



CRUISE BOOKS WANTED!

TCVA is looking for Cruise books in pdf or jpg form. If you wish to have us scan your book, please mail it to TCVA 5144 Waterloo Rd, Burlington, KY 41005. We will mail it back after scanning. See others posted tacamo.org/cruisebooks.html

Calling All Chiefs



Your presence is requested on Sunday, September 1 in Seattle at the DoubleTree Hotel to attend the banquet "Salute to TACAMO Chiefs" and be recognized for your Excellence Through Leadership.

Complete schedule can be found at <http://tacamo.org/reunions/2013/Reunion.html>

If you have any questions, please contact Cheryl Vos @ tacamocommunity@gmail.com

TCVA is looking for volunteers

We are seeking energetic and outgoing volunteers who are passionate about TACAMO. Jobs depend on what you want to do, when you are available and hours vary depending on your schedule. If you wish to help TCVA, please contact us at

tacamocommunity@gmail.com

Introducing the "New" TCVA Website & Membership Program

The TCVA website has needed a "facelift" for a long while. We'd like to introduce the new website with several new features and a membership program to accompany it. It's still at the same URL, tacamo.org and will be unveiled, soon.

The new website supports our new "Membership Program", that will begin with the 'unveiling' of the website. There are four levels of membership, described below.

- **Guest – Free** – Curious onlookers that just want to know who and what we are. They will have access to basic TACAMO and TCVA information. They will be unable to get past the front page.
- **Casual Member – Free** – Those of you who want to have "View Only" privileges, be listed in our "Crew" Database and modify their information as needed. They may view our "Sea Stories", "Passings Tributes", "Mentor Tributes", Slideshows and YouTube Videos, Newsletters, etc.
- **Active Member - \$20/yr.** – Members who want to participate by contributing content that the Casual Member cannot. Active Member privileges include:
 - Contribute "Sea Stories"
 - Contribute "Passings Tributes"
 - Contribute "Mentor Tributes"
 - Ability to nominate others to the TCVA Hall of Fame
 - Eligible to sponsor students in our future Scholarship Program
 - Eligible for Life Member status awarded by the Board of Directors
 - Respect and Admiration of your peers ... Priceless!
- **Life Member – Awarded** – Life Memberships will be awarded by the Board of Directors, from time to time, to those who have made extraordinary contributions to the TCVA. This status is also 'grandfathered' to previously purchased Life Memberships of the TSA. Life Members will have the same privileges as 'Active' members, without the annual dues being assessed.

Whatever level of membership is chosen, we respect your choice and appreciate your participation. Proceeds from the annual dues will be used to support our 'day-to-day' operations.

Thanks for being a part of our community !!!





Mission Statement

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

TCVA Board

TACAMO Veterans Community Association -

Contact Info:

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LETTER FROM EXECUTIVE DIRECTOR, *Mike Vos*

2013 is shaping up to be a very formative year for the TCVA. We are adding many features to our new website which will be unveiled soon. Included are the following:

- **Sick Call:** A place where our members can notify the community of infirmed shipmates. This gives us the opportunity to offer encouragement and/or appreciation.
- **TCVA Hall of Fame:** Is open for your nominations. Our membership can have input to the process of our highest recognition of service to the TACAMO Community.
- **Paraloft Affiliation:** We have partnered with Logan Golf to easily add our approved TCVA embroidery artwork to practically all of their fine apparel through their website. See article on page 3.

This year's reunion will be the first of many "destination" reunions. We are trying to provide interesting destinations with either a TACAMO or aviation related backdrop and also be a place you may have always wanted to visit, but never had a reason. Exploring with your old friends and shipmates can now be your reason, just like it was when you were "on the road". We are so pleased that Boeing and the contingent of TACAMO brothers and sisters in Seattle have embraced our visit to their wonderful city. We all hope you can join us for what's going to be a terrific timethis Labor Day weekend. [Go to Reunion Schedule](#)

Another feature of this reunion will be a "[Cruise Book](#)", documenting the people, events and adventures.

