



On March 30th TCVA was pleased to inform Crew 4 family and friends that Wake Island "Department of the Air Force, Pacific Air Forces" approved TCVA's request to place a 30 x 30 granite plaque memorializing the loss of VQ-3's Crew 4 off Wake Island on June 21, 1977. The plaque is made of granite with laser etched photos & name along with information regarding the crash.

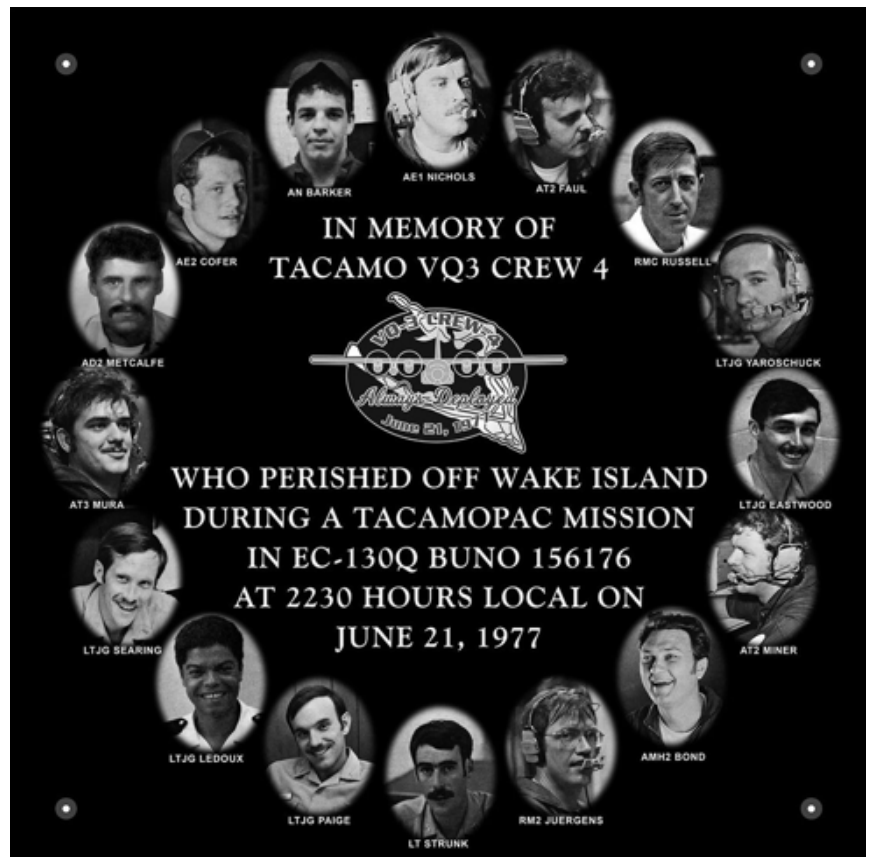
TCVA is arranging transport of the plaque to Wake Island for installation in the main terminal. It will visit the TACAMO wing before we will make other arrangements via commercial air and perhaps some Navy Air. While waiting on the transport of the plaque to Wake Island, VQ3 CO & XO have agreed to showcase the plaque in the Crew 4 Hangar passage way.

Following the installation on Wake Island, TCVA will receive photos for sharing with everyone. [A letter received from Colonel Frank A. Flores PACAF Regional Support Center is available for viewing by clicking on this text](#) and [the plaque etching to be sent to Wake Island by clicking on this text.](#)

FYI- The goal to get a Memorial Stone in to Arlington or Punchbowl continues!

TCVA Thanks everyone for their patience as we continue to move forward.

Wake Island Accepts Crew 4 Plaque



Crew 4 Plaque on Display

Until Mid August 2016

Location: NAS OKC

(Tinker AFB)

**in the VQ3 Hangar
Make arrangements to see
the Plaque Departs for
Wake Island**



Any Questions, contact Cheryl at crew4quest@gmail.com



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.

- Website: www.tacamo.org
- Facebook: www.facebook.com/tacamo.community
- Pinterest: www.pinterest.com/tcva/

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From the Executive Director,

Aloha
Mike Vos
Executive Director - TCVA

The primary mission of the TCVA is to collect, display, preserve and promote the history of TACAMO. This edition of the "Trailing Wire" Newsletter showcases many of our efforts to perform that mission.

Our work on the Crew 4 memorialization has had its challenges, but we have finally gotten cooperation from the Air Force to display a memorial plaque at the Ops Center on Wake Island to pay permanent homage to our fallen brothers. They are "forever deployed". We are still pushing hard to get the Dept. of the Army to permit a memorial at Arlington National Cemetery and/or at the "Punchbowl" on Oahu.

Over the past year, TCVA has been on a mission to collect personal and aircraft artifacts that show the mission, history and importance of TACAMO. Our archives are growing and our displays are coming. We have been given space at the Barbers Point Naval Aviation Museum and we expect to have a display ready for viewing at the TCVA reunion in September. The Naval Aviation Museum at Patuxent River has our space scheduled for late next year. TCVA is also working with the Pensacola Naval Aviation Museum, we're hopeful to have a display there, as well. Your contributions of TACAMO related artifacts and memories are what will be displayed in these museums. We invite your "treasures" to join our existing artifacts in this effort.

