



DRAWING JULY 4TH

Southwest
Southwest Airlines Raffle

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FIVE for \$100 **Buy Now**



THE PEP BOYS: TACAMO Style

By Vern Lochausen

What do you do when you need to have a group of Navy pilots experienced in heavy, swept wing jets and all you have are prop pilots? Enter The PEP Boys. I'm not sure who came up with the idea, maybe Hall of Famer the late Mike Duvall. Bottom line: **IT WORKED!**

OVERVIEW.

In the mid-80s with the Merc in production, the Navy made a deal with the Air Force to take 12 TACAMO Herc pilots and 4 TACAMO Herc flight engineers into active Air Force squadrons flying EC and KC-135s and KC-10s. The pilots went through the Air Force equivalent of the Fleet Replacement Squadron for the 135 jets and the flight engineers through KC-10 flight engineer training. Then they all went to serve as members of Air Force squadrons. Because of their Herc experience, they quickly qualified in first positions on the jets and served an almost normal length of tour. This stalwart group of TACAMO pros were part of the Pilot Exchange Program or PEP and ...

Continued on page 6

Saying Goodbye

By Vern Lochausen

We had been trusted friends for almost three decades. We all knew they would be there for us and keep us safe. They knew we would give them lots of Tender Loving Care but expected them to perform and perform well every time we asked. And over a year's time they all left us, never to return. Who were they? THE HERCS.

As the Mercs were slowly being delivered to VQ-3, the Hercs were being retired or transferred in parallel. Their comm suites had to come out and go into Mercs. They had served 20 to 25 years, mostly all the late 60s arrivals. The oldest ones went to the depot at Cherry Point for rework or evaluation. After strip out, VQ-4 got two for bounce birds, and VXE-6 got one to haul cargo to Antarctica from New Zealand. Those destined for retirement were 'adorned' with 'crew art' as permitted by the CO. They all ended up in storage at Davis-Monthan in Tucson, awaiting, oh this hurts to say, cannibalization or sale for scrap. Not a pretty future. One, already stripped out and being used as a bounce bird went directly to Davis-Monthan, the Skipper's favorite, adorned by the Maintainers with surfer on the vertical tail. As each one went into that last pre-flight, the Skipper showed up to wish the crew well and see another Herc leave the squadron. He wrote a farewell message and history for each one and shared it. Some say he was too attached to the old birds. Who could love something that ugly, noisy, shaky, hot, cold, leaky and grey? Apparently, he did.

Continued on page 4

2021 "May 28 - June 2" 2021		
Location	Date	Tentative Events
DC - Dallas Area	Wednesday 5/26	Early bird check-in & touring on your own & Happy Hour in hotel in Nova Bar 5:00-7:00 pm & Grill then Dinner
	Thursday 5/27	Touring: Arlington Cemetery, WWII, Vietnam & Koran War Memorials, and National Air and Space in Dulles with tours by docents via Bus
	Friday 5/28	Morning Pentagon Tour, — 2pm TACAMO "Secure Briefing" for TACAMO Veterans only. Others shopping or attend a special event TBA — Check-in & Happy Hour 5:00-7:00 pm & Dinner in hotel in Nova Bar & Grill
	Saturday 5/29	Luncheon TACAMO Hall of Fame Banquet Dinner Banquet Luncheon — Move to Pax
Lexington Park	Saturday 5/29	Move to Pax
	Sunday 5/30	TACAMO Room Commissioning
	Monday 5/31	Tentative: E6 & DET Facility tour & TACAMO Hall of Fame Picnic
	Tuesday 6/1	Departures

**TACAMO 2020 2021
REUNION**

More information in next newsletter

TACAMO

Community Veterans Association

Contents of Newsletter

- Saying Goodbye
- PEP Boys
- TACAMO Active Duty Leaders
- 2020 TACAMO Reunion postponed to 2021
- Heritage Center Museum Donations
- Southwest Raffle Tickets Drawing
- Membership & Photos
- TACAMO Memorial Day June 21
- TACAMO Ball Caps
- TACAMO License Plates
- Lockheed Martin 1000, 2000 Pins
- Job Posting
- Boneyard Safari - TACAMO Prints
- Mug Shots posted on FB Chat
- Veterans Benefits
- VQ-3 TACAMO Museum Display Must Move
- TACAMO Fallen

Mission Statement

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

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CoachWarren.tacamo@gmail.com

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jrcaruso@msn.com

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Planner, Executive Secretary & All
Media Communications

tacamocommunity@gmail.com

From the Executive Director

Reunion Dates Changed

Aloha TACAMO Shipmates,

I suspect all may know that the 2020 TCVA reunion has been postponed to May 2021. I'd like to give an explanation as to why we decided to move the dates.

Essentially, it's all about your safety. In this time of COVID-19, we can't be too careful about exposure and our health. Considering that the average age of our attendees is well above 60+, a very vulnerable demographic, we couldn't risk a reunion. Not to mention that many of you would opt to fly and increase your exposure on the airplane and then everyone at our events. TCVA and our host hotel would also insist on the use of mask and "social distancing", to protect us all. Telling a "Sea Story" through a mask doesn't have the same impact (eye roll).

That said, from a business standpoint, our contract with the Hyatt included penalties for not filling all of the expected rooms. This too was a risk, as we expected a reduced census this September, due to fears of COVID-19 and the possibility of a resurgence.

We thank you for understanding our rationale and your patience. We hope that by next May, the pandemic will be more under control. When we will be able to have a reunion where we can be close and safe.

I really miss hugs and handshakes. But, I know that distance and precautions are the only real solutions we have, at this time.

Stay safe and care for one another.

