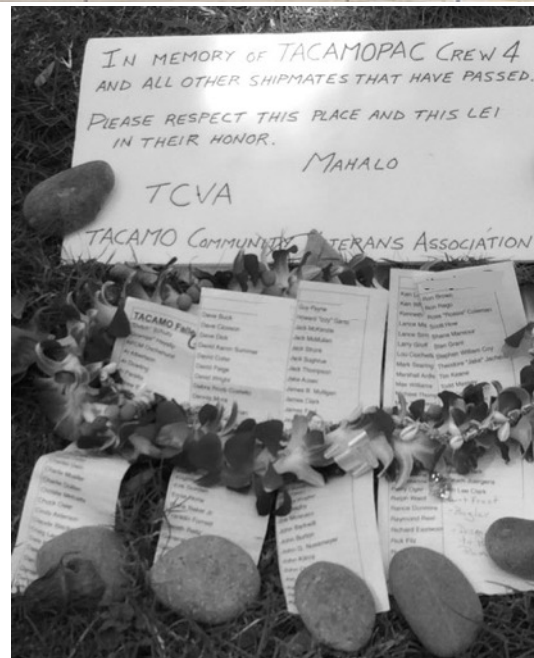




2016 HAWAII REUNION

Story on page 5



NATIONAL MEMORIAL CEMETERY OF THE PACIFIC (AKA PUNCHBOWL)

Story on page 7

TCVA PRESENT'S THE FIRST MUSEUM DISPLAY

Story on page 6



2016 TACAMO HALL OF FAME INDUCTEES

Story on page 4

Steve Hickie



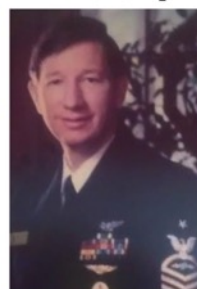
Mike Davidson



Gene Grisby



Mike Kemp



Tom "TK" Klosterman





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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Planner, Executive Secretary &
Newsletter Editor
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Dennis "Coach" Warren
Director of Historic Preservation
CoachWarren@tacamo.org

From the Executive Director,

Aloha
Mike Vos
Executive Director - TCVA

TCVA Thanksgiving

The truly American holiday is Thanksgiving, with traditions that predates Independence Day. A long weekend, set aside to reflect on the things we're thankful for ... And, football and shopping ;-)
We hope everyone enjoyed their weekend.

This year the TCVA has a lot to be thankful for.

- Wake Island has accepted our Crew 4 Memorial plaque for display in their Ops building.
- New and improved form, structure, or appearance of tacmo.org and Paraloft Store website
- The National Cemetery of the Pacific (aka "The Punchbowl") has permitted us to place a Memorial Stone on its Memorial Walk up to its scenic overlook.
- Barbers Point Naval Aviation Museum is hosting our display commemorating VQ-3's presence, there.
- We had a terrific turnout for our reunion on Oahu. Lots of aloha shared!
- TCVA Facebook is just shy of 2,000 followers.

The TCVA is maturing nicely. As is our membership. We're working to engage more of the younger generations of TACAMO sailors, recently separated/retired and active duty. They are the shipmates that will make the TCVA sustainable. Please encourage those shipmates to become members and active with us. The upcoming reunion in OKC (June 2017) will be a terrific opportunity to share our common experiences as well as the legacies we create for future generations.

Most of all, I'm thankful for our membership, that extended family that serves our country and its defense. It's you that brings the joys and challenges of the past, an appreciation of the present and a hope for the future.

Enjoy your upcoming holidays, your families and take a moment to remember our fallen shipmates when you give thanks for all you have. They're the ones in the empty chair.

Aloha and stay safe, Mike



Trivia Person

This person would post weekly Trivia about TACAMO on the TACAMO Community Veterans Association Facebook page. The late Don Lindeman carried out this task for years.



**VOLUNTEERS
WANTED**



Reunion Assistant

The Reunion Assistant would do just that: they assist with anything and everything Reunion related.

Interested: please email Cheryl at
tacamocommunitiy@gmail.com

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!

Robert Douglas Wisotzkey	VQ-4	August 1, 2016
Kelley Fields	Security Manager at TACAMO Wing	August 22, 2016
Robert "Bob" Frost	VQ-3 and 4 and TACAMO Wing	September 2, 2016
Dale M. Tutko	VQ-4	September 26, 2016
Bruce Ernest Davidson	VQ-4	November 2, 2016

Gifts in honor or in memory of TACAMO fallen, family and friends are a meaningful. Thank you to those who request donations to be sent to TACAMO Community Veterans Association when a loved one passes away, as a special honorarium or a special occasion remembrance. If you are interested in information regarding these donations, please contact Cheryl Vos @ tacamocommunity@gmail.com or mail your memorial donation to TCVA, PO Box 6126, Ocean View, HI 96737. The donations below have been received since the printing of our last Newsletter.

Donations made to TACAMO Community Veterans Association in Memory of . . .