The TCVA has also noticed an increase in attention and membership from our Active Duty component. We welcome our junior shipmates and thank them for performing their challenging mission. It's apparent that they appreciate their alumni and the continuum of service we all represent.

Our reunion in Hawaii will be here before we know it. If you haven't yet and still want to attend, act quickly. The Hale Koa fills up fast. We're putting together a memorable program for our attendees. For some, it will be a trip down memory lane, for others a "bucket list" filler and others, a romantic adventure. Either way, we will make it a celebration for TACAMO and its alumni.

Thanks for being a part of our association.

Stay safe, have fun and live Aloha,
Mike



TCVA

Annual Membership Dues: \$20

Go to: tacamo.org/TCVA/join.html

Join Now

WANTED for the Heritage Center

- COMM Central
- Power AMP
- Reel
- Herc & E6 Items
- COMM Box
- NATOPS Manuals
- JATO Bottle
- Crew Rest Seat
- A Bunk
- Patches & Stickers
- Crew Pictures

TACAMO HERITAGE CENTER

TACAMO BUNO 151891/ Blue Angels Fat Albert



PENSACOLA NATIONAL NAVAL AVIATION MUSEUM HOME TO TACAMO #151891

A U.S. Navy Lockheed EC-130G *Hercules* (BUNO 151891) was initially assigned to VR-21 Det TACAMO in Barbers Point, HI. It was used for the "trash Hauling" mission until the TACAMO II Vans were produced and shipped to them nearly a year later. After that on 01 Jan 1966 VR-21 Det TACAMO was transferred to VW-1 on Guam.

Pensacola National Naval Aviation Museum's focus is on TAILHOOK Navy, not TACAMO or other non-sexy missions. HOWEVER, TCVA has been in contact with the new director and he is willing to accept a TACAMO display case that will tell the story and show some artifacts. On the Flight Line (*back lot*) there is a Blue Angels C-130, it is also a really famous TACAMO bird that was given to the Blues after the E-6 came along. It flew around the world in late '64 before it got its TACAMO mission suite installed. It was also the prototype for many of the TACAMO mods that upgraded the EC-130s. The story is not told now but after TCVA gets the TACAMO display there, everyone will know the story of the EC-130 sitting on the Flight Line at Pensacola National Naval Aviation Museum.

Aircraft History 151891

- U.S. Navy Lockheed C-130G *Hercules* (BuNo 151891) from Transport Squadron 21 (VR-21) in flight off Oahu, Hawaii (USA), circa in 1964. From 26 December 1963 to 31 December 1965
- 1966 was converted to EC-130G
- Unknown - Anti-magnetic testing at Kirkland AFB, New Mexico
- 1981 - EC-130Q test bed
- Mid-1980s Electro Magnetic Pulse testing...
- 1990 - Redesignated TC 130G
- Blue Angels Fat Albert from 1991 to 1997. During part of 1997, the aircraft was extensively overhauled. It rejoined the Blue Angels later in 1997.
- 2002 - USN Museum Penscola



In 1964, Ron Carlson and crew flew around the world in their EC-130G, 151891. It made an around the world trip, roughly at the equator, and carried Arctic survival gear on board anticipating an over the pole leg from France to Alaska. Never took place due to lack of navigation equipment and qualified personnel.

"I was an Aircrewman from Oct 1967 till April 1969 on this bird. It was originally with VW-1 TACAMO which became VQ-3 in 1968. We did a forced landing on the island of Rorotonga in August 1968 on a golf course and had to fuel the bird with car gas and then did a JATO takeoff off the island going down the same ruts we came in on. This bird was used for retransmitting VLF signals to the Polaris class subs for the so called failsafe system during the cold war. We were in Pago Pago spying on the French when they tested nuclear devices and transmitting signals to see if nuclear blasts would degrade our signals."
Thanks, David Smith RM2(AC)

TACAMO in the News

"Shadow of a Shadow" Short final PT AR flight Lincoln NE by Travis Likes



News of TACAMO in

Richardson Newsletter

Building trust every day

**Rockwell
Collins**

- TACAMO Hall of Fame
- E-6B Program

All can be found by clicking on this link:

<http://tacamo.org/TCVA/Newsletter/Richardsonfeb2016newsletter.pdf>



VQ-3 Skipper's Dream Reunion!