Aloha,
Mike



Mike Vos,
Executive Director -
TACAMO Community
Veterans Association



REQUEST TO JOIN

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

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

TCVA Facebook Page
TCVA Facebook



TACAMO MEMORIAL DAY

JUNE 21ST



On June 21st, TCVA will recognize the passing of all TACAMO Shipmates & TACAMOPAC Crew 4. 43 years ago TACAMO Crew 4 was lost off Wake Island June 21, 1977. The above memorial stone is laid on hallowed ground alongside unit and ship memorial stones that line the walkway to an absolute spectacular view on the Punchbowl's Crater rim lookout overlooking Waikiki Beach, Diamond Head and the vast Pacific Ocean.

[To view the list of "TACAMO FALLEN" CLICK HERE](#)



TACAMO - Saying Goodbye



VQ-3 CHANGING OF THE GUARD
MERC 784 ESCORTS HERC 174 ON FINAL DEPARTURE
24 AUGUST 1990



Continued from Page 1 - Saying Goodbye

Because the Merc lost its tail twice in extreme developmental flight test at Boeing, the Hercs and their crews were kept longer, and LT Luke Caron, a Herc pilot created the PLE (Prudent Limit of Endurance) patch and others designed T-Shirts 'celebrating' the Herc bravado and making fun of the big white 'elephant'. The Merc folks invented 'flight suit Friday' (special Merc blue ones) as they had nothing to fly for the longest time. The Hercs and their crews (green flight suits) kept the mission going.

When the day in August 1990 came for the last Herc to leave, LT Karen Woods, an Aircraft Commander who had already taken one bird away, got the chance for a double and took 156174 away for stripout and retirement to the 'boneyard' in Arizona. The Skipper wanted a picture of 174 and a Merc in formation off Oahu. Irish Keilty was the OPS Boss and arranged for a VC-1 (next door hangar to VQ-3) to put an A-4 up with a photographer. It was a gamble. Herc crews hadn't flown form since training command, in little prop jobs. Something goes wrong, people get hurt, shinny new airplane is damaged, Skipper gets canned. So he wanted a pre-flight brief in his office and it almost was forgotten, delaying the takeoff. But everyone involved were professionals and pulled it off beautifully. The Skipper was very pleased and didn't get fired. And now you can see how it looked. A moment in time when Merc relieved Herc, two professional crews, 'saluting' each other in the air. It was 'the changing of the guard' at VQ-3. You stand relieved oh Mighty Hercs. The Mercs have the guard.



Southwest Airline Ticket Raffle

[Purchase Tickets Link](#)

Southwest Airline Ticket Raffle

- No Blackout Dates!
- Use until February 10, 2021
- Travel is restricted to the Continental United States
- Total Value \$800
- No limit on number of tickets sold to one person
- [Purchase raffle tickets click here](#)



Tickets Purchased By:

- Steve Hickie
- Andre Boutte
- James Meppelink
- MC Weeks
- John Burgoon
- Walter Fawcett
- Jack Smies
- Bill Reeter

Membership Names for Raffle

- | | |
|----------------------|--------------------|
| • William Crouch | • Raymond Biddle |
| • Charles Gill | • Neil Sovern |
| • LaRue Shepard | • David Tuemler |
| • Francis McHale | • Melton Parham |
| • Donald Worthington | • Donald Ensminger |
| • Frankie Williams | • Dennis Byrne |
| • Barry Kinley | • Richard C Miller |
| • Robert Lombardi | • Bradley Sietsema |
| • Bob Wicker | |

Raffle Benefits TCVA Heritage Center

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

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

TCVA Projects

891 Display in Pensacola at the National Naval Aviation Museum

- A display next to 891, MUSEUM CLOSED following terrorist shooting

Pax River Museum Display

- The museum is gearing up to construct our exhibit. We have begun archiving our artifacts and shared our vision of the exhibit with their designer.

TACAMO virtual museum

Collecting TACAMO Artifacts

- Contact [Cheryl Vos](#) to arrange obtaining your donation

VQ-3 TACAMO Museum Display **UPDATE**

- News from Brad Hayes (Barbers Point Museum Director): **Move out date August 14, 2020.**



TCVA is seeking a New Home for the VQ-3 display.
Contact Dennis "Coach" Warren if you have any ideas
@ CoachWarren.tacamo@gmail.com
Due to the structure being wood, the Hawaii's Pearl Harbor Aviation Museum will not take the display.

TACAMO - PEP Boys

Continued from Page 1 - PEP Boys

soon they came up with their own patch. When they finished and went through as members of the first Merc flight crew and FE training, they became the Initial Merc Cadre, flying the jet and teaching others how to fly and maintain it. They served in both squadrons and some double pumped, serving first in 3 and then 4. In 'exchange' the Air Force sent three of their heavy jet pilots to VQ-3 as part of the Initial Merc Cadre and one pilot, Major Ken Moriarity to NTSU as an Instructor Pilot. My memory says VQ-3 had LTCOL Sam Torrey (promoted while at VQ-3, NAVY style), Major Barry Olshaw, and Captain Sean McCool who took the oath of office as Regular Air Force vice Reserve Officer, while serving as Merc Aircraft Commander during a VQ-3 mission. And VQ-4 had some as well but this author does not recall who they were.

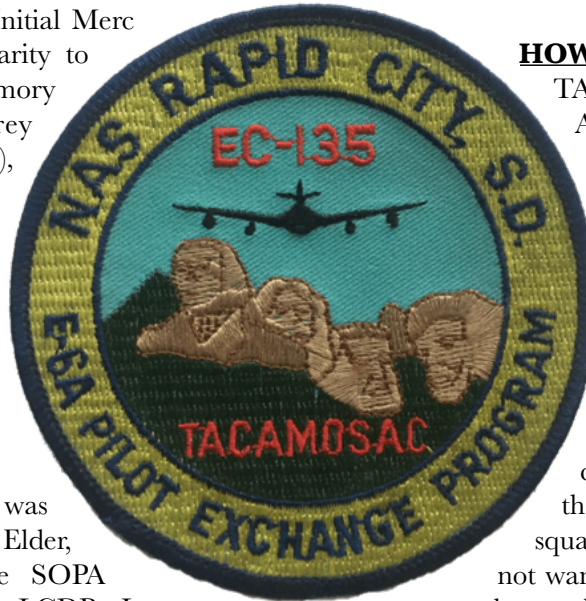
WHO AND WHERE.