A generous sponsorship from Boeing will make the reunion very affordable for everyone. We have secured gorgeous rooms at the Doubletree Hotel, near the airport at an astounding \$89/night. Our proximity to the airport and Seattle's 'light rail' system will make a rental car unnecessary. Boeing has provided transportation and lunch for our Friday tour of their Renton plant and then the "Museum of Flight" Museum. An incredible opportunity. We follow that up with a welcome reception at the Doubletree's "Maxi" Lounge with spectacular views of Mt. Rainer and the Olympic Range. [Go to DoubleTee Hotel](#)

We will finish up the official events on Sunday evening with our Banquet and Hall of Fame induction. Other surprises are in the works. Some of us have decided to PLE ... we plan a trip to Eugene, OR to sample some of the extraordinary wines of the Columbia and Willamette Valleys. Others may choose to venture up to Victoria, BC to see that beautiful city. We are coordinating excursions for those that choose that direction. [Go to Excursions](#)

Seattle is such a "hidden secret", especially in August/September. It would be a shame to miss it, especially with the TACAMO Community we all share and enjoy. We hope you will find your way there and join us for what will be a memorable experience. visitseattle.org

From the Paraloft *by Jim Gallagher*

We are very excited to announce that the TCVA formed a partnership with SanMar Corporation, one of the largest imprintable sportswear suppliers in the United States.

SanMar is an award-winning supplier of 20+ retail and private brands of imprintable apparel and accessories. Our access to SanMar is through our immediate partner Logan Golf located in Charleston SC. For years Logan Golf has been providing embroidery services for many of the TACAMO shirts and hats that have been offered.

By virtue of our new relationship, our members will now have access to thousands of products from 20+ name brand men's, woman's and children's apparel makers such as Port Authority, Eddie Bauer, Nike Golf, Sport-Tex, and Jerzee to name just a few. You will have access to items in work wear, outerwear, sweatshirts, accessories, bags, caps, infant/toddler wear, polo/knit shirts and woven shirts.

The entire Sanmar/Logan Golf/TCVA team is very excited about this partnership and the fact that we will be able to offer our members the opportunity to select from thousands of different products available. We feel this will enhance your shopping experience.

Along with the thousands of products, we will initially offer 15 standard embroidery patterns to choose from such as embroidered Pilot wings, NFO wings, & AC wings to miniature squadron patches suitable for placement on the breast of any polo shirt or the brim of any hat (Pictured above). You will also have the option of ordering customized embroidery patterns for that special gift or occasion. Customized embroidery will receive one on one, direct contact with an embroidery expert that will assist you in the design and production of your custom pattern. [Click here for Paraloft](#)



Newsletter Readers

Our team would like to thank the over 1000 viewers who read the 2012 Fall Newsletter.

When we set out on this adventure, it was unknown what the readers would want to see and read in the newsletter. We are evolving and looking for your ideas and comments. Please send email them to tacamocommunity@gmail.com

COMMENTS from 2012 Fall Newsletter:

Richard Hollenger: Thanks for the newsletter - brought back some old memories! Keep up the good work!

Rayburn Brooks: Good job guys...bravo zulu!



Remember to provide your written instructions to family members about final distributions of TACAMO memorabilia so it will end up in the TACAMO Heritage Center

Evolution of TACAMO

by Vern Lochausen USN (Retired) **Chapter 1 (Part 1 of 2)**

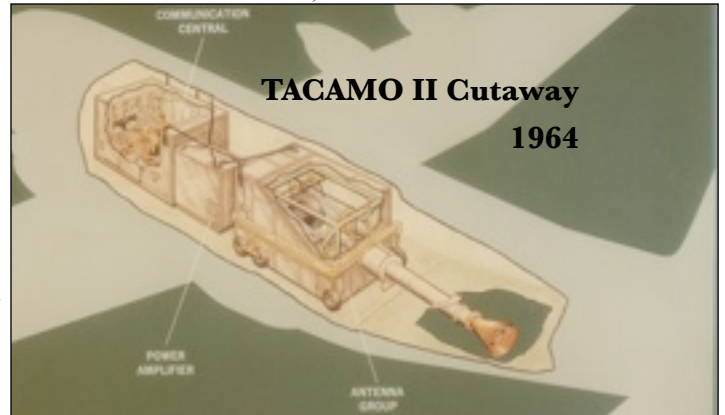


Our community is made up of early pioneers and newcomers, with most of the rest of us in the middle. The intent of this piece is to try to bridge from the genesis to today and share perspectives about what it has meant and means to be TACAMO.