On the occasion of Ward Donnelly's retirement in AUGUST group of VQ-3 HERC JOs came at the urging of Pete Lee. All 8 of these guys led HERC crews in the final days of VQ-3 HERC OPS. L to R Vern Lochausen, Eric Ohlwiler, Tony Mazze, Mike Sullivan, George Allie, Ward Jim Donnelly, J.P. Scanlan, Pete Lee, and Dirk Caudle. These men carried the load for VQ-3 when the Merc was delayed. They stayed out of trouble and made their missions to the very end. Several took HERCs to the Boneyard after making that last trip with a nose art decorated bird. THANK YOU Gents for making this CO look good back in the day and for honoring Ward by being here for him! Jay Gallamore, Deb and Oko, and Buff were also present. Guest speaker? MGEN Jim 'Scanman' J.P. Scanlan. Submitted by Vern Lochausen

VQ-3 Reel Operator

using Navy Know-How to become business owner. Jim Daubenspeck, owner of Daub's Cobbler Shop on Canal Street in Laconia, (Left) buffs a customer's shoe. He has started retailing shoes that can be repaired, after having so many customers bring in shoes too cheaply made for him to fix. [Click here to read the full story Jim.](#)



VQ-4 25.6 HOUR FLIGHT ON THE E-6A, OCTOBER 1995

- **Mark Reichwein** beat our first record of 24.3 in 1989 - VX-1!
- **Jerry Majda** 4 man comm crew, that was a long flight!!!
- **Jeff Ruff** I was a noob on my first deployment.
- **Chris Sachs** 14.1 hour alert launch in an EC-130 is about the same as a 25.6 hour flight in a E-6A!
- **Bubba Russell** Gave Jeff his check ride on that flight, 2 FE's still had more time in the rack than on a normal Flight. Jerry brought Movies and Mel gave Rieed his AC check, 3



AR's. Lots of trail, when going into Pax had a gear lite out, all I could think of was that accident where all were fixed on the light and not flying. Great Crew!!!

• **Chris Montgomery** Glad our squadron finally did that. I was on the crew that tried the first shot at it. A bad generator cut us off at 18.x. Gonna go out on a limb and

say that most of those guys will NOT fit in those flight suits today. I "grew" out of mine many years ago... Lol.

- **Hal Waller** 15.9 in EC-130 was long enough!

Shared on Facebook

TACAMO "2016 Hall of Fame Nominations"

TCVA is **OPEN** for "2016 Hall of Fame Nominations"

Criteria for Induction to the TACAMO Hall of Fame

Guidelines for TCVA Hall of Fame induction:

- Minimum 2 tours in TACAMO (or equivalent time)
- Contributed to the mission, the aircraft, morale and the good reputation of TACAMO
- Demonstrated leadership, technically, professionally and personally, a mentor.
- Performs community service for the TACAMO Community
- Performed some sort of extraordinary task or event that shaped the TACAMO mission
- Generally recognized by his/her peers as deserving of this award



Nominations must be received by no later than May 31, 2016

The Selection Committee shall select nominees (not to exceed 5 total) 1 must be posthumous.

2012 to Present - [Hall of Fame Recipients](#)

[2016 HOF recipients will be inducted at the Hawaii Reunion August 31 - September 8, 2016](#)

**Please make your nominations by filling out this form and emailing it to mike@tacamo.org
http://tacamo.org/TCVA/HOF/TCVA_HOF_application.pdf**

or

Copy and paste the form below into a doc and add your content.

2016 Hall of Fame Nomination Form

Nominee Information

- Nominee's Name: _____
- Nominee's Rate/Rank/Position: _____
- Nominee's Military Status: Active Duty / Veteran / Retired / Civilian (**circle one**)
- Category: TACAMO Sailor / Industry Partner / Civilian Gov't Support / Posthumous (**circle one**)

Nominee's Contact information (if known)

Street Address: _____
 City: _____ State: _____ Zip: _____
 Email address: _____
 Phone Number: _____

Supporting Information:

- **Describe** the significant, lasting contributions the nominee has made to the community. Include dates of service and scope of responsibility. (*add a separate sheet if required*)
- **Describe** how has your nominee been involved in the TACAMO community and the local civilian community? Include years of service and roles. (*add a separate sheet if required*)
- **SUMMARY STATEMENT:** I believe this nominee should be inducted into the TACAMO Hall of Fame because: (*add a separate sheet if required*)

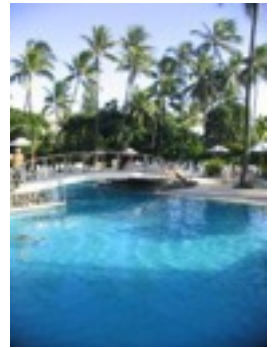
Nominator Information

- Nominator's Name: _____
- Relationship to Nominee: _____
- Nominator's email address: _____
- Contact number: _____
- TCVA Membership Status (choose one): None, Casual, Active or Life: _____
- Nominator's TACAMO Experience: (especially as it relates to the nominee)

TACAMO 2016 REUNION



**Room
Reservations
Click Here
No GROUP RATE**



Overlooking the turquoise waters of world famous Waikiki beach, the Hale Koa Hotel is nestled on a 72-acre tropical oasis fronting the finest stretch of beach in Waikiki. The Hale Koa Hotel offers an array of dining experiences for you to enjoy on property. The Hale Koa also offers a multitude of entertainment opportunities beyond just "fun in the sun". Hale Koa is one of four Armed Forces Recreation Centers around the world. Early reservations are important at the Hale Koa, as it fills up fast with active duty personnel having priority.