The most colorful PEP Boys group was stationed at Ellsworth AFB, near Box Elder, South Dakota, population 2,900. The SOPA (Senior Officer Presently Aboard) was LCDR Lew Ciochetto and his TACAMOSAC NAS Rapid City, SD team included LCDRs Todd Tracy, Alex Calder, and John Zwiep and LTs Joe Carter, Don Thorstensen, Jay Thomas and Randy Keith. They were part of the 4th Airborne Command and Control Squadron (4th ACCS) and provided comms connectivity to the ICBM missile forces with the Airborne Launch Control Center system, nicknamed 'Al See' mission and also back up to the Strategic Air Command (SAC) 'Looking Glass' Airborne Command Post (ABNCP).

At Grissom AFB near Peru, Indiana, population 13,000, four Navy pilots flew with 305th Air Refueling Wing performing tanker missions for SAC and some backup alert missions as part of the Post Attack Command and Control System (PACCS), an augment to the Looking Glass. The Navy SOPA at Grissom was LCDR Mark Barber and his team included LTs Jay Gallamore and Glen Belson.

Our flight engineers flew with Air Force air refueling/transport squadrons at Barksdale AFB (32nd Air Refueling Squadron) near Bossier City, Louisiana population 52,000 and March AFB near Perris, California, population 22,000. They flew a variety of missions in the KC-10 "Extender" tanker/transport jets. John Jordan and Dorsey Martin flew out of Barksdale AFB while Dan Shore and Mike Kehoe flew out of March AFB. John and Dorsey both flew missions refueling Navy carrier-based fighters protecting Kuwaiti oil tanker ships from Iranian attack while sailing thru the Straights of Hormuz during

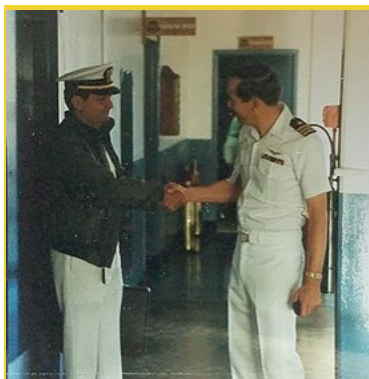
Operation Earnest Will. They were awarded Expeditionary Service Medals as a result. They also refueled SR-71 Blackbirds that flew recon missions over Iran during the Iran-Iraq war. John and Mike went to be the first Merc FE instructors and John also as the Command Senior Chief at NTSU Waco. The others completed the Merc training courses to return to the squadron as Initial Merc Cadre.



HOW WAS IT?

TACAMOSAC (TACAMO Strategic Air Command). My view is limited by the experiences I had at NAVAIR in the TACAMO program office during the PEP Boys Air Force time and then as XO/CO of VQ-3 during the Herc to Merc transition. Everything else I just heard as Sea Stories. The Rapid City guys, hearing that I was selected to be the Merc CO, practically begged me to come to Rapid City. Lew advised me that they were under scrutiny by the squadron commander for being brash and not wanting to comply with USAF flight suit patch regulations. Skipper Mike Davidson approved the trip and I prepared well. I met the squadron commander, a fellow O-5, wearing my blue flight suit, old, worn brown leather flight jacket with 5 different patches, black flight boots, and had my Aviation Greens fore and aft cap in the lower right leg of my flight suit. And here I was a NAVIGATOR gonna be the squadron commander! He GOT the message about how different the Navy was from his Air Force. We chatted about how independent and yet dynamic the Navy pilots were, some of his very best and very dedicated. I asked him what in his view would be the Navy's biggest

danger in this transition to heavy, swept wing jets, from Hercs. He didn't hesitate to venture that those big engines would like be dragged on the runway when the Angle of Bank limit was exceeded during landings. Turns out he was right. The first pod scrape was when LTCOL Sam Torrey USAF drug a pod while flying a pilot training hop at VQ-3. In Sam's defense we did find out the runway where he was operating did have a centerline 'crown' to it, not helping him keep the pod off the deck. From the population numbers shared here, you can see that the PEP Boys flew because there wasn't much else to do in the Garden Spot AFB locations and they were all GLAD to get out and come to HAWAII.



Dedicated to the memory of Lew Ciochetto, leader of NAS Rapid City PEP Boys. His dedication, humor, artistic talent and wit will always be cherished by those who knew and flew with him.

LESSONS LEARNED.

The TACAMOSAC PEP Boys were bored and so I asked them to gather up their experience and lessons learned and be prepared to share them ...