Tom "TK" Klosterman

- Marcia and Jim Slade
- Catherine Conduitte



TACAMO RECOGNITION



2016 TACAMO HALL OF FAME INDUCTEES



Steve Hickle



Service

- VQ-3 1978-1981 & 1984-1987
- VX-20 1987-1990

Contributions

- VQ-3 ACS, Comm, Ops, Maintenance Departments
- 3,000 Herc hours
- Teletype Repairman
- ACS during challenging E-6A OPEVAL
- ACS on longest E-6 flight- 24.3 hrs
- VX-20 High Power Transmit Set (VLF) Test Director

Leadership

- Master Chief Radioman, Division Chief, Shop Chief, mentor to many an ACO
- Led Comm Crew in evaluating suitability of E-6 for TACAMO Ops
- Directed test program for new solid state VLF system

Community Service

- TCVA event organizer
- Researcher for Honorary Chief Petty Officer

Mike Davidson



Service

- VQ-4 1973-1976; 1979-1981; 1984-1986
- VQ-3 1987-1989
- CINCLANT 1981-1984
- CNO Staff 1986-1988
- CINCPAC Staff 1988-1990

Contributions

- Safety/NATOPS and QA programs - VQ-4 100% startup
- Directed TACAMO & ABNCP
- LANT ops, Verdin interop tests
- OPNAV lead for E-6A buy & basing decision
- Guided prep for Herc to Merc transition as CO of VQ-3
- First CO to fly the E-6 and first to accept delivery of jet

Leadership

- Maintenance during VQ-4 transition to newer Hercs
- Drafter of E-6 Operational Requirements document
- Spearheaded Fleet prep for Merc-training, facilities, manning

Community Service

- Rotary President - community projects leader
- Arizona service organization leader
- WVA humanitarian disaster relief

Gene Grisby



Service

- VQ-4 1976-1981- 2,000 hours
- VQ-3 1984-86 - RMCS
- Boeing E-6 1987-2002

Contributions

- RM course lead and first ACO course author-RTD
- VQ-3 standup ACS and Tactics and Ops Chief
- 25 years Boeing E-6 support team- Training and Field Service
- Trained E-6 Initial Cadre Comm Crews, Barbers and Pax
- Field Service Engineering Manager for 11 years at Boeing OKC - E-6 and 707 expert

Leadership

- Radioman and ACO instructor - mentor to many a Pilot and NFO mission
- Boeing E-6 Training Teams- course development & delivery
- Boeing Field Service Engineering Team- solutions for Sailors in the Shop

Community Service

- Coach for kids basketball, football and baseball
- Coached a Dutch baseball team
- Coordinator of charity Heart of Gold Fund for Boeing E-6

Mike Kemp



Service

- VQ-3 1978-1981 Guam
- VQ-3 1984-1989 Barbers
- TACAMO PMA 1989-1994
- Waco E-6 mods contractor 1994-2005

Contributions

- 24 years Navy- 13 with TACAMO- ATCS
- 9 years serving E-6 Industry Partner
- 3,000 flight hours as InflightTech Instructor/Evaluator
- Navy Liaison at contractor site during Herc to Merc transition
- Industry Partner Engineering lead for E-6A to B mods/ transition

Leadership

- Mission Systems Technical leader Herc ops standup in VQ-3
- NAVAIR rep during Herc stripouts, directing contractor
- Industry Engineering Leader in difficult A to B mods

Community Service

- Board of Directors-Shepherd's Heart -food bank & Waco Hunger Coalition
- VA center and Habitat for Humanity volunteer
- Significant contributor of memorabilia to TACAMO Heritage

Tom "TK" Klosterman



Service

- VQ-4 1968-1976

Contributions

- VQ-4 Plank Owner
- 22 years serving in Navy
- Flight engineer and retired a Chief Petty Officer
- Power plant- quality control

Leadership

- FE instructor and mentor to many a Pilot and NFO on aircraft systems.
- Director of Public Water system in his hometown after TACAMO.

Community Service

- TK has attended almost all the TACAMO reunions.
- Holy Trinity Catholic Church, Coldwater Knights of Columbus
- Volunteer bus driver for Coldwater Schools and the Amish.
- St. Gaspar del Buffalo Assembly - Faithful Navigator
- Coldwater American Legion Post and Coldwater V.F.W.

2016 TACAMO Reunion

The 2016 Hawaii Reunion is now in the history books. Seven days in paradise filled the attendees with memories to last a life time. The week of fun began with the threat of powerful storms threatening to hit Hawaii with one-two punch, Madeline and Lester. The small amount of rain did not stop the reunion. Everyone arrived safely and the week began with a morning briefing on the schedule and an



evening Luau. The laua food and show was spectacular and they showcased Ron and Arlene Carlson's by honoring them for being the longest married couple in attendance.

The following days the attendees spent their days walking on the beach, touring the island, riding the trolley, North Shore Glider Rides, hiking Diamond Head, adventures at Waimea Falls, touring Pearl Harbor and Pacific Museum, dining out in groups, driving around the island with friends, watching the sunset fireworks, enjoying a sunset dinner cruise, brunch at Hale Koa, shopping for jade in China Town, roaming the streets of Waikiki, shopping and more shopping. The ladies took time to create their own souvenir painting of Diamond Head while the guys enjoyed a



“Secure Briefing” at Barefoot Bar for drinks. Having no hospitality room, everyone enjoy their evenings gathering in the two bars at Happy Hour. It was a packed house filled with TACAMO attendees every day. On Labor Day, we made our way up to the National Memorial Cemetery (Punchbowl) for a memorial service to remember all of TACAMO's fallen. After the all 158 names were read, the list and leis were placed on a memorial space on the Memorial Walk. Possible future home of a memorial stone for TACAMO Fallen & Memorial to TACAMOPAC Crew 4. The week ended with a trip to Barbers Point. Everyone gathered at the Barbers Point Museum for the dedication of the VQ-3 display and then toured Hangar 110 while Vern Lochausen and Ron Carlson shared their stories. The day ended at the Coasty Club (Hide Away) for a banquet filled with entertainment and awards.