Attending? Email Cheryl @ tcva.reunions@gmail.com to put your name on the list.

Reservations made at Hale Koa *

- Mike & Cheryl Vos *
- Vern & Coleen Lochausen *
- Coach (Dennis) & Cheri Warren *
- Jim & Laurin Gallagher *
- Joe & Judy Caruso *
- Coby & Pamela Pachmayr *
- Gary Harsanyi, nephew of CAPT Bill Harsanyi
- LaRue Shepard (Shep) & Polly Huffman *
- Mike Davidson & Vicki Hughes *
- Joe & Pauline Dziewit *
- Barbara Klosterman *
- Mollie Johnson *
- Anita & James Baumgartner **Oahu is home**
- Bill & Carol Crouch *
- Mark & Linda Gragg *
- Mike & Cathy Neri *

- Dale Hurt *
- Wally & Marie Goss *
- Darrell & Sandra Tapp *
- Gene & Kathy Grigsby *
- Bill Osborne & Mary Eng *
- Denise (Branson), Steve & Anna Thompson *
- Joe Dziewit *
- Tony & Lida Gill *
- Doug & Mary Scott *
- John & Brenda Ryan *
- Peter & Terry Rourke *
- Bill Reeter *
- Steve Hickie *
- Ken & Pat Ritter *
- Jim & Teri Barney & Stephanie Barney *
- John & Joan Alger *
- Jim & Annette Meppelink *

- Jack & Cindy Bowers *
- Gary & Mary Faith Fodor *
- John & Linda Burgoon *
- John & Louise Brouillette *
- Greg & Dorothy Utech *
- Ron & Arlene Carlson **at Imperial Hawaii**
- Dave & Rusty Potter *
- Richard & Therese Holleger *
- Dale & Brigitte Tutko *
- Gary & Linda Breeden *
- Rick (Red) and Diane Badgero *
- Lew and Karen McIntyre *
- Don, Jong & Nathan Hutcherson *
- William & Barbara Long *
- Loren and Sue Linde
- Don, Jong & Nathan Hutcherson *
- Loren and Sue Linde *

Reunion Website - click here



**2016
HAWAII
REUNION**

**Checkin 8/31
Checkout 9/8**

No GROUP RATE

Island of Oahu



2016 TACAMO Reunion

Hawaii

TACAMO MERC



This is a sample of what is appearing in the media about TACAMO. TCVA does not review or edit the material. We are sharing what is out there in open sources. The following article was found on the [Defense Industry Daily](#) website.

The USA's E-6 Fleet:

Take Charge, And Move Out



June 4/14: Training - Rockwell Collins, Inc. in Cedar Rapids, IA receives an \$11.9 million firm-fixed-price contract modification to upgrade of the E-6B Mercury Weapon System Trainer, and keep it consistent with changes to the plane. All funds are committed immediately, using Navy FY 2012-13 aircraft budgets. Work will be performed in Richardson, TX (60%) and Binghamton, NY (40%), and is expected to be complete in February 2017. US NAVAIR in Patuxent River, MD manages the contract.

E-6B TACAMO

The USA's E-6 Mercury "survivable airborne communication system" airplanes support their Navy's SSBN ballistic missile submarine force and overall strategic forces. With the advent of the new "Tactical Trident" converted Ohio Class special operations subs, their unique capabilities become even more useful. The E-6B version also has a secondary role as a "Looking Glass" Airborne National Command Post, and in recent years they have seen use as communications relay stations over the front lines of combat.

Delivery of the first production E-6 aircraft took place in August 1989, with delivery of the 16th and final airplane coming in May 1992. This is DID's FOCUS Article concerning the E-6 system, which includes details concerning the capabilities and associated contracts. The latest contracts involve important fleet upgrades, as the Navy tries to drag the jet's systems into the 21st century.



E-6B MERCURY "DOOMSDAY PLANE" WITH BRAND NEW DOME

This is a sample of what is appearing in the media about TACAMO. TCVA does not review or edit the material. We are sharing what is out there in open sources. The following article was found on [The AVIATIONIST](#) website.

THE AVIATIONIST

By David Cenciotti

Several aircraft enthusiasts have pointed out that there is a new dome on the E-6B TACAMO. The U.S. Navy operates a fleet of E-6B TACAMO ("Take Charge And Move Out").

The "Mercury" aircraft are extremely important as they are used to relay instructions to the fleet ballistic missile submarines in case of nuclear war but also act as back ups of the four E-4Bs NAOC (National Alternate Operations Center), working as ABNCP (Airborne Command Post) platforms (hence "Doomsday Plane").

