up 409 from Boeing.... haha 91... not a B though... One of the first crew in the P A Moore memorial hooch.... 2 crews sleeping in a single wide in the parking lot...
- Chris R. Cook: The Battle Staff complaining about our tshirts.
- Andrew White: I was just hoping we'd be able to wear ascots
- Ronald N Umai Fox: curiosity kills the cat. What was wrong with ur tshirts? R
- Chris R. Cook: They weren't all the same. The USAF is particularly picky about everyone looking the same. We just wore whatever shirt we happened to grab that day. The first few weeks with the battle staff, apparently they'd had enough of us rebels and made a call to the Commodore.
- Ronald N Umai Fox: Interesting. I guess I should have known. I flew with USCINCEUR ABNCP on Battle Staff and the Battle Staff was joint Army, USAF, Navy, and Marines. The communication crew was all USAF. I actually enjoyed the USAF Com Crew and I spent a lot of time with them operating their equipment. The couldn't believe that a Navy guy could operate voice circuits and data circuits
- as well as their switchboard. I had a good time with USAF. A USAF Major ask me if there was anything I can't do. My response was "probable not" R USN Ret.
- Mike Capps: Reels figuring out the difference between De-Nesting on the B compared to the A was a struggle for a bit.



- Pete Corp: Jesus... it was THAT long ago???
- Patrick Dale McCool: It was fast and furious, many of us had to fly both a and the b for a while
- Pete Corp: I have stories... they probably wouldn't be appropriate in any public forum... but remember when we had to have the guy from Waco come up and re-do all the cannon plugs in comm central of a few aircraft because (and he did in fact blame his wife) they pushed the shielding all the way through to the backs of the pins and so the entire system has untold amount of shorts in it? Oh... and the sheets of paint that came off with every wash...
- Charlie Martens: I remember the sheets of paint that came off on the ferry flight back from Waco.. not even washed yet, and having to jump through massive hoops to fix that problem before the wing directed MCI on that bird.



Posted by Bernd Lubosch

- Pam Vaughn Valdez: A great day
- Michael Threet: Zero dark thirty preflight a for all day flights and then return home to Tinker. Air Force Battlestaff not happy to be training with us Navy guys!
- Michael Threet: Just remember the zero dark thirty preflight a for an all day evolution to start again the next day. The Air Force battlestaff hated us Navy guys flying with them and the mission.
- Patrick Dale McCool: Big shout out to @nicholas Harris for mentoring me on the B platform Big shout out to Larry Kutnock who always helped me out as well, there were a ton of people who were helpful and I'm grateful
- Mike Krause Sr.: The seats look better. (Photo on right)
- David DeMoor: looks like General Ensley (to the right).
- Pete Schlumbrecht: I still have mine too!!
- Bernd Lubosch: Was part of the Operational Test and Evaluation team (1985-1990) under the leadership of Cmdr Pete Schlumbrecht (VX-1)
- Greg Hincke: Oh yeah. I remember that day well! We were still trying to complete all ground testing and they put everything together (some equipment not operational yet) for the ceremony. I think we continued ground testing for a few more weeks before we actually did the FCF (Bart Meltzer and I were the FEs) and started flight testing.



E-6 Mercury Rollout!

Wanted
Historic Merc Stories
for sharing



Share your memories
Post here or email them to
tacamocommunity@gmail.com



Comments on Merc post:

Fred Lyda: They smelled like a new car when we first got them

Mark Shoe: Best one I have is an airframer getting his fingers caught in the leading edge flaps but I don't remember who it was

David Uresti: 409 was haunted and had my own experience when I was the brake person while the line shack was moving her out of the hanger bay. I was working mid check. This was before the glass cockpit was installed.

Bob Wicker: Did a week-long trip Down Under on a Merc (Brisbane) with Skipper Sue Davies and crew. If I remember, it was in '97. Her parents lived there and couldn't have been more hospitable to all of us.

Pete Corp: Trip to Anchorage (actually whole TACAMO deployment) with crew six (?), Skipper Gallamore, and Capt Keilty... retrieving wings from the insoles of boots through plenty of alcohol and baby formula, commodore was the defense lawyer, skipper was the judge wrapped in the curtains as his robes, swearing on the phone book, bathtubs full of beer bought at the Airforce Inn perpetual caselot sale in the lobby, ABC, sitting on the inside seat of the front bench of the 15 passenger van at 3am headed out to the club, both skipper and commodore sitting towards the door, I had to vomit before the door even closed... propelled my body across the laps of both of them and blew chunks out the door... also... sitting in the jump seat behind skipper as he is piloting through touch and goes at Travis through thunderheads... I fall asleep sitting there and my head falls forward in my own touch and go maneuver, hitting him in the back of his head as he is yanking the stick through turbulence... that was an incredible trip.

Moving an aircraft out to spot on a ramp full of ice. Set brakes, place chocks, remove towbar, release brakes. Close all the hatches and start walking away as the aircraft slowly begins to roll in the chocks back towards the grass behind it... run like hell to get the lower lobe side hatch open as it's dragging me to scramble up to the cockpit and reset the brakes...

VanHunnik E-Paul: I forgot that the E-6 has its own rules from the rest of the Navy. I was working at Offutt and was working the line when NAMP inspectors came by. A mock alert happened and I sent the plane off. I found out I got a big fat FAIL because I didn't remove the nose pin and show it to the pilot. I couldn't believe it. The FE would always grab it. I was ticked!

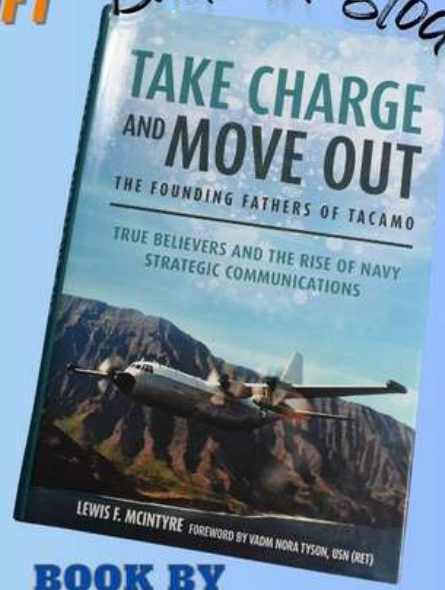
Photo on Right
by James Youngblood on
June 6, 2013
VQ-3 PAC CREW 8 - The
best crew I have probably
ever flown with.
LCDR Johnson - AC/MC
LT Harris - AC
LTJG Cannell - 2P
LT Howard - CSO
LTJG Brown - ACO
AWF2 Faucz - FE
AWF2 Johnson - 2E
AWV1 James Youngblood
- ACS
AWV2 Dan Short - ACOM
AWV2 Brent Michael
Rosenquist - ACOM
AWV1 David Schuerch -
IFT
AWV2 Michael Robertson
- 2FT
AWF3 Joshua Daniel
Slaughter - RO



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24 NOV for
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TACAMO



TACAMO

TACAMO Reunions Industry Partners

2013

Southside Seattle with **Boeing** employees who built the Mercs
Sponsor: Boeing

2014

Marietta, GA with **Lockheed** to celebrate 50th anniversary since the delivery of first Hercs
Sponsor: Lockheed

2015

Tucson, AZ with **Boneyard Safari** to visit the TACAMO Hercs and collect TACAMO Herc artifacts
Sponsor: Boneyard Safari

2017

OKC with active duty Sponsor: Boeing, Collins Aerospace LongWave, OKC Navy League Council, Midwest City Chamber of Commerce and Marcum's Nursery and Tree Farm

2022

Patuxent River, MD TACAMO Gallery Grand Opening
Sponsor: Lockheed & Collins Aerospace

2023

OKC with active Duty Sponsor: Lockheed & Collins Aerospace, Northrop, Navy League OKC Council, LongWave & V2X

2025

Marietta, GA
Sponsor: Lockheed

2027

Oahu, Hawaii
TACAMOPAC Crew 4
50th Year Remembrance



TCVA welcomes our Industry Partners to sponsor and host TACAMO Reunions

2023 TACAMO Reunion Industry Partners

Thank you so much for your generous support! It's donors like you that make our work possible. By sponsoring the TACAMO Association Reunion, you helped to ensure free meals for everyone at the EXPO, lower registration fees and provide free-to-attend events like the Active Duty & Veteran Talk Story, Non-Active Duty & Veterans Rock Painting for the OKC Veterans Hospital, and the TACAMO Hall of Fame Induction.