Glider Flight, by Jack Bowers



As you know, Cindy and I recently spent 17 days (and three years) in Hawaii. My Saturday glider flight with Vern Lochausen, was cancelled by the passing of two hurricanes that never materialized, however when we called on Sunday, Mr. Bill said he had a problem, "I've got planes, I got pilots, but we don't have any customers." We told him we were on the way! About an hour to get from Honolulu to the north shore, we arrived, still no customers standing in line to go flying, we had a nice chat with Mr. Bill, the owner, and Mr. Bob (Oh, it's you, Bob!) the former Navy/ commercial airline pilot. Talked Navy and military to them for 10 minutes or so, and

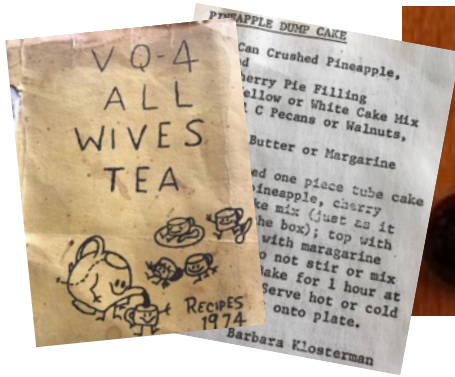
when it was time to crawl into the cockpit, Mr. Bill (love him for this) said, "Bob, don't pay too much attention to the time on your watch." With that and our ticket saying we had paid for 15 minute flights, airborne we went, towed by the little single engine plane to get us to 2500 feet, and after more than 1/2 hour, landed safely again on the former World War II bomber fighter base they operate on. Cloud cover prevented us from getting higher than 2500 feet, only slight updraft along the cliff immediately to the west and parallel to the runway, we could have hovered there almost indefinitely until our bodies ran out of food or demanded we land to expel the previously digested foods. Loved every minute of it.

Yes, we did enjoy Hawaii, especially the TACAMO reunion part - really kept us running with all the excursions purchased through MWR, at a slight military discount rather than the far over inflated Hawaii, "it's got to be expensive because they import everything" price. Absolutely loved the glider flight on the north shore and taking with the two former Navy/ military guys running it. Take a look at Mr. Bill's web site: honolulusoaring.com/rides.html

Jack emails our stories, videos, photos, memories, of anything airplanes. (See an article on page 11) If you would like to get on Jack's list of "Airplane Dudes" email him @ jbowers748@juno.com



TACAMO HERITAGE CENTER



Recent Artifacts Donated

- VQ-4 All Wives Tea Cookbook donated by Barb Klosterman (wife of TK)
- CW Key donated by Ros Lindeman (wife of Don)
- Yoke from BUNO 160608 donated by LaRue Shepard

Naval Air Museum Barbers Point Exhibit

TCVA is proud to announce the creation of an exhibit at Naval Air Museum Barbers Point. An outdoor information kiosk sitting near Hangar 110, the home of VQ-3 (1980-1992) & VR-21 DET. It commemorates the history and shipmates that "stood the guard" over the Pacific and the transition from the Herc to the Merc.

Designed to be a permanent marker on the old NAS Barbers Point base. The kiosk was designed and constructed by Mike

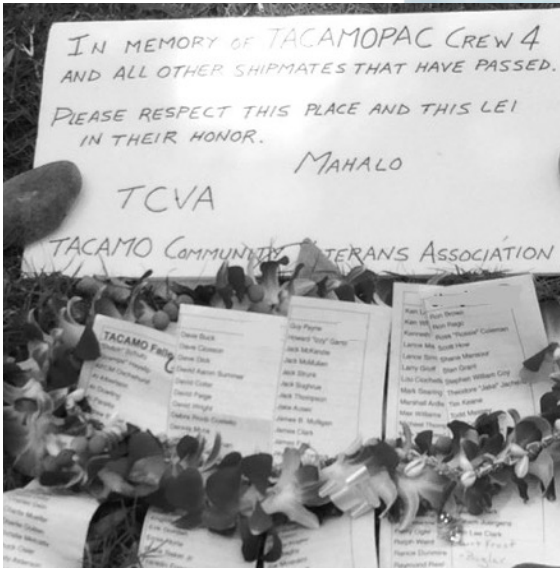
Vos. The photo display was created and assembled by Cheryl Vos. It's a recognition of the people that worked and played on this little corner of paradise.

Special thanks goes to Brad Hayes, the executive director and curator of the museum. Brad was totally supportive of the project and provided logistic support, as well. In thanks, TCVA awarded Brad with the dubious honor of "Honorary TACAMO Sailor". Welcome aboard, Brad.