For sure the E-6B can do many things: it can perform the so-called Looking Glass mission (mirroring the ground-based C3 center at Offutt AFB and relaying orders), talk to submarines trailing a 26,000 ft wire antenna, launch commands to ICBMs (InterContinental Ballistic Missiles) via Airborne Launch Control System, and perform C3 (Command Control Communication) operations to forces operating in theatre. For this reason it is equipped with systems that make it capable to communicate on virtually every radio frequency band, on commercial satellites and on the Internet, using also a secure VOIP system.

TACAMO

May is National Military Appreciation Month

Congress designated May as National Military Appreciation Month in 1999 to ensure the nation was given the opportunity to publicly demonstrate their **appreciation** for the sacrifices and successes made by our service members - past and present.

[Take time to thank a service member, click here for ideas.](#)



Also Thank A TACAMO Mate

French Version of Tacamo

by Rayburn Brooks

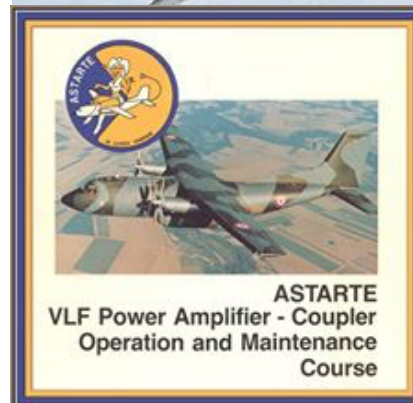
The French government wanted to purchase an airborne VLF system like the U.S. NAVY TAC IVB system in the EC-130. They purchased the VLF system from Rockwell Collins and named it ASTARTE. Rockwell Collins developed a French version of the TAC IV system and placed it in a French C-160H aircraft. The French military sent eight students to be trained in Dallas four students as SSPA technicians and four students as REEL technicians. The French military requested through the government to have the U.S. NAVY TACAMO do the airborne training. NAMTRA 1079 in Patuxent River Maryland was asked if they could accommodate this training. AMCS Stan Grant, ATC Hal Waller, AE1 Jerry Summerday and AT1 Bart Becker were selected. We did some prep work with Rockwell Collins on the differences between the two systems and a test flight on the French C-160H aircraft that had the ASTARTE system placed in it at Dallas. After briefing with PMA 271 we departed to Paris France. After checking in with the American embassy we departed for Bordeaux France to Sogerma, a French Aerospace company for Flight testing and ground and airborne training of the French students. We divided up into two aircrews Stan and Hal had crew one and Bart and Jerry had crew two. After ground training with the French students on the safety and bail-out procedures of the C-160H we proceeded with the training. We would have three flights a week and two days of ground training to qualify the students. This initial group of students then would teach and qualify the French squadron personnel. Flights would last approximately seven hours and consisted of multiple wire extensions and retractions and SSPA transmissions. We would insert faults and teach troubleshooting procedures and bypass procedures to the students we developed a special course/

Rayburn Brooks



syllabus to cover the training flights operations and troubles also ground scheduled/phase maintenance of the VLF PA OG-127 and the OE-159 Reeling system and ground operation into the

external dummy load and wire replacement with the RL-293. The French students were of the highest caliber of students and learned and tested your knowledge each and every flight. During the training many wonderful friendships were made and the chance to see a wonderful country and many historical places visited. This was one of the highlights of my 24 years in the Navy and I will always remember Colonel LeRiche and the French military for their hospitality and friendship.



TACAMO Leadership

Rear Admiral Dwight D. Shepherd is a native of Cleveland, Ohio, and graduated from the University of



Cincinnati in 1983, earning a Bachelor of Science degree in Business Administration, majoring in Marketing. He also earned a Master of Science degree in 2006 from the Industrial College of Armed Forces (ICAF), in National Resource Strategy. RDML Shepherd was commissioned an ensign in June 1984 and earned his Naval Flight Officer wings July 1985. Rear Adm. Shepherd operational command tours include: Fleet Air Reconnaissance 3 (VQ-3), the Navy's largest aviation squadron. His major command was Strategic Communications Wing 1 and Task Force 124. He was the first black officer to command a **TACAMO** squadron and air wing. His operational tours include: Patrol Special Projects Unit 2/VPU- 2 (Avionics Division Officer), Fleet Air Reconnaissance 3/VQ-3 (NATOPS, flight officer, and maintenance officer), and his operational tours include: Patrol Special Projects Unit 2/VPU- 2 (Avionics Division Officer), Fleet Air Reconnaissance 3/VQ-3 (NATOPS, flight officer, and maintenance officer), and CTF 70/75/CARGRU 5 (N6/IWC), Yokosuka, Japan, aboard USS Kitty Hawk (CV 63). His shore tours

include: Bureau of Naval Personnel/PERS-43 (Initial Assignment and VQ/Force Support Detailer), Naval Training Support Unit/NTSU (NATOPS evaluator/instructor), US Strategic Command (TACAMO/ABNCP current ops officer), and Office of the Chief of Naval Operations (OPNAV)/N6F (executive assistant), OPNAV N00X (strategic alignment branch head), senior military assistant to the secretary of the Navy, and director, Manpower and Personnel Joint Staff. Rear Adm. Shepherd's decorations include: the Distinguished Service Medal, Defense Superior Service Medal, Legion of Merit (2 awards), Defense Meritorious