The Need. With the first nuclear deterrence submarine, USS George Washington, SSBN-598 setting to sea in October 1960, the need for connecting to the submerged force was born. Shore based VLF transmitters needed a less vulnerable back up in case of war. Naval Air Development Center, Warminster, PA was the Navy's development lab for TACAMO. In 1962, the conducted tests with an EC-121 Super Constellation aircraft proved VLF could be transmitted from an aircraft. LT Jerry Tuttle, working in the Navy's Communications Office, was given the task to field such a system and he was given the project name, Take Charge And Move Out or TACAMO in 1963. A KC-130 was borrowed from the Marines and the LT and a group of engineers and contractors built and then tested a system all over the globe.

Operational TACAMO. By late 1964, an operational 25KW, single wire TACAMO II system was delivered to TACAMO Detachments in VR-21 at Barbers Point in Hawaii and VR-1 at Patuxent River, Maryland in EC-130G Hercules aircraft. Dets were less than 100 total personnel and they maintained and operated 2 aircraft in each det.

Flight crews were pilots, navigators, and flight engineers with mission crews being radiomen (RM) and Avionics Technicians (AT) with some radioman rate Warrant Officers. TACAMO 'vans' were rolled on, then hooked all together, and missions were flown as directed in the Atlantic and Pacific. Often, crews were tasked on short notice in response to world events. Many of the missions were further proof of how to get a message in and then how to get it to the submarine forces, from a variety of worldwide locations. The comm crew operated inside a van and retransmitted HF messages over VLF. Families were not really told what the mission was or where the crews stopped on deployments. An improved van system was delivered in 1966. The initial system was improved from TACAMO II to TACAMO III and by early 1968, the first permanently installed Comm Central was delivered. No longer just vans, this system had crew rest seats and bunks for off duty crewmen as well as a



VR 21 TACAMO Det 64-65



VR-1 TACAMO Det 64-65

small 'hot cup' galley with a convection oven. While the trailing wire antenna was mounted to the deck at the front edge of the ramp, the Reel Operators were 'outside' comm central.

Operational Squadrons. By July 1968, the detachments became VQ-3 and VQ-4 respectively. The Pacific TACAMO det had moved to being a Det of VW-1 in Agana, Guam in 1966 so VQ-3 was commissioned there while VQ-4 was commissioned at Pax River. New improved Hercules aircraft were delivered in 1968 and 1969, giving the squadrons four aircraft each. Crews were more stable in composition and a rotation was developed. Navigators assumed new roles in directing the communications mission, starting out as navigators and then moving on to dual qualification as Airborne Communications Officer, leading the mission crew. Intelligence Officers assigned to the squadrons also served in this role as did Warrant Officers and the NFOs. As the submarine fleet grew, so did the demand for more and more 'airborne access', time when the Navy had a TACAMO Here airborne and communicating with the Fleet. In 1971, the period of 50% 'accessible airborne ops' or in later terms 50% airborne coverage began. This meant more flights and more deployments for crews. Back up crews and airplanes were also set up in those periods. The TACAMO III system VLF range meant that crews had to operate in areas where they could reach the submerged submarines. That meant the Western Pacific and

Eastern Atlantic. VQ-3 crews had stops in the Eastern Pacific, Philippines, Japan, South Korea and the Pacific islands. VQ-4 crews had stops in Western Europe, Canada, and the Atlantic islands. More

range would allow more bases to operate from and more diversity in operating areas and greater transmit power would improve the signal reception and flexibility of operations for submarines.

100% Airborne Coverage. By late 1974 the TACAMO IV systems were being delivered. Transmit power on VLF went up to 200KW which took two trailing wire antennas instead of one. Additional improvements in transmission modes, more automated and graduated controls of the VLF power amplifier and improved radios and navigational aids came with TAC IV. TACAMO pilots proved that orbiting with two trailing wires was no big deal. In just a few years, early computer controls and message processing, satellite comms systems, and improved HF radios and antennas were installed in TACAMO Improvement Programs, TIP I and II. The crew rest area in TACAMO IV provided an enlarged galley and refrigerator but the crew bunks were removed. VQ-4 was tasked to maintain full time coverage with TACAMO IV. This step up brought new pressure to 'maintain the airborne guard.' A system of alerts, ready and standby, was developed. First at Pax River and later at NAS Bermuda crews lived in the base bachelor quarters and used a dedicated crew bus for transpo. Continuous Airborne Coverage, as it is known today, required 24/7/365 day airborne coverage in an area within range of the submarine force. Crews were deployed several at a time and rotated through alert periods on the ground and airborne periods.