TACAMO CREW 4 UPDATES

September 5, 2016
TCVA Memorial
Ceremony for ALL
TACAMO Fallen

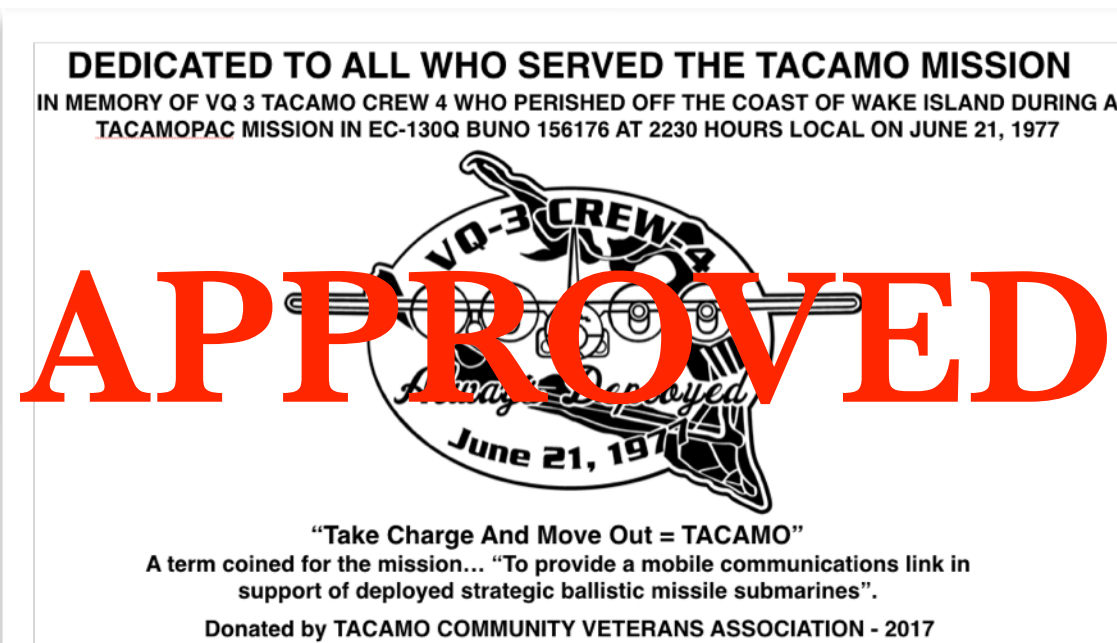


National Memorial Cemetery of the Pacific



After years of hard work, On **September 15, 2016** TACAMO Community Veterans Association received approval to place a memorial headstone for TACAMOPAC Crew 4 in the National Memorial Cemetery of the Pacific (Punchbowl). The TACAMOPAC Crew 4 memorial stone will be laid on haloed 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. Close to 40 years after Crew 4 perished, we will be dedicating both the Punchbowl memorial stone and the Crew 4 granite plaque (currently in VQ3 spaces, Tinker AFB) early next year in a special memorial ceremony on the Punchbowl's crater rim lookout. We are humbled and truly honored to properly lay to rest our fallen brothers. The Crew 4 granite plaque will be flown out to Wake Island after the 2017 TCVA Oklahoma City reunion where it will hang in Wake Island's Base Operations building. Details on the memorial service will be transmitted via social media when the details have been coordinated.

PUNCHBOWL ACCEPTED THE FOLLOWING:



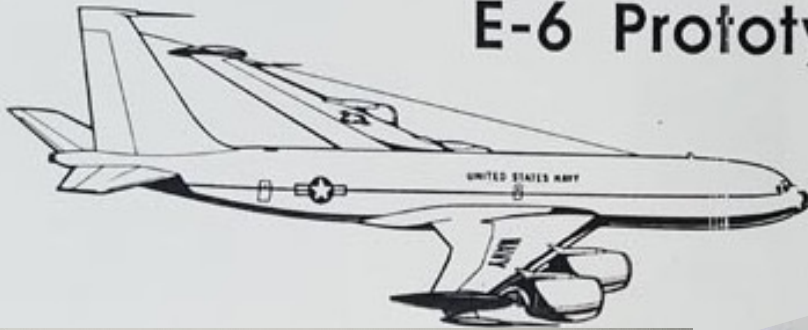
Recipes "Wanted"

TCVA is producing a "Reel TACAMO Chow" cookbook. Proceeds from the sale will support **TACAMOPAC Crew 4 Memorial Fund**. Please submit recipes to jhburgoon@gmail.com TVCA cookbook will be for sale in the Paraloft and at the 2017 OKC Reunion.

TACAMO Merc Anniversary

E-6 Prototype Airplane Rollout

December 18, 1986



TACAMO was conceived in 1962 as an expedient interim solution for survivable communications to fleet ballistic missile submarines (SSBN). This TACAMO concept exploited existing very low frequency (VLF) communications technology by placing high-powered VLF transmitting equipment in an airborne platform, the EC-130.

The mobility of the airborne platform provides a high degree of survivability not possible with fixed VLF transmitting sites that provide normal communications to SSBNs. TACAMO was originally considered an interim system to be supplanted by a hardened, extremely low frequency (ELF) system then being developed. For a number of reasons, survivable ELF did not prove practical, although a peacetime version of ELF is now becoming operational.

Since 1962, the EC-130 version of TACAMO has evolved through a series of technology improvements as the result of changing operational requirements. The need for higher power VLF equipment and the addition of systems such as satellite communications put increasing loads on the EC-130 aircraft that gradually eroded its operational mission capabilities. Meanwhile, the Trident class SSBN was changing mission requirements because of its greatly expanded patrol area capabilities.

By 1976, there was growing concern about the future of TACAMO and how it might be

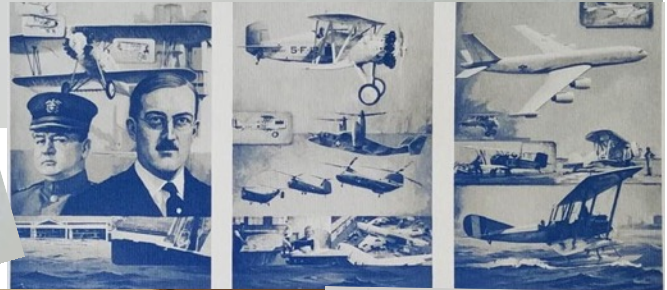
further improved to keep pace with operational requirements. A series of studies identified an ECX concept as the most cost-effective solution for upgrading the TACAMO system. ECX was the generic term for a much more capable airborne platform employing the already-developed TACAMO communications equipment.

In 1982, Naval Air Systems Command released an RFQ for ECX that led to the award of a contract to Boeing in 1983. That contract calls for the development and production of 15 E-6A aircraft outfitted with upgraded TACAMO communications equipment. These aircraft incorporate many nuclear-hardened and other survivability features previously developed for E-3 and E-4 type aircraft.

Following rollout of the production prototype and subsequent completion of equipment installation, flight testing will start in June 1987. In late 1988 deliveries will start to the Pacific Squadron (VQ-3), followed by those to the Atlantic Squadron (VQ-4), with final delivery being made in late 1990.