You also made a major contribution to the association's progress toward uniting with the TACAMO Active Duty. We're excited that you've chosen to help us along our journey and hope for a long and fruitful relationship.

Thanks again!



Collins Aerospace



NORTHROP GRUMMAN



LONG WAVE V2X

Thank you so much for your generous support!



To those who sponsored seats for Active Duty TACAMO Sailors

VCL Flying Horse Farm
(Vern & Colleen Lochausen)
Santiago-Davis McDonalds
(George & Romona Davis)
John "Irish" Keilty
Ed & Sherry Hampshire
Roz Lindeman
Bob Wicker
Chris Sachs

Dan Shore "TACAMO Chiefs Mess"
CAPT & Mrs. Kermit Ayres, USN (Ret)
Collins Aerospace
Lockheed
Northrop Grumman
Long Wave
Oklahoma City Council Navy League
V2X

Reunion Cost



Attending a reunion sure is expensive! Attendees have costs for transportation, hotel, meals, and why are those registration fees so high?

Well, grab a chair and your favorite beverage and we will tell you. Those registration fees cover planning and execution costs that are not apparent to the casual observer. The recent Oklahoma City (OKC) reunion is an excellent example.

First, there were planning costs. Those costs included the planners traveling to OKC for a site visit and hotel selection. The costs included were hotel, car rental, gas, and meals. There was a second OKC site visit in June to work out the details with the Reed Center, and trips to Maryland and Virginia to retrieve the reunion boxes, then back to OKC to drop off the reunion boxes. Again, there were hotels, car rental, gas, and meal expenses. Finally, in August, the planners flew to OKC to finish getting everything ready for the BoD to help with set-up. The planners spent the week prior to the reunion running around, gathering local items, printing, and folding programs. Once again, there were hotel, car rental, gas, and meal expenses.

The upfront planning and preparation costs were \$8,500.00, but the attendees did not see that in their registration fees. Where did that money come from? A generous, anonymous, benefactor covered those costs. Otherwise, the registration fee would have been much higher.

Second, there are the execution costs. The unseen costs for the OKC reunion included renting the Reed Center for the entire reunion, including pre-reunion set up and post-reunion break down. Other costs included purchasing badges and lanyards, insurance, printing supplies, display boards, gifts, and awards. TCVA also had expenses to cover active-duty attendance and bartenders for the EXPO and the banquet. Lowering our unseen expenses, TCVA, working with the Wing and volunteers, avoided renting audio/visual equipment and a large bill of \$4,200.00.

The bottom line to this tale is TCVA's planning, purchasing, and execution costs total \$8,400. With an estimated attendance of 100 people, that should equal an \$84.00 registration fee per attendee. But the registration fee for the OKC reunion was only \$30.00, or \$40.00 if you paid at the door. Where did the extra \$54.00 come from? You can thank TCVA's corporate sponsors for making our reunions more affordable. Those sponsors include Collins Aerospace, Lockheed, Northrop Grumman, the Oklahoma City Council, V2X, and Long Wave. Their generous donations greatly reduced the cost to attend the reunion.

2023 TACAMO Reunion Budget		Reunion Funds -\$1686		
		Cost for event	Income	Expenses
Gifts totes	250 Attendees	\$1.81		\$452
Friday Expo for 250 attendees: Room Rental, Lunch, Bartender, Posters, Paypal & Wix Fees		Free		\$4389
Saturday Non-Veteran Event		Free		
Saturday Veteran Event		Free		
Saturday TACAMO Hall of Fame Induction		Free		
Sailor meal refund				\$55
Donations to Scholarship Funds				\$880
Printing of brochures, flyers, HOF displays, bags, boxes, planes, table clothes, rock painting supplies, recording mics, gas, poster printing				\$1197
Gifts: Collins Aerospace, Grey Eagle, Retiring President				\$805
Reunion Insurance				\$176
"One Together" Shirts				\$1905
Reunion Planner 2023 reunion prep-work accommodations & transportation				\$1376
2025 Reunion start-up funds: deposits for hotel & event space				\$2000
Sponsors/Donors	Banquet: 88 Sponsored seats		\$12791	\$4840
Registration Payments	73 paid	\$30.00	\$2190	
Saturday Banquet for 250 attendees: Room Rental, Meal, Dessert, Bartender, Planes, Paypal & Wix Fees	85 paid	\$55.00	\$4675	\$7066
Sailors meals Paid for	68	\$55.00	\$3800	
Reunion Funds		-\$1686	\$23456	\$25142
			Income	Expenses

Yes, reunions cost money! They cost to attend, and they cost to put on. Hopefully, losing money on the OKC reunion was an anomaly. We did not get the desired attendance and TCVA went in the hole. We hope to see everyone at 2025 in Marietta, GA and the Hawaii 2027 reunions.

2023 TACAMO Reunion Photos



Vern Lochausen's Recognition after 12 years as TCVA President

Below: Phyllis & Bill (2015 TACAMO Hall of Fame Inductee) Coyne gifted an Excellence in Technology & Arts scholarship in Vern and Colleen Lochausen's name. Bill recognized Vern's long history in TACAMO, just short of 50 years and his dedication to moving TCVA forward. This scholarship is to be funded by TACAMO Association Members.



Right: Mike Vos presented Vern Lochausen, departing TACAMO Association president, with Vern's lone sailor statue mounted to wood with Challenge coin holder and a gift card to Colleen for purchasing a red maple tree. Below is the lone sailor that sat on the fallen table for 12 years at all TACAMO Reunions. Mike Vos mounted the lone sailor and a challenge coin holder to Hawaiian monkeypod wood.



James Youngblood, (active duty, AWCS(V)) presents Vern with challenge coins from all the squadrons Chief's messes.



Left: Mike and Cathy Neri present Vern with the new "One Together" logo



Above: Mike Kloiber, Navy League OKC Council President, presented Vern with a pen made from a wood plank of the USS Oklahoma City (CL-91/CLG-5/CG-5),

Thank You ROTC Del City High School Cadets

**THANK
YOU!**



TACAMO Association extends a special thanks to the Navy Junior ROTC Del City High School Cadets and Captain John "Irish" Keilty USNavy (Ret), Eagel Navy JROTC Instructor for all their help at the 2023 TACAMO Reunion Photos taken at the OKC Navy Ball



Awards Presented at TACAMO Reunion

First TACAMO Grey Eagle Recognition by Vern Lochausen

At the 2023 TACAMO Reunion Banquet Vern Lochausen presented the first TACAMO Grey Eagle Award. The following was Vern's speech from that night.

There is a special veteran in our midst tonight. I only recently learned his fully history, something the TACAMO Historian and TCVA President (for a few more minutes anyway) SHOULD learn.

Many of you have met him over these past 3 days. So let's see if you can figure out who I am talking about.

- He has time as an instructor in T-28s at NAS Whiting Field
- He has time behind the yoke of one of the four original Hercs
- He owns and still rides a motorcycle
- He has flown single engine smaller aircraft and owns one NO...it's not Ed Hampshire and it's not Mike Clemens
- He flew as a Naval Reservist 'weekend warrior'
- He is a squadron plankowner
- He has time behind the yoke of a radial engine Douglas DC-6, Navy C-118 and Navy P-2V NEPTUNES
- He flew for Trans World Airlines.....BOEING 707s
- He was in TACAMO before any of us here tonight
- Last clue.....he is older than even ME!

TCVA is privileged and honored to finally recognize our first TACAMO Grey Eagle. Ralph Carlson.....TACAMO.....TWA.....Piper Cub Pilot...please come forward.