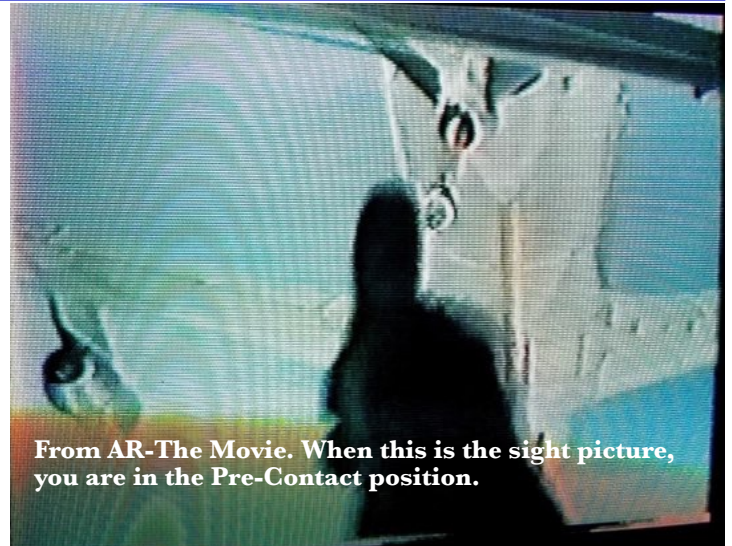
Continued on page 7 - PEP Boys

TACAMO - History

Continued from Page 6 - PEP Boys

with squadron folks upon their return. I sent them training plans to review and other projects. Lew volunteered his team to make a training video, explaining and demonstrating the most demanding part of their experience, receiver air refueling. He had arranged for me to fly several ACCS flights including a MITO (Minimum Interval (read formation) Take Off), an ALCC mission, and air refueling.

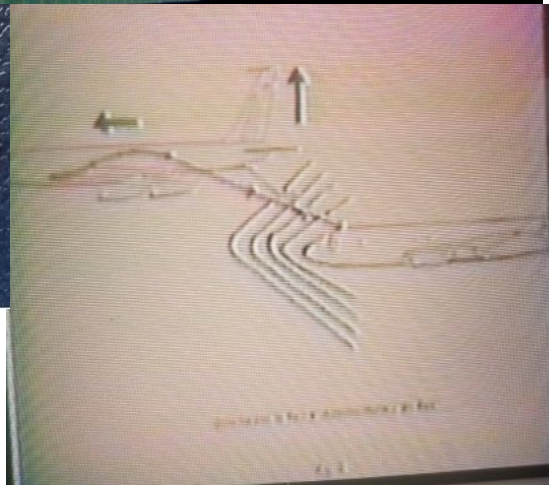
AR- The Movie was made in VHS by the NAS Rapid City boys and sent to VQ-3 where we showed it in a training presentation. SOON I hope to have it available on YouTube. Todd received the first DVD I made of it last week and was able to WOW his family with his adventures in the tanker business.



From AR-The Movie. When this is the sight picture, you are in the Pre-Contact position.

THE REST OF THE STORY

Those 12 pilots and 4 flight engineers were the start of Navy Merc operations and VITAL to our success. Right behind them came the rest of us. The Merc flight sims were not too accurate in the beginning and the Navy fired the contractor near the start of training. Also the two 707 airliners to be leased for initial In-Flight Trainers, were not ready. Further, the delays in deciding where to base TACAMO resulted in the Naval Training Support Unit (NTSU) being set up in Waco Texas where the sims and the jets were being developed. So the Navy got chummy with the Air Force again and many Herc pilots flew 6 hours and 4 flights with the USAF after the Merc training at Waco. They flew KC-135s at Grissom, TC-18 (707 ex airliners) owned by the AWACS wing at Tinker, and many flew 707 cargo jets owned and operated by.....Buffalo Air. By the time VQ-4 started their transition some but not all of this was fixed. Still, it all started with a group of Navy pilots and flight engineers, marooned with the Air Force at Garden Spot AFBs. THE PEP BOYS!



TACAMO Heritage Center

PAX Museum Display Board

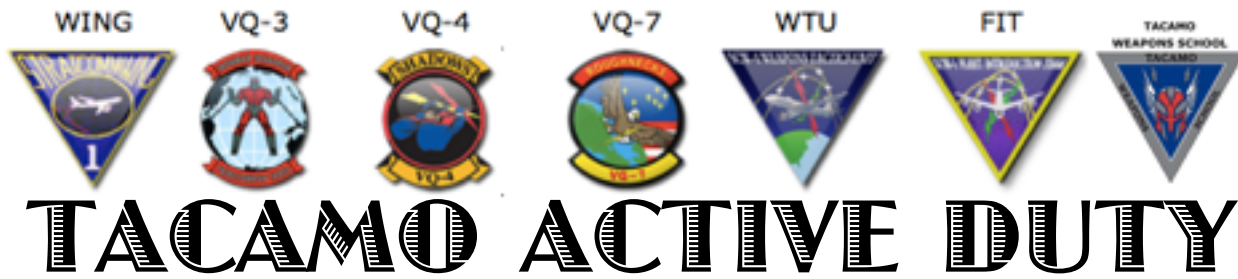


This old C-130 60/90KVA generator panel was donated to TCVA by Boneyard Safari for the PAX Museum display. TACAMO Veteran and PAX Museum Volunteer, Ron Bremer volunteered to help TCVA out with getting the panel to light up. Which

created another problem, where could the system drawing be found? Mike Vos reached out to Lockheed Martin, their files do not have the detail requested. They recommended looking for it in the NAVAIR for publications or contacting the vendor, Rockwell Collins, for details of the wiring and components inside their assembly. After reaching out to Jim "Mepp" Meppelink (TACAMO HOF Inductee), he reached out to the archive folks. Within a few days an active drawing of the system for a 624-7360-001 was received for Ron to light the board up. Many Thanks to Ron & Mepp

TCVA ARTIFACTS WANTED

Don't throw them away, throw them our way. If you have TACAMO Artifacts, Please consider donating them to TCVA. Email us tacamocommunity@gmail.com



STRATCOMMWING ONE - Leadership



Captain Anthony Barnes



CO - Commander Peter Haynes



CO - Commander Zach "ZBB" Brown



CO - Commander Hector C. Laus



CO - Commander Brian Pennel



Captain Cedrick L. Jessup Deputy Commander



XO - Commander Roger Davis



XO - Commander Christopher "Mitch" Seguire



XO - Commander Ronald A. Drake



XO - Commander Shane Zimmerman



CMDCM(AW/SW) Troy M. Newsom



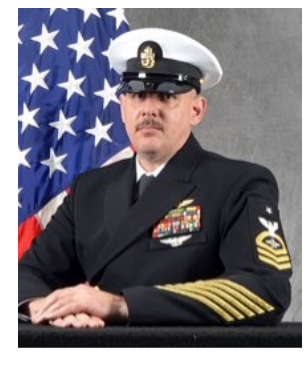
CMC - Ebony Pinnock



CMDCM(AW/SW) Jason Eckard



CMDCS (NAC/AW) Jimmy L. Brown



Senior Chief Michael Lyons

TACAMO Ball Caps

Place your order by Clicking Here



TCVA will take orders until June 30th.