In April 1986, Secretary of the Navy John Lehman announced the E-6A was officially named TACAMO. This name is appropriate because the E-6A promises to be a worthy successor to the EC-130 TACAMO, which has served this country well.

BOEING
AEROSPACE
COMPANY



As the U.S. Navy marks the 75th year of naval aviation, The Boeing Company can take pride in the role we have played in that history.

The Boeing-Navy aviation tradition dates back to 1917, the year the Navy bought a derivative of the first Boeing airplane, the B&W. That first order was for two Model Cs from Pacific Aero Products Company, renamed Boeing Airplane Company a short time later. The purchase turned into a production contract for 50 Navy seaplane trainers—the first large order for Bill Boeing and his fledgling company.

Cooperation between the Navy and Boeing remained strong as the company produced a wide variety of naval aircraft, including the PB-1 Flying Dreadnaught of 1925, the highly successful F4B-4 fighter of the early 1930s, and the advanced V-22 Osprey tilt-rotor currently being developed by Vertol and Bell Helicopter Textron.

Today's rollout of the E-6A TACAMO reaffirms the Boeing commitment to successful service to the Navy. Program manager Ken Russell cites a tradition of cooperation: *From the beginning, I have been impressed by the extreme professionalism and total dedication of Navy management. We hope the E-6 program will be seen as the continuation of a long relationship with the Navy and a sign that Boeing is here to serve the Navy in every aviation requirement.*



Vice Admiral Bruce Demars, U.S. Navy
Deputy Chief of Naval Operations,
Submarine Warfare, Navy Department



Mr. Frank A. Shrontz,
President and Chief Executive Officer,
The Boeing Company



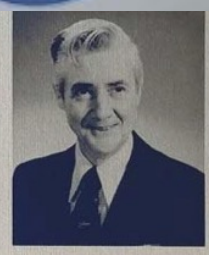
Congressman Norman D. Dicks,
U.S. House of Representatives



Congressman Mickey Edwards,
U.S. House of Representatives



Captain Ernest L. Lewis, U.S. Navy
Program Manager, Airborne
Strategic Communications Systems,
Naval Air Systems Command



Mr. Kendall Russell,
E-6A Program Manager,
Boeing Aerospace Company

TCVA Presents Airplane Dudes

Airplane Dudes by Jack Bowers

(emailed out 3/31/16)

Oh, and while we are at it, let's recall the tail number, I'm thinking 890 - is that even close? Early 1972 when the aircraft went down.

I definitely remember the morning briefs in the Ops Officer's office with Donald Kellerman, CO, and Bill Coyne, XO, sitting in the front chairs, a week or so after the crash landing, Bob Downey was the off going CDO giving the brief of aircraft status, telling where each bird was deployed in Europe, or the maintenance status of those in the barn at Pax, when he got to 890, he said, "890 - down, cornfield." Oh, that was a quiet moment, the CO's ears turned red, the XO's ears turned red, very, very quiet. I think we are all still holding our breaths waiting, just waiting for the storm to hit! To say the least, they had no sense of humor about the aircraft going down in the corn field on the Eastern Shore after having a major engine/wing fire after the flight engineer continued to reset the buss that told fuel remaining in that particular tank. A real maintenance nightmare, where getting the aircraft into the air overrode the need for safety of flight, off going flight engineer griped the problem but never tagged the buss, maintenance would require the aircraft to be down for a good part of the day while the fuel sensor was replaced in the tank, Ops screaming he (trying to recall the name of the Ops Officer at the time, he was my first boss, but can't recall his name, good guy, smoked cigars in his office, I can see his face, but the name escapes me. Pre Buddy Johnson and Bill Bringham. LCDR and think this incident possibly a previous incident when he was VP caused him to retire as LCDR.) needed that bird in the air because there was no other to continue the continuous airborne coverage, all just total snafu decisions and turnover first thing at zero dark hundred, off going flight engineer whipped after a 12 hour mission, poor communications, improper maintenance procedures, not tagging a buss, failed to pass the info about the bad buss to the oncoming flight engineer. The aircraft was turned around to head out on a 10 day mission, full tanks, buss kept popping after take off, finally about 10,000 feet enough fuel used out of the tank to allow air space above it, fumes from the JP-5 still in the tank, the buss was pushed back in one more time, a spark which up to this time had been killed by being immersed in fuel was now enough to set off the fumes and boom, the end of the starboard wing disappeared along with

most of the outboard engine. Pilots were calm, hit the fire extinguishers and nosed down with a raging wing tip fire removing more and more of their aircraft. Correct emergency procedures, belly landing into the farmer's cornfield and everyone walked away, the plane was sitting there, waiting to be dismantled and returned to be reassembled, don't recall exactly where, but the pilots saved everyone's lives that day. Cool heads, emergency procedures carried out flawlessly, safe wheels up belly landing. Same plane I took my first deployment on, but left behind in Bermuda as they had a full load and had to return a guy at the maintenance det at Bermuda, I was ordered to stay behind to make room. Stay behind another 2 or 3 days playing around in Bermuda? Yeah! Throw me into that briar patch. Maintenance guy returned to Pax, nobody bothered to call Cindy to let her know, the plane with the gripe about the fuel quantify buss ignored because of the need to turn the aircraft around immediately, load out, take off, major flight incident, aircraft down in the cornfield, same plane that I had been on the previous week. Rumor about an aircraft "crash" ran rampant around the squadron wives, Cindy knew I had been on that bird, but nobody, but nobody told her I was riding a moped and snorkeling at Bermuda for a couple more days. Not an easy way for me to call, I thought the crew I had deployed with would let her know. She was livid, called the squadron and finally was told I had been left behind.