Ralph Carlson – TACAMO Grey Eagle

Before TACAMO

- Flew P-2V NEPTUNES with VP-2 at Whidbey Island
- T-28 Aero/Instruments Instructor Pilot at Whiting Field (Still owns a house there)
- Assigned to VR-21 at Barbers and flew C-118s before Hercs arrived -1964

TACAMO

- Sent to El Toro to learn to fly Hercs, the MARINE Way
- Part of Ron Carlson's first crew to land at Addison Field in Dallas
- Hot day, asphalt soft, load bearing not adequate for Hercs, so repositioned to Love Field
- Observed then flew TACAMO II roll on/roll of installed at Love by Collins Radio
- Marines present to guard TACAMO installations
- Flew 806 (TACAMO prototype) later as a PT bird
- Moved with VR-21 TACAMO Det Barbers to VW-1 TACAMO Det NAS Agana Guam in 1966
- Plankowner of VQ-3

After TACAMO

- Affiliated with Naval Reserves at NAS Millington
- Flew C-118s
- Joined TWA at Kansas City, flying 707s, Nav/FE/finally 100 hours as Captain
- Flew his Piper Cub from hometown to Memphis, then loaded his Reservists, flew C-118 to Richards-Gebaur for monthly drill weekends duty
- Went into aviation insurance business, handling cases over \$100K
- Former chairman of board of local hospital
- Designed youth home in his community, currently chairman of youth home board of directors
- Plays guitar and keyboards
- Published a story about his flying career
- 88 years old, still flying and still riding his motorcycle

Boeing E-6 Engineer and TACAMO Hall of Famer Gerry Greer is married to his niece.

Canary Yellow "Dickie" Ascot



Vern was presented with Bill Coyne's ascot (Being donated to the display in the Pax Museum).

Taken from Vern Lochausen's part of Lew McIntyre's book, "Take Charge And Move Out. Page 54.

One thing Bill Coyne had instituted that did not sit well with the crew, nor long survive his departure, was the requirement for all flight crew to wear a canary yellow "dickie" ascot inside the neck of their green flight suits. On the day of Bill Coyne's departure change of command, I was with my crew in Bermuda, on crew rest and about to assume the alert. TK Klosterman and I swam out to Nonesuch Island and dove down to a wooden shipwreck sitting there in shallow water. Our mission: to deep six the offensive yellow dickies. The new commanding officer made it known they would no longer be required. We tied them to the vertical ribs of the wreck, and, as they waved in the current, you could see the words we had written across them in black Magic Marker: "So long Sweet Ole Bill."

**Industry Recognition of
Collins Aerospace's
60 years of working with TACAMO**
Scott Pingsterhaus, Senior Director for Strategic Solutions based in Richardson, TX accepted the plaque on behalf of all the dedicated Collins Aerospace employees





TACAMO Hall of Fame – 2022 & 2023



John Reid Edmondson JR TACAMO Sailor 2022

Service

- VQ-4 (1993 - 1997)
- SCW-1 (1997 - 2000)
- VQ-4 (2000 - 2003)
- SCW-1 (2003 - 2006)

Key Jobs

- E-6B wiring diagrams
- Lead maintenance representative for FE, IFT, and RO review of E-6A to E-6B modification proposals
- VQ-4 Maintenance Control SCPO
- SCW-1 Staff Maintenance Inspection Team Lead
- CTF-124 Deployed Logistics LCPO/LPO
- Wing representative at PMA conferences involving TACAMO logistics, modifications, and maintenance planning

Peer Recognition

- Frequently sought out by senior leaders for expert input for command-level, leadership decisions
- Quoting Commodore Keilty, "A humble, Real Deal Sailor"

Leadership/Contributions

- Recognized SME on E-6 electrical, reels and powerplant systems, Maintenance Control procedures, and publications
- Developed E-6 on-deck wet compass calibration procedures and standardized in-flight calibration procedures that were adopted as the wing standard and approved by Naval Aviation Depot & CNAF
- Developed "Safe-for-Flight" syllabus that was adopted by the TACAMO community
- Developed SCW-1/CTF-124 Logistic Support Team administrative instruction laying the groundwork for transition to a real-world posture on 9/11 and later deployments OCONUS

Community Service

- Worked extra shifts after the Alfred P. Murrah Federal Building bombing allowing more personnel to support rescue operations
- Worked clean-up after the 1999 tornado; facilitated DFS and FRS move
- Cub Scout Pack leader, Sunday School teacher, cheerleader parent

Terry Frank

TACAMO Sailor/Contract Support 2022

Service

- VQ-3 (1987 - 1990)
- USSTRATCOM (1990 - 1993)
- VQ-4 (1993 - 1996)
- SCW-1 (1996 - 1998)
- JHU/APL (1998 - 2019)

Key Jobs

- VQ-3 Manpower management officer during Herc to Merc transition
- Stood up USSTRATCOM under GEN Butler (STRATCOM Plank Owner)
- Johns Hopkins Applied Physics Lab Senior Analyst

Peer Recognition

- Admiral Shepherd noted his celestial fixes were like pencil points
- No other NFO, not in just the history of TACAMO, but in all Nuclear Command and Control has had a more positive and long-lasting contribution and influence as Terry Frank

Leadership/Contributions

- Airborne Communications Officer – Instructor / Mission Commander / Navigator – Instructor
- 21 years as SCW-1's first Johns Hopkins Applied Physics Lab Analyst
- Set the standard of outstanding support for 18 Commodores
- Briefed countless crews before and after their mission and assessments, ensuring they strived to be the best in the world
- Stellar first-tour junior officer, managed VQ-3 transition manning as it nearly doubled in size during the Merc transition
- For over two decades, every Omaha Trophy, Battle E and other notable achievements have Terry Frank's fingerprints on them
- Mentored and supported numerous Crews of the Quarter, Assessments and Evaluations
- Applied knowledge of re-enlistment and rate requirements to help Sailors to move from Herc to Merc

Community Service

- Elder with Harmony Christian Church
- Many years with the Boys Scouts of America

TACAMO Hall of Fame Nominations tacamo.org/hall-of-fame



Michael Ambrose TACAMO Sailor/Industry Partner 2023

Service

- VQ-4 (85 - 88)
- Naval Air Test Center (NATC) NAS PAX River Force Warfare (88 - 91)
- VQ-4 (91 - 94)
- NAVAIRSYSCOM NLO (94 - 97)
- Rockwell Collins/Collins Aerospace (97 - Present)

Key Jobs

- Inflight Technician (IFT), Training Department IFT Coordinator
- Reel Branch Chief, IFT NATOPS Evaluator
- Navy Liaison Officer (NLO) Shreveport/Waco
- Collins Aerospace Senior Principal Engineer
- Lead Modification Integration Engineer
- E-6B Collins Test Team Lead

Peer Recognition

- Recognized as a TACAMO "Go-to-Guy" by the retired Chief's community
- Recommended by VQ-4 MMCPO for independent duty assignment (NLO) at contractor facilities
- Recognized by Collins leadership as key player for ensuring continued program success

Leadership/Contributions

- 38 combined years of active duty TACAMO service and as industry partner
- EC-130Q and E-6A TACAMO mission systems subject matter expert; 5000+ flight hours EC-130/E-6 combined
- At NATC ensured timely and accurate testing of E-6A mission systems
- Key contributor during the EC-130Q to E-6A transition as IFT and Branch Chief
- As NATOPS Evaluator, provided key leadership and training to implement standardized procedures unique to the E-6A mission systems; vital to ensuring on time E-6A Initial Operating Capability
- As NLO recognized by NAVAIR PMO for resolving E-6 program logistics issues and for keeping production/delivery schedules on track
- Navy technical expertise carried through to an exemplary civilian career; recognized for innovation, problem solving and dedication to the TAMACO program
- Collins principal integration engineer/test team lead for virtually every major E-6 MAS modification from early 2000s till present
- Continues to propel the TACAMO community forward through his vision, system knowledge and professionalism

Donald (Donny) Rachels TACAMO Sailor/Industry Partner 2023

Service

- 43+ Years TACAMO Service
- VQ-4 (80 - 83)
- VQ4 Replacement Training Dept (RTD) (83 - 86)
- VQ-4 (86 - 92)
- Fleet Replacement Squadron (VQ7) (92 - 95)
- VQ-4 (95 - 98)
- MSTT, PMA Support (98 - 00)
- TITAN, CSCWI N6 Support (00 - 05)
- DELEX E-6A Training (05 - 10)
- Rockwell Collins/Collins Aerospace (10 - Present)