A crew with the guard would not land until relieved. If the on-coming crew found themselves in jeopardy of not making their takeoff time, they alerted the squadron and the airborne. The race was then on to get the airborne relieved, either by standby or alert launch. This continual handover with backups continued for nearly two decades. Folklore says that 13.7 is the longest mission ever flown or was it 15.1? The worst case scenario was a crew in the middle of a mission which experienced a critical system failure and had no option but declare themselves out of the game, resulting in an immediate alert launch. Crew cycles varied but in the 1970s and 1980s, a great variety of bases were used, with periods of crew rest in between missions. Alert periods confined a crew to a facility near the aircraft. Sometimes it was very austere while in later years more comfortable set ups were in use. Deployments took a toll on families because of the frequency vice duration of deployments and the dynamic nature of crew scheduling. Families were more aware of the mission and clearly understood the demands but the schedules and stops were not discussed. A crew left on this day and didn't return till a future date, plus or minus. Illness or shortages in certain crew positions meant someone was 'the only one available' for an



additional, short notice deployment. In the mid-1970s, TACAMO became an early home for the first women to become aviators, navigators, and flight and comm crews. TACAMO became a warfare specialty for the officers in 1978, creating the opportunity to serve in the community and command a squadron. Leaders recognized this as the chance to build a career pattern and a cadre of professional TACAMO leaders.



New Submarines = New Hercs. With the new Trident SSBN going to sea in 1982, US strategic nuclear deterrence took another step up with more 'throw weight' being added in the Pacific. VQ-3 was tasked to match VQ-4 in operational tempo and size. The Trident also meant VQ-3 relocated to NAS Barbers Point and set up an alert site on the West Coast. A new set of EC-130s was delivered in the 1980s, mostly to VQ-3, with Electromagnetic Pulse hardening, new satellite systems, and improved navigation and pressurization systems. VQ-3 crews deployed to more Eastern Pacific bases and set up an alert first at Moffett Field in temporary trailers, "The Hooch" and later at a former Strategic Air Command alert facility at Travis AFB, CA. Unlike their VQ-4 counterparts who were seeing European and Caribbean stops, VQ-3 crews were seeing the Western US and some mid-Pacific stops, with Far Eastern stops becoming more scarce. By 1986 there were rumors of something "new" coming to VQ-3: The E-6 Mercury.

...To be continued in the 2013 Summer Newsletter, **Chapter 1 (Part 2 of 2) Hercs to Merchs., Cold War End Changes the Game & Don't**



**Pac First of Final Qs 161223
Big Island of Hawaii 1982**



Benefits to staying at DoubleTree

- Gathering place for events and activities
- Price of \$89 per night (Regular rate \$139)
- 20% off DoubleTree Restaurants & Bar
- Banquet "Salute to the TACAMO Chiefs"
- Free WIFI in Hospitality Room
- Walkers enjoy the one mile walking trail around DoubleTree property and Lake
- Hospitality Room in Presidential Suite
 - Paraloft for shopping TCVA items
 - Talk Story - catch-up and share sea stories
 - Breakfast & Evening snacks & drinks
 - TACAMO Sailor History Bios
 - Board Room will host a place for sharing your TACAMO history

• Early Registration Raffle

Reunion Paraloft

Purchasable Items: Seattle TCVA Shirts, New TCVA Polos, TCVA Hats, other items

Available @ Reunion

Join us for a fun evening of bidding with other TCVA Members on Sunday, 9/1 at the Banquet. We are asking each member to donate an auction items with a value of \$20 or higher. We are soliciting all TCVA members for items, those can be mailed to TCVA@ 5144 Waterloo Road, Burlington, KY 41005. Those attending the Reunion can bring their item or pick one up in Seattle.