Process will take about 3 to 4 weeks to fill orders.

Ball Caps Come In
Black and Navy Blue
& Strap Slide Sizer Buckle
Ball Cap \$17 + Shipping \$5= \$22

Shipping within USA



Photo: VQ-7 Cap request but not embroidered at the time of this sale

SUBMIT YOUR TACAMO LICENSE PLATES

Email photo to tacamocommunity@gmail.com

Check out the other plates submitted by going to <https://www.tacamo.org/image-gallery> and scroll down to License Plates

Photo is of David DeMoor's plate.



TCVA MEMBERSHIP DRIVE

TCVA MEMBERSHIP \$25

[Click here to Pay
Membership Dues](#)

OR

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

Win 2 Round Trip Tickets on Southwest Airlines



Next Drawing July 4th FREE RAFFLE TICKET WITH YOUR MEMBERSHIP DUES

With every membership paid,
their name will be added to the
Southwest Airline Ticket
Drawing

Limit One per Year
TCVA holds two and sometimes
three drawings a year.

[Click Here to Pay
MEMBERSHIP](#)

TCVA counts its membership by Facebook friends, which we have 4000 plus. We also count our paying membership, who donate \$25/year to help TCVA finance our efforts to preserve and promote TACAMO's history and its significance to U.S. strategic defense. Those who pay membership this year are receiving a free Southwest Airline raffle ticket.

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

 Jim Meppelink VQ2 79-80, VQ3 81-82 TCVA 83-84, 85-86	 John "Julie" Brundette VQ4 75-76 VQ1 80-81, 85-89	 JJ Caruso VRI Tacamo 67-68 VQ4 68-72	 Mike Davidson VQ2 78-81, VQ3 82-85 VQ4 86-89, 90-91 Contractor 85-14	 William "Maddog" Crouch VQ3 81-91	 Joe Caruso VQ3 68-71, VQ4 76-85 Contractor 85-14
 Steven Hickie VQ3 78-81, 84-87 VX1 87-91	 Jack Bowers VQ4 71-75	 Richard Beavers VQ4 69-72	 Bill Reiter VQ3 88-91, 92-95	 Gordon Saum VQ4 68-72	 Greg Pattison VQ4 77-81, 83-86, 88-91
 Jim Bazemore VQ4 81-85, VQ4 76-80	 Tim Baier VQ-3	 Charles Fry Contractor 67-73	<p>TCVA Members</p> <p>As a member you can have your picture posted on this page. If you wish to be added, please email Joe Caruso with a picture and your TACAMO history. No need to crop the picture, Joe will edit it and combine it along with the text in the attached format. Please email it to jrcaruso.tcva@gmail.com</p> <p>Joe Caruso, TCVA Treasurer & Membership</p>		

TACAMO Notices

Lockheed Martin 1000 & 2000 Pins

Mike Vos, recently reached out to Lockheed Martin to obtain C-130 1000 & 2000 hour pins for our members. TACAMO flew C-130's from 1963 to 1991, 24/7/365 for 14 years. Many flew a lot of hours. Crew members earned the 1000 & 2000 hour pins and showing them off on our flight suits. Still, over the years, many of TACAMO Veterans have lost or misplaced some of the memorabilia pin(s).

TCVA would like to help our Veterans find a little part their "Glory Days" by completing their collections of pins and awards. If you have misplaced your Lockheed Martin C-130 1000 & 2000 hour pin(s) click here to file out the form and send to our contact at Lockheed Martin. FYI, processing of the pins will take months due to the pandemic.



LOCKHEED MARTIN

Mailing Address for Awards: _____

Date: _____

Reply to Attn of: _____

Telephone No: _____

Subject: HERCULES STICKER ACTION REQUEST

The following individuals have requested pins for 1,000, 2,000, 5,000 or 10,000 hour pins and _____



**CLICK HERE TO
DOWNLOAD THIS FORM**

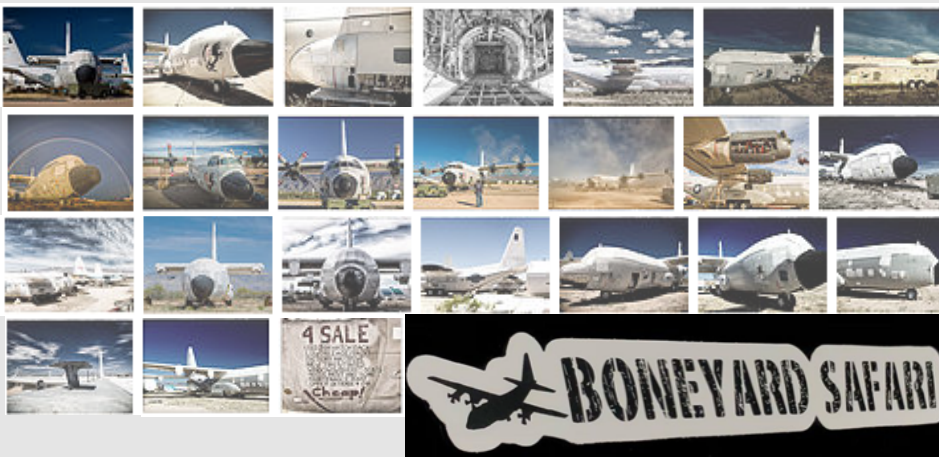
NAME (Last, First MI)	RANK	SSN	CREW POS	DATE ACHIEVED
2,000-HOURS				

Job Posting

Job Posting:

Senior Leader Comms System Help Wanted: In the Pentagon CACI has veterans placed in key support roles. Here's one that is open and needs some good solid NC3 experience. See posting for details and point of contact.