Service Medal, Navy and Marine Corp Meritorious Service Medal (2 awards), Navy and Marine Corps Commendation Medal (3 awards), Joint Achievement Medal, Navy and Marine Corps Achievement Medal (2 awards), Global War on Terrorism Service Medal, and other unit and service awards. He is currently assigned

BlackHistoryMonth: Profiles in U.S. Navy Leadership

BY U.S. NAVY – FEBRUARY 6, 2016

POSTED IN: COMMEMORATIONS & CELEBRATIONS, COMMUNITY

[Click on this text to view the article, scroll down the page to find Rear Adm. Dwight Shepherd - Director, Cyberspace operations/J6 U.S. Northern Command/NORAD](#)



Commander Mark McLean, a native of

Bullard, Texas graduated from the University of Texas at Tyler in 1997 with a bachelor of business administration degree in

accounting. After graduating from officer candidate school in November 1997, he reported to initial flight training in Corpus Christi, Texas and was later designated a naval aviator in Enid, Oklahoma in October 1999. Upon completion of fleet readiness squadron training (VQ-7) at Tinker AFB, OK for the E-6A/B **TACAMO** aircraft, Commander McLean's first assignment was with the "Ironmen" of Fleet Air Reconnaissance Squadron THREE (VQ-3) in August 2000, flying the E-6A/B aircraft. During his tour he served as the avionics branch officer, flight schedules officer, legal officer, E-6A/B mission commander evaluator and E-6A/B assistant NATOPS instructor pilot.

In August 2003, Cmdr. McLean reported to the "Roughnecks" of Fleet Air Reconnaissance Squadron SEVEN (VQ-7) as an E-6A/B assistant NATOPS instructor pilot, instructing student pilots in the

E-6A/B, B737/200 and B737/600 aircraft. While at VQ-7 he served as the Weapons Tactics Unit assistant department head. Cmdr. McLean transitioned to the Full Time Support (FTS) community and reported to Command Fleet Logistics Support Wing (CFLSW) at Naval Air Station Joint Reserve Base, Fort Worth, Texas in June 2006. While assigned to CFLSW he served as the administrative officer. He transferred in August of 2007 to the VR-59 Lone Star Express at NASJRB Fort Worth, Texas and served as the operations officer, maintenance officer, NATOPS officer, and assistant NATOPS instructor pilot while flying the C-40 aircraft. In January 2011, McLean reported to the Naval War College in Newport, Rhode Island. There he completed his Joint Professional Military Education Phase I requirements and earned his Master of Arts Degree in National Security and strategic studies. McLean next reported to the Pentagon in March of 2012 and served in Navy Operations Center as a battle watch captain and assistant operations and information branch head for OPNAV N31.

Cmdr. McLean's personal awards include the Meritorious Service Medal, Navy Commendation Medal (3 awards), Navy Achievement Medal and various unit awards. He has accumulated more than 4,000 flight hours in numerous aircraft.



NAVY RECRUITING DISTRICT
MICHIGAN

TACAMO PATCHES

Tracing the Logo Origins of the Ironman – Hercules – Roughnecks

SQUADRON HERALDRY

VQ-3, VQ-4, VQ-7, the squadron DETS at Travis and Pax, and the Wing all have their individual logos. Each has its own history. What follows is the start of collecting that history and the content will change as I find more TACAMO Sailors with the story of how the logo came to be.

VQ-3 - IRONMAN Squadron

With the C-130 Hercules being a new model of aircraft in the mid-1960s, it makes sense that VQ-3 Sailors found the Roman mythological character Hercules as having double meaning for the mission they were undertaking in an aircraft with the same name. The character and the airplane, both possessed great strength, and performed feats that others could not. The mission was to create a radio link half way across the globe that connected the President with the deployed nuclear submarines in the Pacific. TACAMO was the vital link in the chain that ensured connectivity. So a design on the globe with Hercules holding the chains in his hands and personally making 'the connection' was a depiction of what the VQ-3 mission was all about. It is said that he was dressed in a Roman Soldier's uniform, hence the helmet and baggy short pants and tall boots. How the name IRONMAN came about is not yet known. Marvel Comics first introduced TALES of SUSPENSE series in 1959 and it featured an Ironman character with a Roman-looking outfit including the tall boots and below the waist tunic, all of a dark grey and black color.



Tracing the Origins of Ironman Logo:

From VQ-3's first Skipper, Ed Preston, who turned 84 last July.

"The VQ-3 Communications officer that came up with the "Ironman" logo was LT. Richard (Rich) Ward. It was called the "weakest link" as we thought of ourselves as the final link between the head shed in the White House and the shooters under the water and we probably were, and still are, the weakest point in the network... No one has been able to locate Rich for a number of years now." Photo caption by the Skipper: "Safety was paramount at VQ-3.. (Note the outboards are caged....)"