Key Jobs

Active Duty

- Naval Aircrewmen - "old school RM"/ACS
- Mission Communications/Tactics Analyst
- RM Course/MAS Course Instructor (RTD/VQ7)
- Training Department/NATOPS Evaluator
- Tactics Dept/OPS Department LCPO

Contractor

- PMA Liaison for CNETT DET Tinker Trainers
- CSCWI TRAT COM Development – SCAMP and Mobile MILSTAR Terminals
- E-6A Air Combat Developmental Training
- Sustainment and Support Systems (SASS) – Collins Lead FSE, CSCWI Tinker AFB

Leadership/Contributions

- As an ACS and Department Leading Chief
- Respected by peers and senior officers; unsurpassed system knowledge and communications expertise as related to the RM rating/ACS responsibilities.
- Recognized as a mentor to junior sailors, aspiring radiomen and junior officers.
- Key contributor in the EC-130 to E-6A transition; Naval Aircrewmen with 10,000+ combined flight hours.
- As SASS Lead Field Service Engineer (FSE)
- Hand picked to lead initial installation/testing and development of standardized operating procedures for this E-6B mission critical facility.
- Created mission systems training materials, reviewed tech manuals and supervised training for cadre of new sailors.
- Coordinated/supervised every major SASS SW update to improve operator proficiency and to ensure compliance with CYBER security requirements.

Mark Herkert TACAMO Sailor/Civilian Support 2023

Service

- VQ-4 (Mid 70s)
- VQ-4 (Early 80s)
- VQ-3 (Mid - Late 80s)
- Strategic Communications Support Unit (Tinker) (Late 80s - Early 90s)
- STRATCOMWING ONE (92 - 96)
- Wing Executive Assistant (96 - 23)

Key Jobs

- Instructor Pilot, QA, NATOPS Model Manager, Assistant Ops Officer, Maintenance Officer
- Handpicked to lead the VQ-3 Fleet Introduction Team during the most difficult days of the EC-130 to E-6A transition
- OIC STRATCOMWING ONE Support Unit, Tinker
- Wing Executive Assistant to the Commodore

Peer Recognition

- Honorary Commodore 2023, proclamation signed by all Commodores from 1996 to present

Leadership/Contributions

- Oversaw all phases of construction at Tinker for new TACAMO hangars, Wing Headquarters building, GNATT & VQ-7 training spaces, IMA facilities, Navy PSD and supply warehouse
- Success of the VQ-3 and VQ-4 homeport changes directly related to Mark's dogged determination and dedication to the TACAMO program
- Established all elements of necessary base support prior to homeport change
- Enabled squadrons/training commands to begin immediate flight operations and support functions – on time as scheduled
- Key factor in the initial standup of the E-6 alert capability at Offutt AFB during the ANBCP transition
- Established contractual requirements to enable 707 aircrew training for E-6 flight crews at Tinker AFB

Community Service

- Boy Scout Leader
- Philmont Scout Ranch Lead Counselor

Peer Recognition

- Former/Current Mission Commanders, Department Heads, COs and Commodores
- Collins Aerospace Leadership
- TACAMO Retired Chief's Mess
- TCVA BOD



TACAMO Hall of Fame Inductees

2012

TACAMOPAC Crew 4
TACAMO Sailor/Posthumous
***AD2 CHRISTY METCALFE**
***AE1 MONTE NICHOLS**
***AE2 DAVID COFER**
***AMH2 ROBERT BOND**
***AN ANDREW BARKER**
***AT2 DANIEL MINER**
***AT2 JAMES FAUL**
***AT3 DENNIS MURA**
***LT JACK STRUNK**
***LTJG ANDREW YAROSCHUCK**
***LTJG DAVID PAIGE**
***LTJG GODFREY LEDOUX**
***LTJG MARK SEARING**
***LTJG RICHARD EASTWOOD**
***RM2 WILLIAM JUERGENS**
***RMC AUBREY RUSSELL**

Andy Riddile
TACAMO Sailor
Bill "Horse" Harsanyi
TACAMO Sailor/Posthumous
Bull Dog Filz
TACAMO Sailor/Posthumous
Dave Buck
TACAMO Sailor/Posthumous
Ed Hampshire
TACAMO Sailor
Frank Baker
TACAMO Industry Partner/Posthumous
Gareth Reitz
TACAMO Sailor/Posthumous
Jack McKenzie
TACAMO Industry Partner
John Kilroy
TACAMO Sailor/Posthumous
Millard Battles
TACAMO Industry Partner
Ron Carlson
TACAMO Sailor
Shane Mansour
TACAMO Sailor/Posthumous
Walt Reese
TACAMO Sailor

2013

Don Lindeman
TACAMO Sailor
Donnie Woods
TACAMO Sailor
Paul Collins
TACAMO Industry Partner
Ross "Rossie" Coleman
TACAMO Sailor/Posthumous

2014

Jim Meppelink
TACAMO Sailor / Industry Partner
Barry Coyle
TACAMO Sailor
Joe Caruso
TACAMO Sailor / Industry Partner
Mickey DiPasquo
TACAMO Industry Partner
P.A. Moore
TACAMO Sailor/Posthumous
Wally Goss
TACAMO Sailor

2015

Bill Coyne
TACAMO Sailor
Jerry Summerday
TACAMO Sailor/Industry Partner
Lew McIntyre
TACAMO Sailor
Neil Carbery
TACAMO Sailor
Stan Grant
TACAMO Sailor

2016

Mike Davidson
TACAMO Sailor / Industry Partner
Mike Kemp
TACAMO Sailor/Industry Partner
Gene Grisby
TACAMO Sailor/Industry Partner
TK Klosterman
TACAMO Sailor/Posthumous
Steve Hickle
TACAMO Sailor/Industry Leader

2017

Tony Gill
TACAMO Sailor/Industry Leader
Irish Keilty
TACAMO Sailor
Norm Tindall
TACAMO Sailor/Posthumous/Wing Support/Boeing
Jerry Geer
TACAMO Industry Partner
Bill Bright
TACAMO Sailor/Contractor/Fleet Support Team Member
Vern Lochausen
TACAMO Sailor/Industry Leader/Historian/ TCVA President 2012 to 2023
Phil Miller
TACAMO Industry Partner

2018

Jim Gallagher
TACAMO Sailor/
TCVA Vice President 2012 to 2018
Billy DePasquale
TACAMO Sailor
Barry Kinley
TACAMO Sailor/Fleet Support Representative
Paul Remington
TACAMO Sailor
Curt Rosenbery
TACAMO NAVAIR Teammate
Mike Duvall
TACAMO Sailor/Posthumous
Ed Preston
TACAMO Sailor/Posthumous

2019

Bill Okoniewski
TACAMO Sailor
Jay McCormick
TACAMO Government Civilian/
Posthumous
Roger Kilgor
TACAMO Contractor
Dorsey Martin
TACAMO Sailor
Deb Martin
TACAMO Sailor
Jay Gallamore
TACAMO Sailor

2020

Dwight Shepherd
TACAMO Sailor
Ken Gray
TACAMO Government/Posthumous
Kermit Ayers
TACAMO Sailor/Industry Partner
Peggy Klein
TACAMO Sailor
Raymond (Bud) Biddle
TACAMO Sailor

2021

John S. "Fish" Pohl
TACAMO Sailor
Don Hutcherson
TACAMO Sailor/Industry Partner
Scott Ely
TACAMO Sailor
Loren Linde
TACAMO Sailor
Michael Camodeo
TACAMO Sailor
William "Buff" Crowell II
TACAMO Sailor/Industry Partner/
Posthumous/
TACAMO Association Founding Member

2022

John Edmondson JR
TACAMO Sailor
Terry Frank
TACAMO Sailor/ Contract Support

2023

Mark Herkert
TACAMO Sailor/Civilian Support
Donald (Donny) Rachels
TACAMO Sailor/Industry Partner
Michael Ambrose
TACAMO Sailor / Industry Partner

NOMINATE A TACAMO MEMBER



The TACAMO Hall of Fame selection committee meets every year to review the nominees submitted using the following guidelines:
Minimum 2 tours in TACAMO

- Contributed to the mission/aircraft/morale /good reputation of TACAMO
- Technical/professional/ personal leadership - a mentor
- Performed task or event that shaped the TACAMO mission
- Community service
- Generally recognized as deserving of this award

Categories are

- TACAMO Sailor
- Industry Partner
- Government Support
- Posthumous

Inception:

In the Summer of 2011, Commodore Chocko Baker, a true baseball fan, asked TCVA if we could create something to honor the best of the best in TACAMO. He had been to the Baseball Hall of Fame in Cooperstown, Ohio and seen how the greats' careers had been summarized and plaque or other display captured the information. Chocko, Buff Crowell and Vern Lochausen spent several hours in a conference determining what could be done.