Link: [SLC3S Staff Action Officer](#)



C-130 Stickers and Other Gear

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

TACAMO Seen on FB

Who remembers this mug?

Vern Lochausen posted a picture of himself from VQ-3 OPS BOSS, 1984. Then asked what was your mug like in the squadron days? Here are the shared photos



Submitted by Tom O'Neill



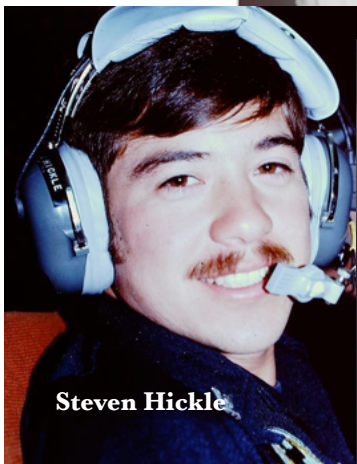
Eric Hall PAX River Maryland. Just completed training with VQ-4 Vans. In about 30 minutes will cannon ball across country to put my car on a boat in LA and then Fly to Hawaii. Summer of 88 and no A/C hooked up in my 360 Duster.



Celebrating Christmas 1986, in the Moffett Alert Quarters.
Jim Daubenspeck



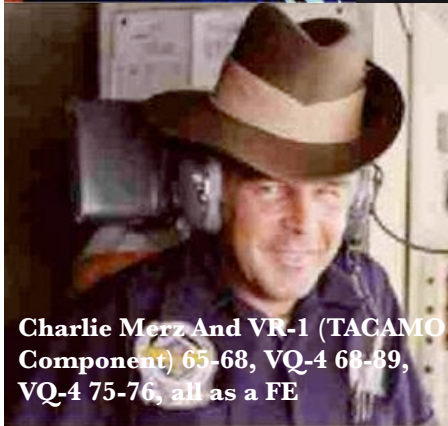
Bill Crouch



Steven Hickie

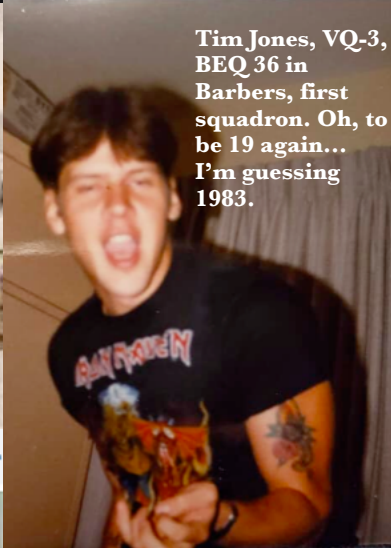


Robbie Robins 1986

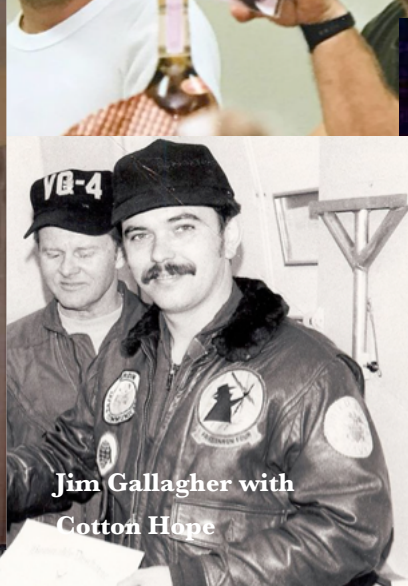


Charlie Merz And VR-1 (TACAMO Component) 65-68, VQ-4 68-89, VQ-4 75-76, all as a FE

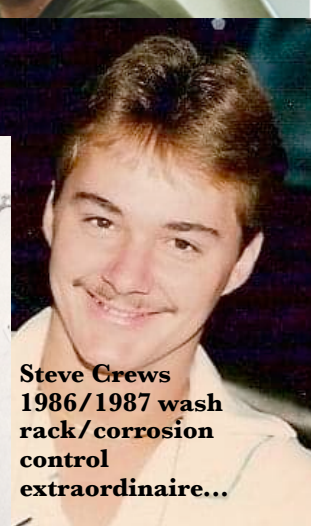
Lupe Torres I have no idea...



Tim Jones, VQ-3, BEQ 36 in Barbers, first squadron. Oh, to be 19 again... I'm guessing 1983.



Jim Gallagher with Cotton Hope



Steve Crews 1986/1987 wash rack/corrosion control extraordinaire...



Mark Shoe C130 and E6. Hawaii to OKC



Submit by Jerry Barkley



Ron Fritz 1978

TACAMO Seen on FB

Mug Shots Continued

Stan Krasovic, Fairfield, CA newspaper. Feb 1994.