- Gift certificates for online retailers (e.g. Amazon, iTunes, Netflix, etc)
- Hotel stay
- Wine or Beer basket
- Gift certificate Starbucks
- Gas Card
- Item autographed by sports team
- Gift basket
- Museum or Movie tickets
- TV show tickets
- Gift certificates for restaurant chains
- Local artist item
- Gift certificates for stores (e.g. Target, Walmart, etc)
- Hometown basket (*Items found in your state, example: KY Makers Mark Hand dipped and other items from Visitor Center*)

Register before June 1, 2013 & Win!!!

- TCVA is raffling off 3 rooms to reunion attendees staying at the DoubleTree. If your name is drawn, TCVA will apply a \$89 credit to your final bill. Winners will be announced at the banquet on Sunday, September 1.
- Names will be pulled from the list of names registered & supplied by the DoubleTree

One entry for every night stayed at the DoubleTree

PRE: AUG 27 - 29

REUNION: AUG 30 TO SEPT 2

POST: SEPT 2-7

TUES 8/27

Reunion Team Arrives
Early Arrivals
Access to Hospitality Suite

WED 8/28

Early Arrivals
Check in's Welcome
"On-your-own" Pre-Reunion
Excursions
Reunion Team Set-up, Planning Meetings
Access to Hospitality Suite

THUR 8/29

Early Arrivals
Check in's Welcome
Tour Snoquaime Falls, Boehm's Chocolates & Estate, & Issaquah
Access to Hospitality Suite
"On-your-own" Pre-Reunion
Excursions

FRI 8/30

Check in's Welcome
Boeing Renton E6 plant tour
Memorial Ceremony at National Cemetery
Museum of Flight
DoubleTree Welcome Reception
Access to Hospitality Suite

SAT 8/31

3 Hour Guided Tour of Seattle Area
Unguided Day to Explore More of Seattle
Access to Hospitality Suite
Evening Social in Hospitality Suite

SUN 9/1

Day trip Museum of Glass/ Lemay Museum
5pm - Silent Auction opens with Social Hour
6pm - Banquet begins

- Pacific Northwest Buffett
- "Salute to TACAMO Chiefs"
- Hall of Fame Inductees
- Silent Auction Bidding

Access to Hospitality Suite after Banquet

MON 9/2

Departures
Post Reunion Outing - Day in Victoria
"On-your-own" Post-Reunion
Access to Hospitality Suite

TUES 9/3

Post Reunion Outing - Shopping & Casino Time
"On-your-own" Post-Reunion
Access to Hospitality Suite

WED 9/4 to SAT 9/7

Post Reunion Trip - Eugene, Oregon & Willamette Valley Wine Touring

Go to Detailed Links:

[Hotel](#)

[Schedule](#)

[Excursions](#)

[Transportation](#)

[Silent Auction](#)



**Nominate Hangar 110 & Bldg. 4 at former
NAS Barbers Pt. for National Historic
Registry**

**Home of TACAMO Detachments in VR-21
& later VQ-3**

To: United States Veterans,

Please sign Naval Air Museum Barbers Pt.'s petition to support efforts in getting the State of Hawaii Airports Division to allow nomination of the historic Hangar 110, the Tower and Weapons Bldg. for Historic Registry Status aboard Kalaeloa Airport, the former Naval Air Station Barbers Pt., Hawaii. They are trying to create a "historic district" that will protect the buildings as well as limit any future construction...to period looking architecture. Please also contact your State Representatives and Senator to support our initiative. Mahalo! [Click here to Nominate Hangar 110 & Bld. 4 for National Historic Registry](#)

**Active Duty Sailors &
Families,**

We extend an invitation for you and your family to join us at our reunions. TCVA organizes tours and hotels at affordable rates. We also ask your input for Reunion locations, keeping it family oriented.

Make it a Family Vacation!
Come explore with TCVA,
[click here for Reunion information.](#)

**Happy Birthday
from TCVA**



*VQ-7 Celebrated
their 30th
Birthday on Born
on February 6,
1983*

TACAMO in the News

- [Navy at Travis quietly keeps communications open with subs](#)

Who's Who @ NAS OKC



VQ-3 XO:
CDR Lonnie Fields Jr



VQ-4 XO:
CDR Jeffrey Summers



VQ-7 XO:
CDR Kevin Snode

2012 CNAF Battle E Award Winners

"Squadron's 14th Battle "E" Award"

submitted by Skipper Smith

Commander, Chief of Naval Air Forces has awarded VQ-3 the 2012 Commander, Naval Air Forces Battle Efficiency award. The "Battle E" award recognizes sustained superior performance in an operational environment within a command over the course of an entire year.