The list started with the Pioneers like, Walt Reese and Ron Carlson and extended past our beginnings to several other pioneers like our first Naval Air Systems Command Program Manager, Ed Hampshire and first Commodore Andy Riddile. Then, the team decided a must to include TACAMOPAC Crew 4, who gave all for TACAMO. At the end of our planning, a list and plan to start the TACAMO Hall of Fame at the upcoming 2012 TACAMO Reunion in OKC was completed. At the reunion, there were 29 people inducted into the TACAMO Hall of Fame. Sixteen of them were the TACAMOPAC Crew 4 members."

The TACAMO Hall of Fame has grown over the years to include Government Civilians and Industry Partners.

Additionally, a Selection Panel was formed with the first lead, Jay Gallamore. The TACAMO Hall of Fame is now handled by Jim Meppelink.



New Artifacts in Patuxent River Naval Air Museum



Artifacts salvaged & Radio Call placard from 891

891's Oil painting has a new home. Donated by Frank Baker III, son of owner Frank Baker II)

John "Mom" Burgoon donated the apron gifted to him by a TACAMO crew.



Dedicated to TACAMO

THE LEGACY OF BIG AL BANEK *by John Keilty*

There are those times in your given life ,
 When your path crosses in front of people so great,
 Where your life and times becomes much better,
 Because of the service of a fellow and special shipmate!
 The Sailor whom I was so blessed to have as friend,
 Al Banek in the world of TACAMO Air,
 This Warfighter knew how fly and fight,
 Very few TACAMO dogs could hardly compare!
 His story is one of a distinguished and storied past,
 A Naval career of leading and training the crew,
 He is a man with extraordinary passion and talent,
 Every time he jumped into the deep dark skies of blue!
 We remember as if it were yesterday,
 How your positivity carried yours and our day,
 Your knowledge and your professionalism,
 It was just the great "Al Banek "way!
 When we would check the daily Flight Schedule,
 And see all the missions deployments and jet,
 You meticulously put together warrior crews,
 To be some of the best fighters we ever met.
 You are a friend to every white hat,



A main stay in all of our squadron's mess, You
 were a powerhouse in the AT shop,
 Every sailor who served with you was blessed!
 When TACAMO Alums get together and recall,
 The many legends who made us so good,
 Your name always comes up in discussion,
 About the best Techs in the TACAMO
 neighborhoods.
 As the years and decades pass by,
 And those memories and friendships prevail,
 Those times flying with the great Al Banek,
 Are great tales of a great Airedale!
 So today we are so very mindful,
 And thankful to have shared those years,
 I propose our TACAMO warfighters,
 All stand and proudly give you three cheers!
 Hip hip hooray
 Hip hip hooray
 Hip hip
 Hooray

Military Reunion Summit



Above: Cheryl Vos sat on a seasoned panel to provide information for new planners and hospitality industry partners.

The TACAMO Association attends the annual Military Reunion Network Summit. 1. The Educational Summit is a three-day conference for the new and seasoned reunion planners as well as destination and hotel representatives. Veterans leave with new connection and planning tools.

Veterans leave with new connections and planning tools. Cheryl Vos has represented the TACAMO Association for over 10 years. This year, Cheryl was joined in Niagara Falls, NY by Mike Vos & Joan & John Alger. It is highly recommend for Military Reunion Planners to attend the Summit to get updates on the hospitality industry, contracts, event insurance, and all things planning a reunion.



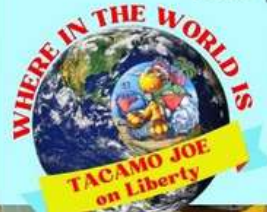
Buff Crowell Scholarship Fund

Funded by TACAMO Association
 Members is now over \$7,000

Your contributions are appreciated!
 To donate go to tacamo.org/buffscholarship



On your next road trip, wear your TACAMO JOE on Liberty T-shirt.
 Send your photos to tacamocommunity@gmail.com



Photos above: (Top-Left) John & Joan Alger, NY Buffalo Mascot, Cheryl & Mike Vos attending the MRN Summit, (Top-Right) John Alger with TACAMO Joe on Liberty at the Daytona 500 with his son-in-law and his father. (Below-Left) John Burgoon in Cubi Bar Café at NAS Pensacola Museum and (Below-Right) Joan & John Alger at Oklahoma City Dodgers ball game.



Purchase your shirt today \$25



All \$\$ goes to Buff Scholarship Fund

Blast from the Past

Larry Traskos, VR-1 TACAMO DET & VQ-4 Plankowner

I arrived at VR-1 TACAMO DET on April 8, 1968 and departed for VP-30 and ultimately VP-56 on Aug. 13, 1971. I worked and flew with very capable and talented folks at ALL levels. We were given orders, an airplane and directed what, where and when to accomplish our mission. Our task was to make it happen...and we did. Two to three weeks later we were back at Pax! For me it was an unbelievable experience! I am sure this applied to everyone in both squadrons!

Only one tour and what a tour it was! My checkout in the 130 was with senior, experienced VR-1 pilots. Oh, re Cdr. Carlson his teenage daughter baby sat for us.

The skipper, J.R. White called me to his office. We are going to isolate your airplane and no one, including you and your crew are to go near it. As I recall, a box was built around it in the hangar. I knew or was told nothing else re anything special for our forthcoming mission. There would be a couple of fellows from Washington riding along on your trip. So, off we go. A normal trip, nice guys who were like crew and included in our social activities. We were heading out over Ireland and this fellow asked me if I would like to talk to my wife? What? This was the era of the under sea cable. I asked no questions and gave him my telephone number. We went aft and after a few minutes he handed me a headset and said go ahead. You can NOT tell her where you are! Luckily she was home! What an experience and a one of a kind treat! Obviously, a SAT phone, that I knew nothing about or how it worked!

Larry Traskos shared story by Don Creager who was a "guest pilot" on Crew 2 for a while!

Our crew was on a trip and got to Mildenhall AFB in England where we needed another engine. Off course the Navy had none in the system???? I had no time given as to when we would get another engine. So off to London. After about a week walking, eating, sleeping, oh and a drink ever so often, Don and I went back to Mildenhall. We decided to sleep in the airplane and after the evenings activities we went out to the plane. There was an armed guard with the plane whenever the crew was not present. So, on the plane we go and a wonderful sleep we had. The next morning, with a different guard, we opened the door, marched down the ladder and conducted "Quarters"!! The enlisted Air Force guard stood there with his mouth open and watched these two pilot officers act like fools, close the door, salute each other and march off to breakfast! I just wonder what he thought????

If only the "sea stories" of the early years could be written in a book! Very boring reading, unless you were there!