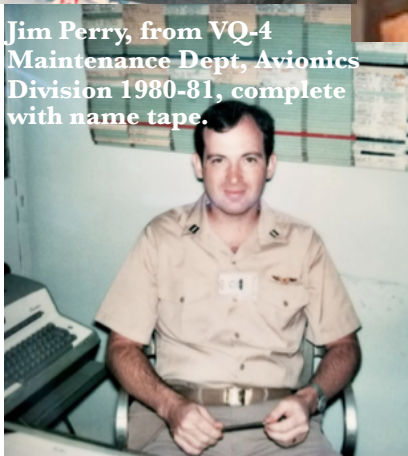
Frank Stiner Sr.
Second from the left lower row



Bill Osborne, First
squadron after my VQ-3
tour !1987



Jim Perry, from VQ-4
Maintenance Dept, Avionics
Division 1980-81, complete
with name tape.



Mike Simpson



John Keilty, First
E-6A Pilot Class
at Waco Rag.
Scooby, Pud,
Troll And me.



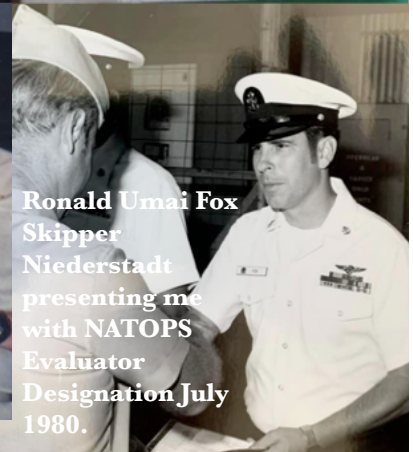
David DeMoor, final
re-enlistment Ensign
Gary Goode awarding
a Letter of
Appreciation to my
wife Herminia. Taken
1987ish at PMTC
Point Mugu.



Chris Sachs,
receiving my
MC
credentials
from Skipper
Shay.



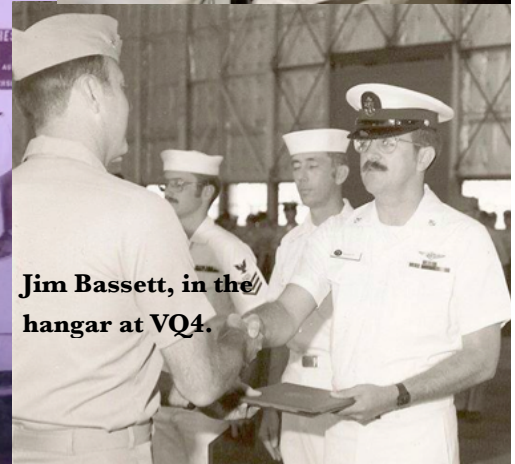
Ronald Umai Fox
Skipper
Niederstadt
presenting me
with NATOPS
Evaluator
Designation July
1980.



Joe Bacarella,
1975
COMNAVMAIRI
ANAS VQ-3
Flag Football
Champions
Reward of
winning the
Championship
was a free trip
back to the NAS
Fallon to play the
West Coast
Seals...We broke
one of their arms
and they ended
up winning the
game.



Jim Bassett, in the
hangar at VQ4.



TACAMO Seen on FB

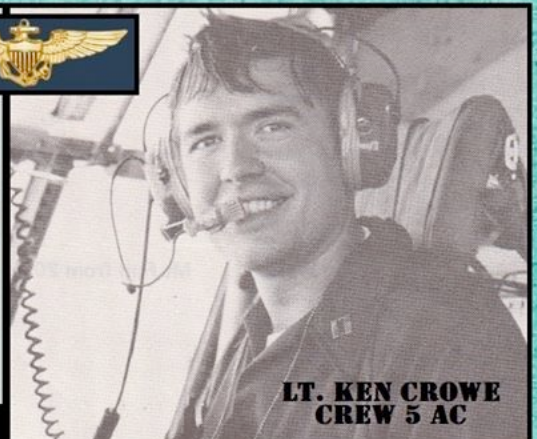
Mug Shots Continued



Mike Vos

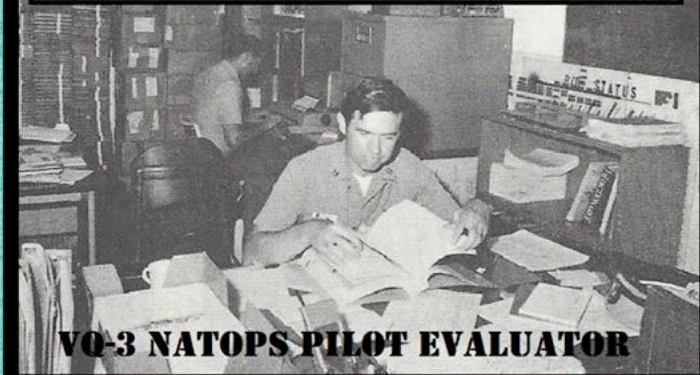


Cheryl (Wahn) Vos

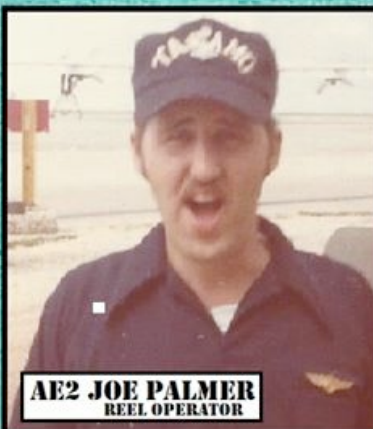
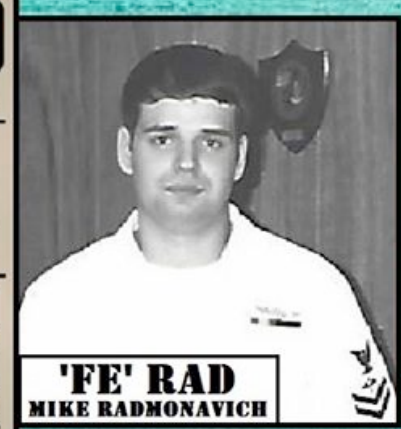
**'RADAR'**
BRAD SIETSIMA
NATOPS RO INSTRUCTOR**LT. KEN CROWE**
CREW 5 AC

BOLDFACE PROCEDURES

Condition Lever	"Feather"	CP
Coke	"Chug"	Crowe

**VQ-3 NATOPS PILOT EVALUATOR**

Is this an approach or are you practicing steep turns?