Vice Admiral Buss congratulated the squadron by stating, "As leaders in combat readiness and tactical employment, you have set the highest standards of excellence. Winning the Battle E identifies VQ-3 as the epitome of leadership, tactical acumen, and combat preparedness within all of Naval Aviation... Congratulations to each member of the squadron for a job well done."

To be eligible for the award, a Squadron must demonstrate day to day excellence in addition to superior achievement during the certifications and qualifications conducted throughout the year. During the Unit Evaluation, VQ-3 received a perfect score of zero discrepancies for all 149 aircrew involved in the

exam – a feat that had not been accomplished in the past 15 years. VQ-3 also earned the Medical Blue "M" Award for sustained superior medical readiness.

Congratulations to 2012 Sailors of the year!

Junior Officer:	LT Thomas Schmitz
Pilot:	LT Nathan Whiteman
NFO:	LT Kevin Lutz
Senior Sailor:	AM1(AW) Russell Lons
Maintainer:	AME1(AW/SW) Brian Winters
Junior Maintainer:	AE1(AW) Douglas Knisley
Aircrewman:	AWF1(NAC) Joshua Lowder
Junior Aircrewman:	AWV2(NAC) Keir Troncoso
Sailor:	AME2(AW) Jacob Holbrook
Junior Sailor:	AM3 Dana Soto
Bluejacket:	ATO3 Tiffany Born

Squadron Important Dates:

- 16 May 2013 – Change of Command Golf Tournament /Banquet
- 17 May 2013 – Change of Command Ceremony
- 28 Aug 2013 – [TCVA Reunion in Seattle](#)
-

TACAMO HISTORY

Sea Stories & "Have you seen ??"

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



Left: **VQ-3 Crew 5, 1980**

Above: **VQ-3 Crew Mandingo, 2010 in Stuttgart.**



Below are more submitted from 2012 Reunion:

Danny Pierce: Getting blown up at the Marlon Mansion Hotel in 1979 while on a Angeles City, PI, stopover with VQ3 Crew 3. A one-pound bomb in my closet exploded as I was sitting on the bed and removing my boots. Destroyed suite, but I was lucky and made it out in one piece.

David Huntz: First group to go to Hawaii instead of Guam. VQ-3 move to Tinker AFB. First to go to Tinker AFB to set-up alert facility.

Gary Breeden: I was the Flight Engineer on the first Navy E-6 Flight Crew, attending the USAF E-3 initial qualification course, since the Navy had no E-6 training program or devices, then on to Boeing Seattle for differences training followed by qualification on the E-6 and participation on Boeing engineering and developmental test flights for the 15 months (Apr 87 thru Jul 88). Then it was back to Force Warfare Aircraft Test Directorate, now VX-20 at NATC Pax with two E-6 airplanes for test eval until Apr 89, then it was time to begin a new career with Boeing Flight Test in Seattle. That career continues today.

Gary Fodor: Got to do a joint tour at Tinker AFB flying AWACS in-between TACAMO tours ('86 to '89). 1 of only 3 Navy personnel on the base at the time. This was before Big Navy decided to put the Wing there. After going to VQ-4, I

was part of the special projects team that helped put together the requirements for the Comm Center at the Wing once it was decided TACAMO was going to Tinker. Did this in between deployments.

Ron Carlson: Picked up 151890 at factory DEC 63, first OIC(j-m), moved Tacamo to VW-1 on Guam, OIC for 18 months. Tacamo coord CNO 71-73

Donald Blair: We made an around the world trip in one of our birds, roughly at the equator and carried Artic 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.



Vern Lochausen: First TACAMO IVB aircraft in 1974; First Ready Alert in VQ-4 at Bermuda; Wing establishment, relo of units, Tinker construction director; Took 348 (Wing static display) on first deployment; First E-6 squadron skipper, plankowner of E-6 Mercury squadron; VQ-3 move to Hawaii in 1981; E-6B introduction Commodore.