Wow, you really tweaked some memories, Jim Hastings, with your question (*Who was the pilot that landed subject aircraft? Was it Harry Dykstra? I only met him once before he departed, shortly after I arrived at VQ4 in 1972.*) Obviously, the brief I recalled was a week or so later when I was back aboard VQ-4 and was a shaking little Ensign, Intell Officer, waiting to brief the CO and XO about the Soviet positions of AGIs and aircraft activity in the Atlantic basin. Now, my memory pulls up that Kellerman wasn't the CO, but the XO and it was an earlier CO. Again, can't recall the name. TACAMO Airplane Dudes, come to my rescue and correct my mistakes. Hit the Reply to All button and sound off. Who was CO, XO, and Ops Officers at the time? Please correct my poor ground pounder memory of the details. Whew, what morning memories you caused, Jim. Hey! Andy Stevenson, you were the Assistant Ops Officer at the time, weren't you? Sound off, Andy, help me! Please. Jack



Email your plate photos to
tacmaocommunity@gmail.com



Gary E Nelson

TACAMO Future



2018 Bermuda Cruise

Anyone interesting in a cruise to Bermuda go to [SURVEY LINK](#) or please Email Cheryl with your preference at tcva.reunions@gmail.com

Holland America Line

Boston (Massachusetts); Hamilton
Day 3 arrive 1pm
Day 5 depart at 1pm

Norwegian Cruise

New York (New York); Royal Naval
Day 4 arrive 8am
Day 6 depart 3pm

Norwegian Cruise

Boston (Massachusetts); Royal Naval
Day 3 arrive 1pm
Day 5 depart 530pm

Celebrity Cruises

Cape Liberty, New Jersey; Kings
Wharf/Royal Naval, Bermuda
Time in bermuda 2 1/2days
Day 4 arrive 8:30am
Day 6 depart 330pm

Royal Caribbean

Cape Liberty, New Jersey; Kings
Wharf/Royal Naval, Bermuda;
Boston
Day 3 Bermuda arrive 9am
Day 4 Bermuda depart 5pm
Day 6 Boston 9am to 9pm

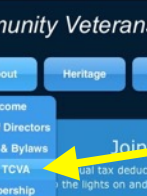
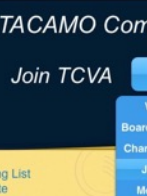


Current TCVA Members

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 Joe.Caruso.Membership@Tacamo.org

Joe Caruso, TCVA Treasurer & Membership

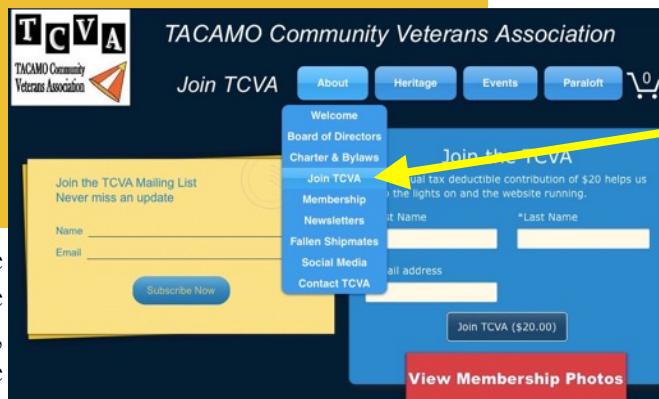
CLICK ON THE PHOTO TO VIEW TACAMO HISTORY



\$20 per year supports TACAMO history, displays, events, and much more research and projects.

Every membership strengthens the association's goals. Whether you have the time or not to be personally involved, your membership dues support the actions of TCVA members who work to better the association, reunions, and preserve TACAMO's history. As a member, you make everything we do possible.

To Join or Renew your membership go to tacamo.org. Click on "About" and scroll down to Join TCVA, this will take you to a PayPal page to allow you to make your annual contribution. Dues can also be mailed via check



to TCVA, PO Box 6126, Ocean View, HI 96737. Membership dues are deductible for income tax purposes.

As an active member, your photo can be added to the TACAMO site. If you wish for your photo to be added to the Members page, please email your picture and TACAMO history to Joe Caruso @ joe.Caruso.membership@tacamo.org No need to crop the picture, Joe will edit it and combine it along with the text as seen above.

TACAMO Chief

TCVA SALUTES THE MOST RECENT TACAMO CHIEF SELECTEES



Silent Professionals: History of the Rank of Chief Petty Officer

By Mass Communication Specialist 1st Class Daniel/ Published by navylive.dodlive.mil/tag/chief-petty-officer/

Since the days of antiquity, highly skilled seamen have been prized for their knowledge and skill.

As vessels grew more complex, duties began to split into different responsibilities, which evolved into a rating system that was first formally organized by the Royal Navy and later adopted by the U.S. Navy. This system of rank and position aboard a ship traces its roots to English society.

In his book “England’s Sea-Officers,” author Michael Lewis describes the creation of this system as a mix of two hierarchies, one of official ranks and a social divide between gentlemen and non-gentlemen.

According to “History of the Chief Petty Officer Grade,” by U.S. Navy Chief Warrant Officer 4 Lester B. Tucker, the earliest known use of the term dates back to 1776 when Jacob Wasbie, a cook’s mate, was pronounced “Chief Cook” aboard USS Alfred.

Although given the title, Tucker surmises that rather than hold any position of authority amongst the crew, it was to denote him as the foremost cook aboard the ship amongst his peers in his rating. Perhaps the earliest formal attempt to create the rank of chief petty officer came in 1853.