**LCDR BOB LAKE****'NUMBER UN'****CREW 5 MC****AE2 JOE PALMER**
REEL OPERATOR**'FE' RAD**
MIKE RADMONOVICH

TACAMO - Information

VQ-3

VQ-3 has led the community in pioneering both E-6A operations and E-6B Airborne Command Post operations, having done both without an operational standdown. In October 1997, the first Bravo model arrived at Tinker AFB, OK. VQ-3 led the changing of the guard from the E-6A Mercury to the greatly enhanced E-6B. The improved E-6B enabled assumption of the U.S. Strategic Command Airborne Command Post mission allowing embarked battlestaff to exercise command and control of the nuclear triad. The multi-mission E-6Bs officially assumed the "Looking Glass" mission from the Air Force on 1 October 1998. Both TACAMO squadrons now serve beyond its original Navy strategic role, providing the Airborne Command Post mission for Strategic Commands and other Combatant Commanders, when so directed.

VQ-3, successfully completed missions in support of USCENTCOM, Operation ENDURING FREEDOM, and the Office of Homeland Defense. As VQ-3 continues its outstanding tradition of mission readiness and commitment to community service, the "Ironmen" will continue to meet future challenges and set the pace for naval aviation.

VQ-4

Since its commissioning, VQ-4 evolved into a Squadron of approximately 400 Officers and Enlisted personnel making it one of the largest operational aviation squadrons in the

Navy. The Shadows of VQ-4 pioneered the demanding 24/7/365 airborne operations in the early 1970s. They never missed meeting that commitment and invented the structures that it took to do so. Indeed, their extraordinary dedication to operational excellence resulted in the Squadron surpassing 42 years and 380,000 flight hours of Class A mishap-free operations. True enough and VQ-3 is as large. The mishap free hours is probably higher today and unless they had a Class A after 1977, they have 48 years safe flying in 2020. 890 went in during 1972

VQ-7

The role of TACAMO provides the President and the Secretary of Defense direct command and control capability with America's "nuclear triad" of nuclear missile submarines, intercontinental ballistic missiles (ICBMs), and strategic bombers.

The TACAMO community was required to expand its training program to include all aircrew positions years ago due to additional mission tasking. The mission, to train combat ready crews for worldwide operations of Strategic Nuclear Command, Control, and Communications (C3) in support of national security and contingency operations. The Naval Training Support Unit that initially trained pilots, flight engineers and some mission specific training ended operations on 10 February 2000. On 11 February 2000, Fleet Replacement Squadron SEVEN was established as the aircrew training

command of Strategic Communications Wing 1.

The goal of the VQ-7 Roughnecks is to provide a constant flow of highly qualified aircrew to TACAMO's operational squadrons, VQ-3 and VQ-4. To accomplish this training goal and provide the fleet with the best possible product an elite handpicked corps of instructors and staff were selected.

VQ-7 uses a myriad of tools to execute aircrew and mission aircrew training in 12 specific curricula for pilot, flight engineer, airborne Communications officer, mission system operator, inflight technician, and reel operator training. The VQ-7 training system includes classrooms, laboratories, E-6B aircraft, full motion high fidelity flight simulators, weapon system trainers, and state-of-the-art computer-based training aids for initial training. In addition, pilots do transition upgrade and inflight refueling training.

VQ-7 is the E-6B model manager, charged with ensuring training and operational standardization among all users of the initial E-6B aircraft weapons systems.

The foundation of an effective force is always solid training. Training begins and continues with the Roughnecks of VQ-7. VQ-7 adapts training daily with the ever-changing threat to our nation's defenses. The professionals of VQ-7 stand ready to train the next generation of our country's servicemen and women. Credits: Navy.mil website VQ-7

SERVED ON GUAM

Veterans who served on Guam during the Vietnam War contend exposure to herbicides containing deadly chemicals should qualify them for health care and disability benefits.

The VA argues they were not exposed. If the Department of Veterans Affairs (VA) doesn't change its tune, Military Veterans Advocacy promises to sue the VA by mid-July 2020.

The VA contends there is no proof veterans were exposed to deadly chemicals on Guam.

More Information Go to <https://www.military.com/daily-news/2020/05/11/report-claims-vietnam-era-veterans-were-exposed-agent-orange-guam.html>

HEARING LOSS

submitted by Joe Bacarella

Have you ever flown as a EC-130 Crew? Have you ever worked the flight line or carrier flight deck preparing US Navy aircraft? Is you hearing not what it once was? Do you currently experience Tinnitus (ringing in the ear(s))?

If you served in the US military, you are eligible for VA Benefits if you qualify. To qualify for VA benefits you will need to file a claim. A list of admitted Veteran's Organizations have volunteers who can assist you in preparing your VA Claim. www.va.gov/vso

To read all the details submitted by Joe Bacarella

Go to https://a30c395c-4e6d-443a-ad47-ecb5a61c20a7.filesusr.com/ugd/d4627f_0efa873f9d554b28a87f0ad493e27dc8.pdf

VA Benefits Go to - <https://www.tacamo.org/va-benifits>

TACAMO FALLEN

Fallen Shipmates

Passings received after last Newsletter

I FLEW

by *Brad Baker*

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

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

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

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



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

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

Fallen TACAMO Shipmates

Presented in no particular order.

FALLEN LINK

TACAMO Community Veterans Association
PO Box 6126
Ocean View, HI 96736



TACAMO

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