Bob Downey: Interestingly enough, the test squadron out of Pax River came out

to Barbers Point at VQ-3 with one of the E-6 aircraft before they put it into operational use to do some testing for a couple of weeks. They needed another radioman since one of their guys went med down. Steve Hickie was in that squadron and called me up and asked me if I wanted to go out with them for the testing and of course I said yes. He made it happen and on one of the flights we did I believe a 24.3 hour flight (A Navy flight record at the time) with two in-flight refuelings from an Air Force KC-135 and a KC-10.

David Nordean: Program Manager (PMA-271) for transition from E-6A to E-6B. Oversaw the design, development, installation and test of the first fleet E-6B.

Joe Walko: Trash Hauler accident in Glenview

Eddie Hampshire: Flew TACAMO IVB test flights. Qualified crews in VQ-4 for transition to TAC IVB aircraft in 1974/75. Was the airborne crew when 890 went into the corn field (flew a 15.2 hr flight before being relieved and landing at Bermuda). Was the NAVAIR Class Desk (Chief Engineer) for the E-6A Development Specification preparation for the procurement bid for the E-6A and subsequent bid selection (1982-1984). Was the Strategic Communications Program Manager (PMA-271) from Oct 1989 to Oct 1993.

Pete Rourke: Hard Landing in Bermuda and assuming the guard with gear down! 8 hours.

William Crouch: VQ-3 Transition to Merics, NTSU move from Waco, TX to OKC, OK.

Gary Foster: EC-130Q to E-6A transition. First Nav Evaluator for E-6A. First MC on Polo Hat with E-6A. First Travis AFB Alert with EC-130Q and E-6A. Dual qualified Nav, ACO, MC on both aircraft. First 0-4 to qualify as an ACO on E-6B. Stood first ABNCP Alert at Offutt AFB as MC/ACO. Last EC-130Q Nav to have Operational Command (VQ-4).

Robert (Bob) Wicker: Plankowner in VQ-4 when squadron transitioned from EC-130Q to E-6A. VQ-4 Bermuda detachment LCPO (twice)

INTERESTING INFORMATION

Reunion Advisory

Reunion Cruise Book

The Cruise Book is a Naval Tradition. From the earliest days of TACAMO, each squadron compiled records of sailors and contributions from the crew to remember their years.



This year TCVA is excited to report we will have a Reunion Cruise book available to purchase after the reunion. The book will feature attendees photo from the past and present, photos from the daily tours, the banquet and much more. A great way to remember your adventure in Seattle.

Dig out those old photos — we're doing a book!



Many of us remember what “what’s his name” looked like but don’t recognize them today. At the reunion we will be displaying the photos from the past.

So we need you to dig out the old photos of yourself. It can be your official Navy photo or one of you at work. We need to see your face!

Reunion Registrants will be asked to submit a photo and a brief history. More information coming soon on the website and in Summer Newsletter.

Documenting Memories

Many people think about writing a personal memoir at some point in their life. Rick Cotter has volunteered to obtain TCVA members memories. Rick will begin gathering information at the 2013 Seattle Reunion. Please stop by and visit with Rick in a DoubleTree Board Room.

Airline Fees

Airlines are continuing to add extra charges, and at the same time are cutting back flights. Some airports have lost much of their service and airlines have now added fees to your flight adventures. For the latest list of extra charges on airlines, click here to view the airline fees:

tacamo.org/reunions/2013/airlines_fees_chart.pdf



Welcome to My HealtheVet

My HealtheVet is VA's online personal health record. It was designed for Veterans, active duty Servicemembers, their dependents and caregivers. My HealtheVet helps you partner with your health care team. It provides you opportunities and tools to make informed decisions and manage your health care

Specific features in My HealtheVet are available to you based on your account type. All users who have a [Basic](#) account are able to view their self-entered information. If you are a VA patient, you can upgrade your account to [Advanced](#) or [Premium](#). For more information about account types and what you can view, visit [My HealtheVet Account Types](#).

Among the newest features available to Veterans with a Premium Account include VA Notes. These are clinical notes that your health care team records during your appointments or hospital stays. Also available are your VA Immunization records, more detailed lab reports and a list of your current medical issues. These features are in addition to prescription refills, VA Appointments and Secure Messaging – all very popular with Veterans!