The photo above caption shows five of us being upgraded to PPC. It is called "being in the right place at the right time"! My checkin to VR-1/TACAMO was rather unique. I handed my orders to the VR-1 ASDO, who looked at them and mearly said, "across the hangar deck, up the ladder to the TACAMO office"! That was it in total! So across I go, up the ladder and walk in to the TACAMO office. There it started my Navy experience and introduction to the Fleet! The TACAMO OINC was J.J. Baum. I had almost no information on the mission! No one at Corpus knew what VR-1/TACAMO was? I departed Corpus with orders to Smyrna AFB, Smyrna, Tn for transition to the C-130E. It was an experience checking in at the security gate! The AF enlisted "yoeman" asked me if he could ask a question regarding my status? Sure, go ahead. He wanted to know if an "Ensign" was an enlisted or officer? I told him I was an officer, but in the Navy an Ensign is lower than Fill in the blank! Submitted by Larry Traskos, VR-1/ TACAMO & VQ-4 Plankowner



NEW PATROL PLANE COMMANDERS - Within a seven-day period, five VQ-4 pilots qualified as patrol plane commanders. From left are Ltjg Larry Traskus, Ltjg Paul Koch, Ltjg Bob Myre, Lt Dick Wagner and LCdr Larry Poppa. All three of the lieutenants are first four pilots at VQ-4 and each has been with the squadron for 18 months.



Wade L. Hood's son reached out for help.

Hello.
My dad, Wade L. Hood was employed by Collins Radio, Ft. Worth, TX.
All I know is he'd load Collins Radio equipment, and fly out of one of the airports in the Dallas/Ft.Worth area. I know that he flew to the Azores alot. Photos show the crew looking at a broken trailing cable hanging out of the plane. He flew in one of the early C-130s out of there in the early 1960s. I'd like to learn more about what he did. I was only 6yrs old. I realize that was a long time ago. Anybody here remember that name? I'm building a Radio controlled c-130. I'd like to paint it like the photo, but I don't know which plane it was. Thanks for your response ! Michael Hood —

Vern Lochausen, TCVA Historian confirms The Herc in the photo is a KC-130F 149806. It was the only Herc used in the project until the G models arrived in late '63/'64.

Blast from the Past



RTD Reel Operators 1985
(left to right)
Bob Conrad
Tom Bodnar
Jim Daubenspeck (self)
PO1 Scruggs
Ted Melton
John Amon
Gordon Smith
John Garretson (Deceased)
Roger Robins



2023
VETERANS DAY
Complimentary Meals &
Restaurant Discounts

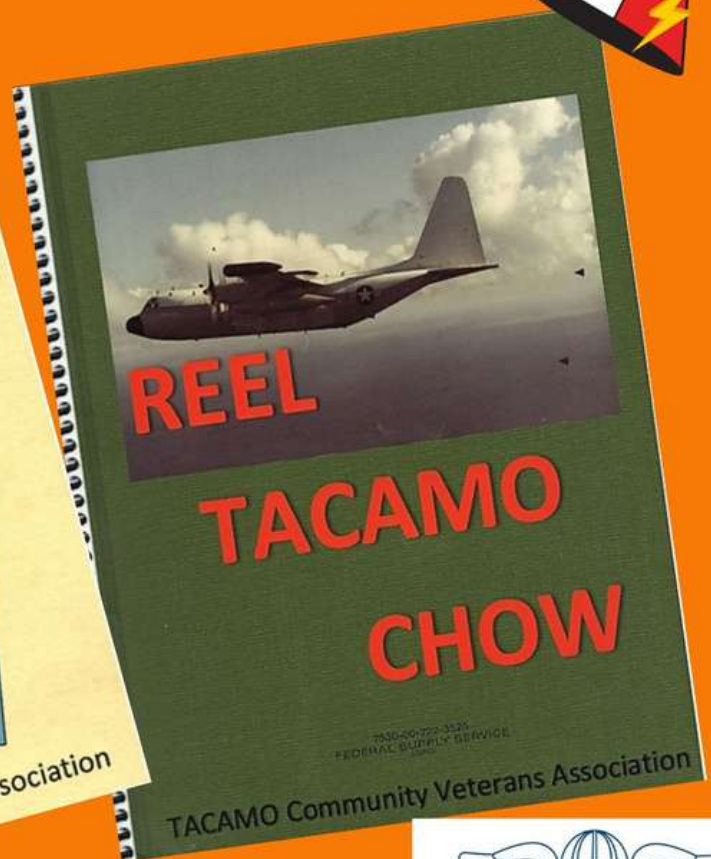
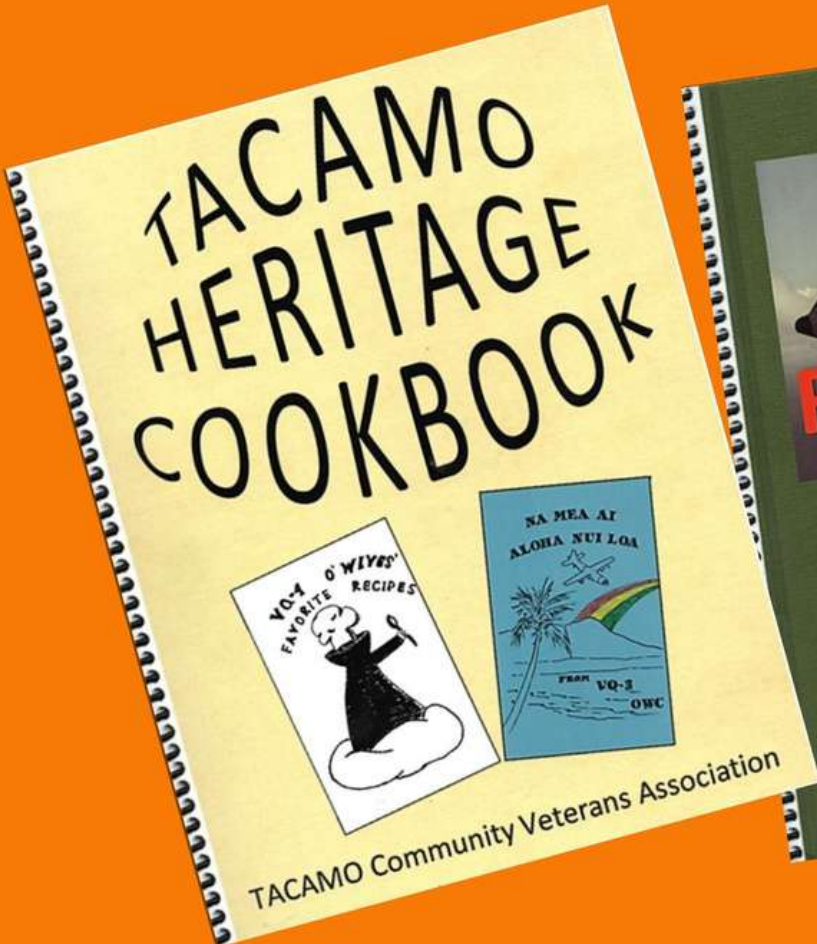
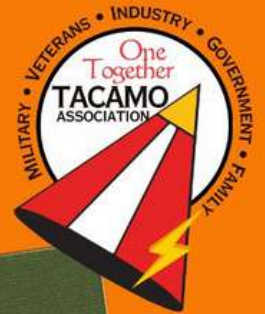
BLACK FRIDAY

Now, 20% OFF
Sale Price good from
11/20 to 12/10 2023

COOKBOOK SALE!!!

Two Great Cookbooks that make great presents!

One LOW Price \$20
Includes Shipping



Congratulations!

TACAMO Association's New President & Vice President!

Changing of the Helm
Helm has come to mean
"position of leadership."
Take Charge and Move Out



OUTGOING PRESIDENT

INCOMING PRESIDENT

INCOMING
VICE PRESIDENT



Vern Lochausen

President Emeritus/Historian/
Life Member

TACAMO Hall of Fame Inductee'



Dennis Warren
"Coach"

Executive Vice President
to President in 2023



Tony Barnes

Vice President Elect to
Executive Vice President in 2023
TACAMO Heritage Foundation
Stand-up Committee

President's Message



Welcome to the TACAMO Community Veterans Association/TCVA (One Together), the premier community advocate for over 26 years! Throughout the years, we have worked side-by-side with our Active Duty, Veterans, Industry partners, Government Civilans and their families to create new pathways and progress.

As your President, I pledge as One Together we will continue to foster relationships, grow new partnerships, and build upon our foundation of excellence. TACAMO Community Veterans Association is not just a name, it is a legacy built upon decades of service and community expertise and excellence. Commitment to excellence begins

at the top but requires an entire team to make a difference. I want you all to know that our commitment to you and to this extraordinary organization is unwavering. Our success, over the years, is because we followed tried and true principles, and our purpose is crystal clear. We work for you. We represent you. As a Team, when you succeed, we succeed. As we go forward, we will look to anticipate issues, innovate new solutions, and deliver progress.