Jason M. Juergens, author of the “Chief Petty Officer Leadership Thesis,” wrote that as manning levels increased to accommodate a growing fleet, attempts to establish the precedence of petty officers under Navy regulations began. Initially approved by the President, it was revoked a few months later by the attorney general, as only Congress could approve these regulations.

The rank of chief petty officer as it is recognized today was officially established April 1, 1893, and with the exception of schoolmasters, ships’ writers and carpenters’ mates, all petty officers of the first class were automatically shifted to the new rank in April 1895.

Ratings have come and gone to evolve with the modernization of the Navy, but chief petty officers have been used to head these ratings in official capacities since 1893.

According to Tucker, only two ratings have remained in continuous use since 1797 – boatswain’s mate and gunner’s mate. Armed with official recognition, chiefs of the past went on to lay the foundation for their modern day counterparts. As servant-leaders, they acted as the unique lynchpin between officers and enlisted personnel who executed daily operations, and also took a leading role in the career development of junior petty officers.

Additionally, chiefs were celebrated not only for their technical expertise, but their administrative abilities as well. Knowledge in the intricacies of the ship’s daily operations and ability to coordinate with various departments gave chiefs unique abilities that were unrivaled by even the most senior officers.

With this newly recognized position of authority and expertise they were bestowed with uniform devices to recognize their merit. At first, the only distinction was the advent of a rocker to their rating badge.

According to Juergens, borrowing the master-at-arms rating that used three stripes, a single rocker was added and became official in 1894. The fouled anchor as a cap device was introduced in 1905; collar devices did not become an official part of the uniform until 1959.

Additionally, chiefs were given their own space on ships. Referred to as the “Chief’s Mess,” it is off-limits to anyone else (officer or enlisted) without invitation and is affectionately called the “Goat Locker.” Up until the Second World War, chiefs evolved into disciplinarians that exercised and dispensed a great deal of unwritten naval law. According to “The Role of the Chief Petty Officer in the Modern Navy” by Don A. Kelso, “they served as exacting supervisors, highly proficient specialists and acted as advocates to higher authority.”

After World War II, the demobilized Navy was left with a top-heavy organization that frequently utilized chiefs in billets normally filled by junior petty officers. Kelso cites that this overflow of manpower, compounded with administrative overhauls to the Uniform Code of Military Justice, which frowned upon negative enforcement of discipline, began to obscure the basic importance of the chief petty officer in the modern Navy.

The changes did not go unnoticed. As Kelso writes, both chief petty officers and commissioned officers recognized the dangers of reducing the vital role of chiefs from servant leaders to mere figureheads. Efforts began to repurpose the mess to reflect the prewar role of the chief as leaders, specialists and the main liaison official between officers and the enlisted Sailor. “The chief petty officer is responsible for three facets of leadership relative to the men placed in his charge,” Kelso writes. The effective discipline of their Sailors, the effective supervising of the work their Sailors perform, and finally, to act as an advocate for their Sailors’ best interests.

These repurposing efforts of the past have carried on reflecting the chief of today’s Navy. Chief petty officers fulfill a vital function in the operation of the Navy’s military and work schedule. Drawing on their past, they serve as technical experts, act as the liaison to commissioned officers and possess the ability to establish and maintain the conditions that provide Sailors with opportunities for success.

The ability to bridge the gap and provide solutions to both officers and enlisted personnel makes them not only silent professionals, but also ensures the old mantra, “ask the Chief,” shall remain a vital part of the Navy well into its future.

TACAMO 2017 REUNION

Reunion Website - click here



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- **All the information Click here**



TACAMO ACTIVE DUTY

Task Force 124 and Strategic Communications Wing One change of command

Adm. Cecil D. Haney, Tinker Air Force Base, Okla. 8/12/2016 As Prepared – Edited for Clarity

Admiral Cecil D. Haney, U.S. Strategic Command (USSTRATCOM) commander: Distinguished guests, ladies and gentlemen, friends and family, men and women of Task Force 124 (TF 124) and Strategic Communications Wing One (SCW 1), good morning. It is certainly an honor and privilege to be here with you on this very special, but bittersweet, day as we celebrate the spectacular career of U.S. Navy Capt. Brian McCormick; and witness his passing the torch of TF 124 and SCW 1 to U.S. Navy Capt. Edward McCabe in this time-honored change-of-command tradition. This ceremony also provides an excellent opportunity to salute publicly the men and women of TF 124; and I have to tell you, the formation looks outstanding! I thank you all – from the senior leaders to the most junior among you – for all you do, day in and day out for our nation.

Continue reading by going to: www.stratcom.mil/speech



TCVA Salutes Commander of Strategic Communications Wing ONE & Task Force 124, Captain Edward D. McCabe "Tick"

Edward D. McCabe graduated from the University of California at Los Angeles with a Bachelor of Arts degree in Political Science. He was commissioned through the Naval Reserve Officers Training Corps program in June of 1992 and reported to Pensacola for initial flight training and then to San Antonio for the completion of his navigator training track.

His sea duty assignments include three tours with the Ironmen of Fleet Air Reconnaissance Squadron THREE (VQ-3) at Tinker Air Force Base in Oklahoma City, as a junior officer, a department head, and then executive and commanding officer; and the USS CARL VINSON (CVN-70), home ported in Bremerton, Washington, as an aircraft launch and recovery officer, or "shooter", and V2 Division Officer in the Air Department where he completed a deployment to the North Arabian Sea, including participation in Operation ENDURING FREEDOM.