Take the My HealtheVet Virtual Tour

The MHV Virtual Tour is a multimedia presentation of the many features you can find on the My HealtheVet website. You can view it online or save it to your PC.

[Download instructions](#) are available if you need them.

- [View the MHV Virtual Tour Now](#)
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Fallen Shipmates



RM-1 "Big John" Burton	VQ-4	09/19/2005
AME2 Todd Massey	VQ-3	03/2010
Jim Landy		11/2012
Stephen William Coy	VQ-4	05/2012
Mike "Rooster" Wetzel	VQ-3	07/10
Elias (Fred) Rafael Fernandez	VQ-4	01/2013
AT1 Ralph Ward	VQ-4	01/13
CAPT PA Moore	VQ-3	2013
AECS Gus Ulrich	VQ3	2008
ATC Jake Ausec	VQ3	09/20 ??
AFCM Roland D.Parish	TACAMO VR-1 1963-67	07/12
ADCS Stanley	TACAMO VR-1 1963-67	05/03
AFCM Oschehurst	TACAMO VR-1 1963-67	06/11
ADC Ron Brown	TACAMO VR-1 1963-?	unknown
RMCS D. L. Williams	TACAMO VR-1 1964-66	1998
AVCM Jimmy M. Kugler	VQ-4	2008
ATCS Donald Lindeman	VQ3 and VQ4	02/2013

Additions to Passing page posted on tacamo.org website since November 2012 Newsletter.

TACAMO Legacies

By Mike Vos

As I write this article, one of our brothers is facing the end of his life with his partner of 41 years, Don Lindeman and his lovely bride, Roz. I was fortunate to be a part of their 41st wedding anniversary during the reunion in OKC, last year. Don and Roz came to the reunion to celebrate our TACAMO heritage and its 50th anniversary. They appreciated the history of our community and pushed through the disease that had taken over their lives to celebrate with us. I'll cherish this time forever.

This is not a tribute to ATCS Don Lindeman, per se. It's a reminder that people like Don walked amongst us. Don served with VR-1, VR-21, VR-24, VQ-4 and a plankowner at VQ-3. He was an IFT (In-Flight Tech) when TACAMO didn't know IFT's. It was people like Don that formed the mold that became the IFT's that followed.

I too was an IFT at VQ-4, several years later. I hadn't heard of Don Lindeman until he checked into the 'TACAMO Survivors' website, 15 years ago. But, I've talked with mentors of mine, who knew Don and cited him as an example for the IFT's that followed. I've been told that I was an example to people that followed me. I'm not sure that I can accept that honor, but what it demonstrates is the continuum that exists in our community.

I'm certain that every discipline in our community has a "Don Lindeman" to trace back to. Recent Hall of Fame inductees Ron Carlson and Ed Hampshire formed the mold for pilots, others like Jim Vandenbos and Rossie Coleman as flight engineers, JJ Caruso and Ed Munger as Reel Operators, Larry Valdez and Jim Gallagher as Radiomen, Vern Lochausen and Lew "Zig-zag" McIntyre as ACO/Nav's and Joe Caruso and Wayne Tyson as IFT's.



I only mention these people because I know of their legacies. I'm certain that each and every one of you TACAMO sailors has your own list of mentors and larger than life characters to reflect back upon.

The heart and soul of the TCVA is this continuum. Someone from our experience in TACAMO has helped to shape our lives into what we are today. As part of that continuum, we have helped shape those that followed us. We adhered to the standards and traditions that make the TACAMO community something we will always be a part of and it will be a part of us.

Thank you, Don, for being an "alpha" for all the TACAMO Sailors that followed you and thanks to all the "beta's", that carry his legacy into the future.

ADDENDUM: Since my writing of the above, Senior Chief Lindeman has passed. The weekend prior to his impending death, the TCVA Board of Directors "pushed through" Don's 'Hall of Fame' process and induction. I had the honor of performing that ceremony and to personally say, "good-bye" to a fine TACAMO Sailor and shipmate. Don wanted his legacy to be to always leave a smile on people's faces. Let's let that be an inspiration to all of us. Rest easy Don, we got it.