Our mission and promise is:

Support Active Duty Community – We will do all we can to advocate and promote the community mission to our Active Duty and those within Strategic Communications Wing 1/TACAMO. Our reunions, newsletters, educational information and award programs support and reinforce this priority. They highlight the best of the best while simultaneously, aiding members as they continue to develop tactics, techniques and procedures to continuously improve the community's mission and engage in a dynamic environment.

Preserve the Community Culture – At the top of our recognition list is our Active Duty who conduct the mission every day. We will continue to pay tribute to those who have gone before us in the community. Our Airmen benefit from building on the lessons learned and hard-fought victories gained by our Hall of Fame Inductees, our past Board Members, and Veterans. I think it is important that our young Active Duty hear the stories of what transpired in the past so they can take those lessons learned and build on future successes. It is important for them to see the passion, camaraderie and real satisfaction that comes from the TACAMO mission. And, of course, there is always time to have some fun and strengthen the bonds that connect us all. I want reunion attendees to depart with their eyes wide open and impressed from meeting the folks who made the community's mission as strong as it is today.

Enhance Relationships – Through the TCVA (One Together), we will continually work on improving relationships with our Active Duty, Industry partners, Veterans, and their families components. Our relationships are good now, but we need to work to make them even stronger. We know TACAMO can't perform its mission without the Active Duty, Industry, Civilian, and Government teammates who give us much needed continuity, knowledge, and stability. Consequently, we must acknowledge the importance of each of the team members and make enhancing relationships a priority. Our Industry partners are a critical component and bridge to accomplishing the mobility mission. They develop the new technologies and products necessary to ensure future successes in TACAMO while, at the same time, making huge contributions to the perpetuation of TCVA (One Together). They deliver the technology our Active Duty require to employ warfighting effects that are the foundation of our nation's defense. We're proud of you, and I am proud to serve you, as the TCVA (One Together) looks to deliver the very best for the community enterprise!

TACAMO Association

INDUSTRY PARTNERS

As of November 2023

We recognize our
Industry Partners Support
who support our
TACAMO Reunions

Boeing
Lockheed
Collins
Northrop
Grumman
Long Wave
Navy
League
V2X

**Thank You
All for Your
Support!!**

State of TACAMO Association

Established 1997

Mission

TCVA's mission is to build a community to share our common experiences at reunions, 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.

About Us

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

The TACAMO Association (TCVA) originally established in 1997 as TACAMO Survivors Association (TSA). In 2012, the association's name was changed due to the government agency TSA (Transportation Security Administration). At this time, a new board of directors was appointed to grow the association beyond holding gatherings. TCVA is not-for-profit (501(c)(3) organization,

Current Projects

Herc Park

Improve the park to make it a safe place to visit and hold events.

TACAMO Oral History

TCVA is exploring a podcast. Some of the stories we share at the reunion could be podcast content for education and entertainment for a TACAMO geek. We hope you will help us build an oral history of TACAMO.

Buff Crowell Scholarship Program

Open to enlisted active duty sailors under the command of STRATCOMMWING 1, or a child, stepchild, or grandchild of an Active (in good standing with annual dues) TCVA member. Mission is to provide tuition assistance. \$1000 award to the awardee already accepted and enrolled in an accredited program, either college or technical training.

TACAMO Heritage Foundation

Establishment of a Foundation that would promote the TACAMO Heritage through museum exhibits, documentaries, and scholarships to our members. The Foundation will be its own, independent, 501(c)3. TCVA will work alongside the Foundation for fundraising and scholarships. TCVA will continue operations to strengthen ongoing engagement with active duty, alumni, donors, and friends of TACAMO at reunions, events, via the communication avenues.

1995 • Website is established as tacamo.org
1997 • TSA (TACAMO Survivors Association) founded
2005 • Paraloft on-line store established
2010 • First "destination reunion" at NAS Millington/Memphis, TN
2011 • "Back to Pax" reunion, where a broader vision for TSA was developed
2012 • NAS Oklahoma Reunion hosted by Former Commodore of Strategic Communications Wing 1, Chocko Baker • TACAMO Hall of Fame established, Inductees are selected annually and inducted at reunions • Crew 4 recognized and honored • TSA is renamed TCVA with Vern Lochausen as President and became a 501(c)3 non-profit organization
2013 • "Hail to the Chiefs", Seattle reunion united TACAMO Veterans & Active Duty with Boeing members who worked on the E6. Reunion was sponsored by Boeing
2014 • "Salute to the Herc" reunion in Marietta, GA with TACAMO Active Duty & Veterans. Sponsored by Lockheed-Martin
2015 • Mini-reunion in Pensacola, to dress the props of 891, a last request from TACAMO Hall of Inductee, Don Lindemann • Boneyard Safari Gathering in Tucson assisted TCVA with obtaining TACAMO Herc plane parts from the boneyard • Destination reunions celebrating TACAMO History
Community-building activities facilitated:
• Crew 4 Quest - Connecting with TACAMOPAC Crew 4 family and friends and recognition to TACAMOPAC Crew 4 with memorials and ceremony
• Boneyard Safari assisted with the produced of TACAMOPAC Crew 4 Memorial Ceremony at The National Memorial Cemetery of the Pacific and continues to assist TCVA • TCVA assisted with the fundraiser for a plaque to recognize Dave Dick for his extraordinary accomplishments in support of the TACAMO and E-6 Airborne Command Post missions.
• TACAMO Vets Assist to Find Manuals for Tacamo-III PA, S/N005, which is now back up and working great!
• Recognition to Personnel Support Detachment now Customer Support Detachment (CSD), Established 25 years ago
• Founding Members of TACAMO Survivors Association Recognition • LinkedIn, connecting former TACAMO veterans and retirees with active duty job seekers

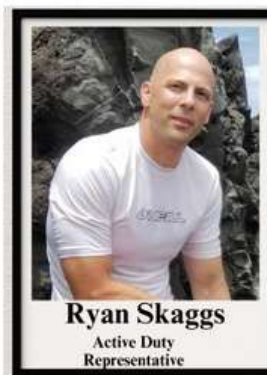
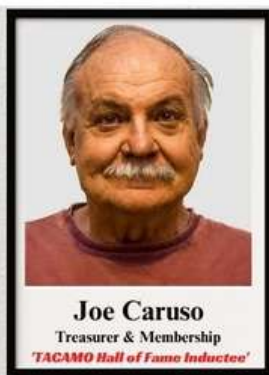
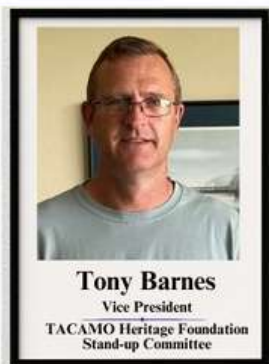
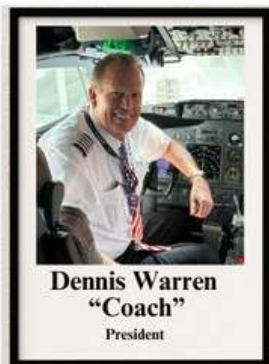
PROGRESS