Still looking for the story of why Ironman and not Hercules.



VQ-3 IRONMAN 1982

In 1982, CO VQ-3 CDR Jim Bailey selected a new design from several drafted that put Ironman atop a set of agnostic gold wings with a single star in the wing's shield. The addition of the trident was symbolic of the coming Trident SSBN force, first deployed in the Pacific in that time frame.

Ironman became a superhero figure in a gold and red outfit that is still current.



VQ-3 Logo 1989 to Present

The hangar deck description of the 1980s version was Iron Gal in baggy pants, riding on Army wings. In 1988, VQ-3, with Marvel's approval, adapted that figure with grey instead of gold colors. Several other designs were created but a hangar crew deck voted and went with the new superhero Ironman. LT Mark Chaves completed all the drawings and negotiations and created the OPNAV-approved logo change. This was possible because the heraldry rules permitted a change with a change of equipment, the Merc then replacing the Herc.

TACAMO PATCHES

Skipper ED Preston adds: Barragada Hill in the background. The other hill on Guam was the "Tank farm" south of Agana where we would drag off the stuck drogues so we could get to Fiddler's Green CPO club quicker. (No high level staff meetings to solve the problem - just drag the sucker and knock it off). Trucker, Rick Ward could draw armor but not muscles hence --no Hercules....



VQ-4 SHADOWS

The story of how VQ-4 adopted The Shadow is best told by former LT John Ehlers who came up with the idea from the Portegese wine label, Sandeman. "As I recall, there was no formal process. Over time, a number of us had chatted about the Sandeman logo as an apt design to represent the secrecy and mystery involved in our mission. Because we flew into Rota frequently, there had been opportunities to tour the countryside and on at least one occasion some of us toured the winery (I think it was in Jerez). Anyway, this design just sort of happened and I drew the thing with the lightning bolts so everyone could see what it might look like. I guess they liked it because I don't remember doing numerous drafts. As far as timing goes, I'm pretty sure it was before the formal commissioning, but I think some time elapsed while the heraldry office did its work. I don't remember the seal/patch being in place at the time of commissioning." "My best recollection is that I drew it at the nav table on a flight over the North Atlantic (can't recall which mission). You may notice that the heraldry people changed it into a cartoon character that I have never liked. I was particularly displeased to find that other squadron patches used the same theme but were able to have theirs not turned into cartoons."



Original SHADOW Sketch
1968

With the changes made to the original sketch, John Ehlers' modified version remained the logo adopted and used by VQ-4 for over 35 years.



VQ-4 Logo approved in 2003/2004

The more Western Shadow logo was created in response to the Shadow Chiefs Mess wanting to update the image. The wife of then Shadow Command Master Chief Steve Olson completed the art work that was accepted by the Mess as the candidate design. As then Shadow Skipper Tom "Rocket" Maser reports, "There I was in my office and the CMC knocked on the door jam requesting to enter. He came with a proposal from the Chiefs mess to change to antiquated Shadow emblem. He came with all the instructions that go along with a change and I asked if he had any suggestions for updating it? Of course, as a fine of a CMC that any command could have he did have a few samples which were all quite impressive. I asked him to go out to the Sailors on the hangar deck to see if anyone had any other suggestions and there were a few but one seemed to win everyone's vote. We dug into the paperwork and it was approved."

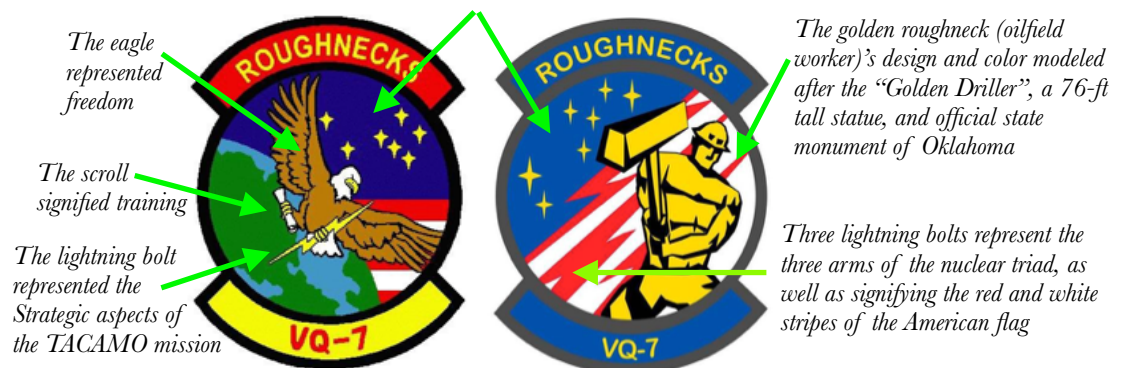


VQ-7 Logo

CDR Kevin Snode writes of the new VQ-7 logo: That was done during my last few months as Skipper at 7, departing Aug 2014. CDR Matt Snifin was the CO after but I started it. LCDR Jeff Labauve and his folks in OPS did the legwork to put the package together for submission. With the squadron being in Oklahoma and having our call sign as Roughnecks, it seemed we should adapt our logo to our location and call sign. The Roughneck is an oil field worker, adapted from the large statue in Tulsa OK at the Fairgrounds.