Captain McCabe's shore assignments include the Naval Postgraduate School, where he earned his Masters of Science in Systems Technology, Joint Command, Control, Communications, Computers and Intelligence; Strategic Communications Wing ONE (SCW-1) as department head and Operations Officer; Commander, Naval Air Forces staff as the TACAMO Readiness and Requirements Officer and subject matter expert on Naval Aviation's unmanned systems, and the point of contact for all aviation awards, where he was recognized as the 2007 "Zeke" Cormier Honorary Tailhooker of the Year for his extensive work with the Tailhook organization recognizing Naval Aviation's best; and the Joint Chiefs of Staff, working as the Chief of the National Military Command Center, Raven Rock Mountain Complex (Site R).

He is currently serving as Commander for Strategic Communications Wing ONE and Task Force 124.

Captain McCabe's personal decorations include the Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal, Navy Achievement Medal, and various other service and unit awards.



TACAMO "Active Duty"

VQ-4 hosting "Pilot for a Day"

The program strives to give local children diagnosed with cancer and other life-threatening illnesses a break from the challenges they face. A very special thanks to the 1st Class' Mess, the Chief's Mess, and the Tinker Fire Dept.



VQ-4 Recognized as Top Aviation Squadron 8/8/16 posted on VQ-4 Facebook page

The Order of Daedalians presented its National "Excellence in Aviation Weapons Systems" award to the Shadows of VQ-4! This award recognizes VQ-4 as the top aviation squadron in the Nation during its transition from "Legacy Block" aircraft to the new and improved "Block 1." Congratulations Shadows, Excellence across the board!

TACAMO Veterans

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For generations, the men and women of America's Armed Forces have demonstrated their willingness to put country before self; patriots who serve for the greater good and who don't seek glory or recognition or personal gain. On Nov. 11, Veterans Day, our nation honors the contributions of the nearly 22 million veterans living today, and all those who made the ultimate sacrifice in the name of liberty and justice. History has provided us with extraordinary examples of their selfless deeds. They've brought hope, faith and liberty to millions of people around the world. The true number of people who have benefitted cannot be calculated and the number of erected memorials or speeches delivered doesn't begin to represent the true scope of service our nations' veterans have provided.

The debt owed to the defenders of this great nation is ever-present and it is imperative that on this Veterans Day, we take the opportunity to keep alive the memories, sacrifices and accomplishments of our nation's veterans.



Veterans Day is not a day for veterans alone. It's a day for all Americans to be a part of, because every citizen has a role to play in carrying the legacy and burden of freedom. Each citizen must work to ensure that America fulfills its promise to provide our veterans with the benefits and entitlements they've earned and deserve.

We must be willing to pick them up when they are down, help point the way to a new life when they return home, and carry them when they are weary. We are obligated to do no less and we are honor-bound to do so. Our veterans deserve our lasting gratitude and respect.

This Veterans Day, TCVA thanks all our brothers and sister from all branches of service for their service, and we ask all Americans to say a prayer of thanks for those who are serving far away from family and friends. Without their service and sacrifice, we wouldn't have the opportunity to cherish our many freedoms for the extraordinary gifts they are.

EXCHANGE
YOU SAVE, WE GIVE BACK.

Decision on opening online exchange shopping to more veterans expected next month

By: Karen Jowers, www.militarytimes.com/

Defense officials expect to make a decision on expanding military exchange online shopping benefits to all honorably discharged veterans by mid-December, according to a source familiar with discussions.

If that happens, officials could notify Congress of the decision and, if there aren't objections within 30 days, it could be final before the new administration takes over in January. That also could put exchange officials on track to launch the benefit, if approved, by Veterans Day 2017.

Defense officials declined to comment on a timeline or to provide information on who would make the final decision within Defense Department.

To continue reading go to www.militarytimes.com/



militarybridge.com About MilitaryBridge MB Bridges the Gap between Military Members & Families and their Local Military Communities

MB is military-owned and operated. From our military experience, we have learned over the course of time that there are several businesses that extend themselves to military members through exceptional service and/or military discounts. Our goal is to connect those that sacrifice for our country, to the businesses that sacrifice for them. Whether you're Active Duty, National Guard, Reserve, Military Dependent, Veteran or a Retiree, MB strives to be a resource to the best Local, National, and Online Military Discounts and Military-Friendly Businesses in your military community. Now you can JOIN US in our mission and JOIN THE MB COMMUNITY by leaving a review or recommending a business that you found to be military-friendly. We are in this military life together so let's help one another out!

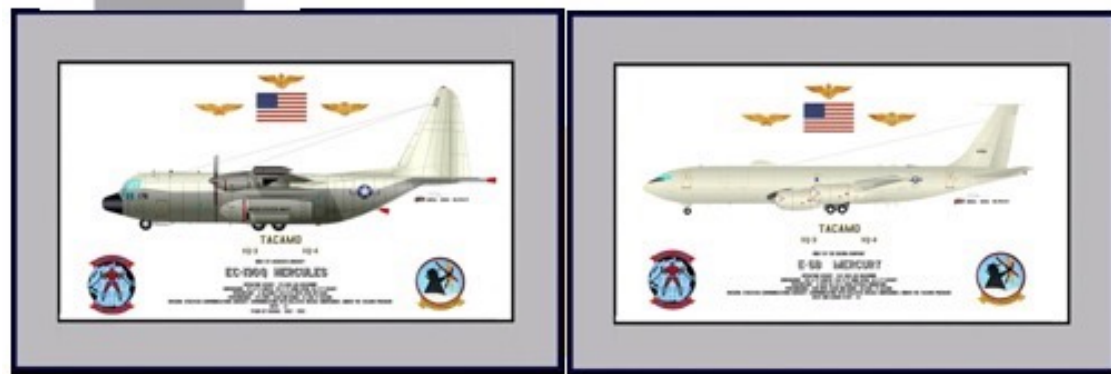
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