2016 • Hawaii reunion at Barbers Point and Hale Koa hotel • VQ-3 History Board - TCVA Ribbon Cutting for the FIRST Museum Display at Naval Air Museum Barbers Point • Crew 4 funeral at the Punchbowl with full military honors; Memorial stone placed on the Punchbowl Cemetery Memorial. Video produced by Boneyard Safari
2017 • "Celebrating TACAMO Heritage" reunion at NAS OKC hosted by TCVA • TACAMOPAC VQ-3 Crew 4 ceremony celebrating the life of Crew 4 members video presentation • Crew 4 - Connected with families, friends and John Nelson. "Full military honors tribute to 16 Navy TACAMO Aircrewmembers lost in a C-130 off Wake Island!" where a video was filmed to record the ceremony and a Crew 4 plaque placed in Wake Island Terminal history display • Trailing Wire Newsletter changed to paperless distribution and add a blog for news alerts
2018 • "50 Years of TACAMO" reunion in Charleston, SC and retirement of Jim Gallager, Vice President
2019 • Mini reunion at NAS Pensacola celebrating BUNO 151891 with Hall of Inductee, Ron Carlson • Historic documents and presentation are now viewable on the TCVA website
2020 • VQ-3 Display is re-located to the Coast Guard Air Station Barbers Point outside the Hideaway Club
2020/2021 • Reunions on hold, due to COVID-19
2021 • TCVA expands its Board of Directors to nine
2022 • Pax River Reunion. Grand opening of the TACAMO Gallery at the Patuxent River Naval Aviation Museum • TACAMO documentary begins at Pensacola Naval Aviation Museum. The decommissioning of 151891
2023 • "TACAMO Association Reunion" at NAS OKC • Initiated Active Duty Representative on TCVA Board of Directors • TACAMO Heritage Foundation Stand-up Committee formed

Future Goals:

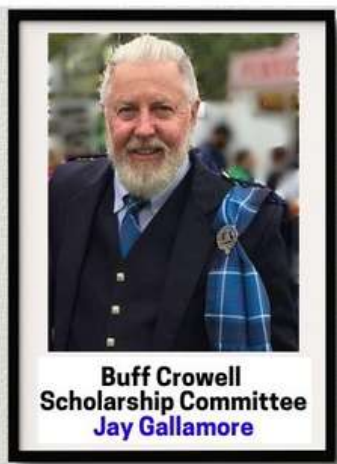
- Grow membership
- Expand the Scholarship Program to present more scholarships and larger awards
- Grow TCVA Committees & BOD
- Additional museum exhibits

TCVA Board of Directors



- Executive Director - Mike Vos
 - Founding member of TSA and TCVA
 - "One Tour Wonder" in TACAMO (AT1)
 - "Steers the Ship" with the President
 - Assists Reunion Planner and all BoD members
 - Currently on Scholarship Selection Committee
 - Currently on Documentary Production Team
 - Currently on Foundation Stand-up Committee
- President Dennis "Coach" Warren
 - Former CO of VQ-7
 - Performed the first IFR of an unmanned aircraft (XB-47)
 - Navigator of USS Stennis
 - Navy representative to STRATCOM
 - Currently - Southwest Airlines Captain
- Executive Vice President - Tony Barnes
 - Enlisted in 1987 as an Aviation Ordnanceman
 - Commissioned an Ensign in 1995
 - Former JO at VQ-4
 - Former MO at VQ-3
 - Former CO at VQ-4
 - Former Commodore of STRATCOM WING 1
 - Currently at V2X as a Program Manager of logistics support for the E-6B.
 - Currently on Foundation Stand-up Committee
- Vice President (Administrator) - Cheryl Vos
 - Former HM3
 - Honorary TACAMO Chief Petty Officer
 - Former PTA President
 - Former Executive Administrator, Delta Connection
 - Website Manager
 - Social Media Manager
 - Newsletter Editor/Manager
 - Communications/Marketing Coordinator
 - Raffle Ticket Manager
 - Reunion Planner
 - Membership Coordinator
 - Museum Exhibits Maintainer
 - Currently on Foundation Stand-up Committee
- Vice President (Fleet Engagement) - Jim Meppelink
 - Retired Maintenance Master Chief (AVCM)
 - Avionics engineer for Collins Aerospace at STRATCOM WING 1
 - Active in the TACAMO community since 1974
 - Maintains connectivity with the active duty at NAS OKC
 - Heads the TACAMO Hall of Fame Selection committee
 - TACAMO Hall of Fame inductee in 2014
- Vice President (Merchandising) - John Alger
 - Retired Commander
 - One tour TACAMO Nav/ACO
 - Former Board of Directors member for US Naval Sea Cadet Corps and Navy League of the U.S.
 - Retired US Airways Flight Crew Training Instructor (systems/procedures)
 - Currently on Foundation Stand-up Committee
 - Currently on the Scholarship Selection Committee
 - Spouse, Joan assists with reunion organization
- Vice President (Veteran Outreach) - Mike Neri
 - Retired Master Chief (AVCM)
 - Multiple TACAMO tours
 - Currently maintains member database
 - Currently on the documentary production team
 - Spouse, Cathy assists with the database and reunion planning
- Treasurer - Joe Caruso
 - Retired Senior Chief (ATCS)
 - VQ-3 Plankowner (In TACAMO since 1966)
 - Excel "Ninja"
 - Manages the accounting and IRS reporting for TCVA
 - TACAMO Hall of Fame inductee in 2014
- Secretary - John "Mom" Burgoon
 - Retired Chief (AEC)
 - Reel Operator extraordinaire
 - Reviews all TCVA publications
 - Maintains BoD meeting minutes
 - Editor of the "TACAMO Reel Chow" cookbook
 - Currently on Scholarship Selection Committee
- Active Duty Representative (non-voting) - AVCM Ryan Skaggs
 - Reports to TCVA BoD trends and concerns regarding the active duty assigned to STRATCOMM WING 1

TCVA Committee Members



- TCVA Membership Committee Member
- Retired Maintenance Master Chief (AFCM/AW)
- Served from 1976-2001
- Two tours with east coast F-14 squadrons prior to TACAMO (Flight Deck Coordinator & Final Checker)
- VQ-4 Maintenance Dept. CPO/SCPO 1988 -1992
- VQ-4 CMC 1995 - 1995
- VQ-3 MMCPO 1995 -1998
- Awarded SCW1 Maintenance Excellence Award in 1997
- SCW1 N4 MMCPO & Wing CMC 1998 - 2001

TSA Founding Members

- President Emeritus - Barry Coyle
 - TACAMO Hall of Fame inductee in 2014
- Vice President Emeritus - Bill "Buff" Crowell
 - 2021 TACAMO Hall of Fame inductee
- Executive Director - Mike Vos
 - Founding member of TSA and TCVA
- Sue Davies
- Franklin Forrest
- Lynwood Zepik
- John Cotter

Former TSA/TCVA

Board of Directors Members

- Jim Gallagher Vice President 2005-18
 - 2018 TACAMO Hall of Fame Inductee
- President Emeritus - Vern Lochausen
 - 2017 TACAMO Hall of Fame Inductee

TCVA Needs Volunteers

VOLUNTEERS
NEEDED

Join us!

- Website Manager
- Social Media Manager
- Newsletter Editor/Manager
- Communications/Marketing Coordinator
- Raffle Ticket Manager
- Reunion Planner
- Museum Exhibits Maintainer



Email Cheryl Vos @
tacamocommunity@gmail.com

Membership

“MEMBERSHIP IS OPEN AND UNLIMITED TO ALL PERSONS WHO HAVE AN INTEREST IN PRESERVING TACAMO HISTORY”

Become A Member

- PRESERVE THE HISTORY OF TACAMO
- CONDUIT BETWEEN TACAMO COMMAND AND VETERANS
- NETWORKING WITH VETERANS, TACAMO INDUSTRY PARTNERS, GOVERNMENT CIVILIANS AND FAMILIES
- EDUCATIONAL OPPORTUNITIES
- COMMUNICATIONS
- EVENTS/REUNIONS



Membership Dues \$25

TACAMO.ORG/MEMBERSHIP

TIME IN TACAMO

1961 TACAMO Begins
"Take Charge And Move Out"

Military Service:
Where did your adventure in TACAMO begin?

What **Commands** you were in?

What **Years** were you in each Command?

What **Squadrons** were you in?

Industry Partners:
Where did your adventure in TACAMO begin?

What is the **Name** of the Industry Partner Company?

What **Years** were you in Industry Partner Company?

Civil Service Partners:
Where did your adventure in TACAMO begin?

What is the **Name** of the Civil Service Company?

What **Years** did you work for the Civil Service Partner?



tacamo.org/tacamotimelist

Fallen Shipmates

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!

[LINK: TACAMO FALLEN LIST](#)



TACAMO

**Active Duty, Veterans,
Government Civilians, Families,
and Industry Partners**