The patch was designed and made in 1999 by Dan Collini. It came from the original NTSU design, it incorporated the flag, the eagle, the seven stars "Pleiades" (the seven sisters VQ-7) are the mother of "Mercury" the messenger (Maia the mother of Hermes in greek mythology). (VQ-7 is the mother of TACAMO) The eagle is holding the diploma (schoolhouse) and the lightning bolt (communications).

The seven stars are the Pleiades star cluster, often called the "Seven Sisters", the mythological daughters of the Greek titan, Atlas; the oldest of Atlas' daughters, Maia, was the mother of god Hermes- Mercury in Roman mythology.





TACAMO ACTIVE DUTY

NEW SINGLE-BAY HANGAR FOR E-6B

The new single-bay hangar will augment the current four-bay E-6B operational maintenance hangar to provide space for the increased maintenance requirements associated with the aircraft's service life extension. The new hangar will provide space for one aircraft for enhanced phase maintenance, along with shop and administrative space to support 60 aircraft maintenance personnel.

With the Mercs all approaching the twenties in terms of age and thousands of flight hours, more extensive maintenance is required to keep them flying. The workforce, largely Tinker AFB civilian depot maintenance folks, will work in this hangar when a jet is in flow and the Fleet Support Team led by Ned Miller will be directing the work and dispositioning issues that are found. Organizational level maintenance will continue in the squadron hangar bays.



Unlike with the Hercs, the Mercs didn't go away for an extended depot level maintenance period. The time has arrived for that to be done and this hangar will make it possible and more convenient to the squadron flight line.



VQ-4's Sponsored Group at Naval Station Great Lakes

"Shadow Division" got a visit from of the current Shadows at Great Lakes. CDR Stoddard, CMC Newsom, and other Shadows were able to congratulate and thank the recruits for representing both the Navy and VQ-4 with honor.



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 nights,

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!



A SALUTE TO ALL OF OUR VETERANS

Dave Dick	TACAMO Support	January 14, 2016
Kenneth Lee Gray	TACAMO	January 24, 2016
Thomas L. Klosterman	VQ-4	February 13, 2016
Jay F. McCormick	TACAMO Support	March 12, 2016
Debra Roob Costello	VQ-3	May 2, 2016

ALL Current and Former Reel Operators & TACAMO Family and Friends

TCVA is producing a "Reel TACAMO Chow" cookbook. Proceeds from the sale will support TCVA Heritage Center Fund. Please submit, in the words of Mike Vos, "your Best and Worst" Reel Chow recipes to John Burgoon jhburgoon@gmail.com

TVCA will compile the Reel Chow cookbook and then combine it with a VQ4 Officer Wives cookbook, circa 1975, donated by Phyllis Coyne.

TVCA cookbook will be for sale in the Paraloft and available at the 2016 Hawaii reunion. Please submit your recipes and any anecdotal information to jhburgoon@gmail.com. John of course, will be submitting his "World Famous 3-Bean Bake".

There are many excellent recipes in TACAMOLand. Any TACAMO member wishing to submit their recipes, please include your name and relationship to TACAMO.



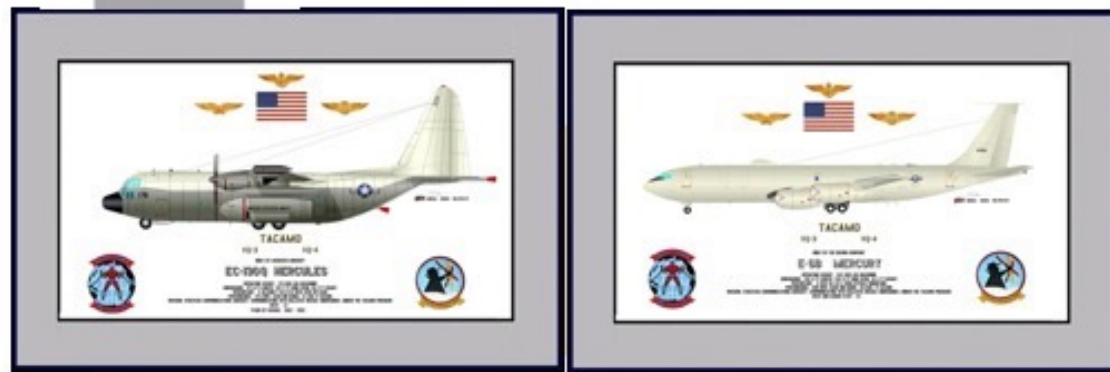
PATCHES PINS MUGS

CHALLENGE COINS STICKERS

SHIRTS FRAMED ART WORK



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