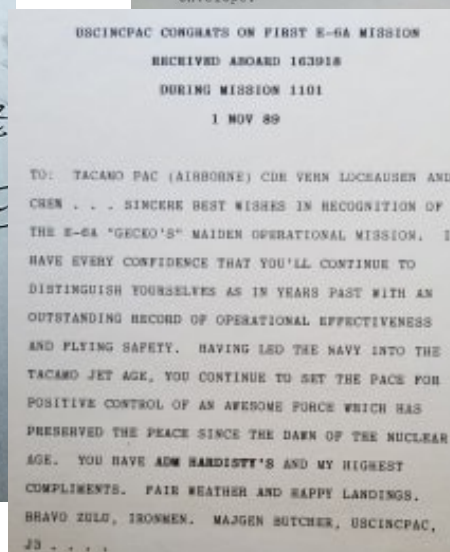
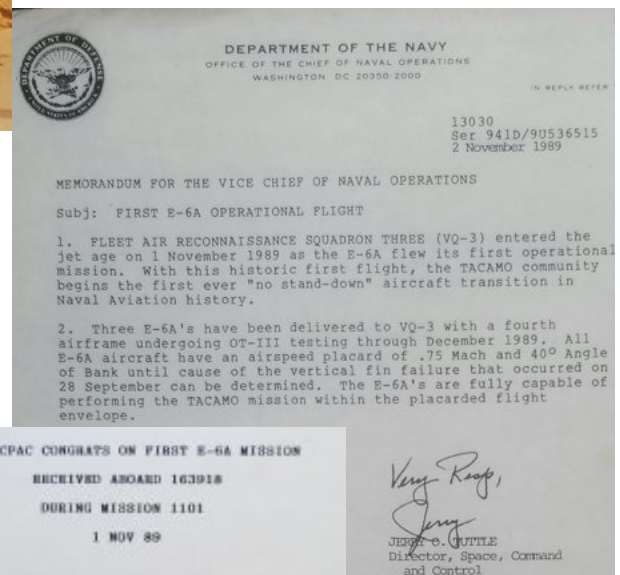
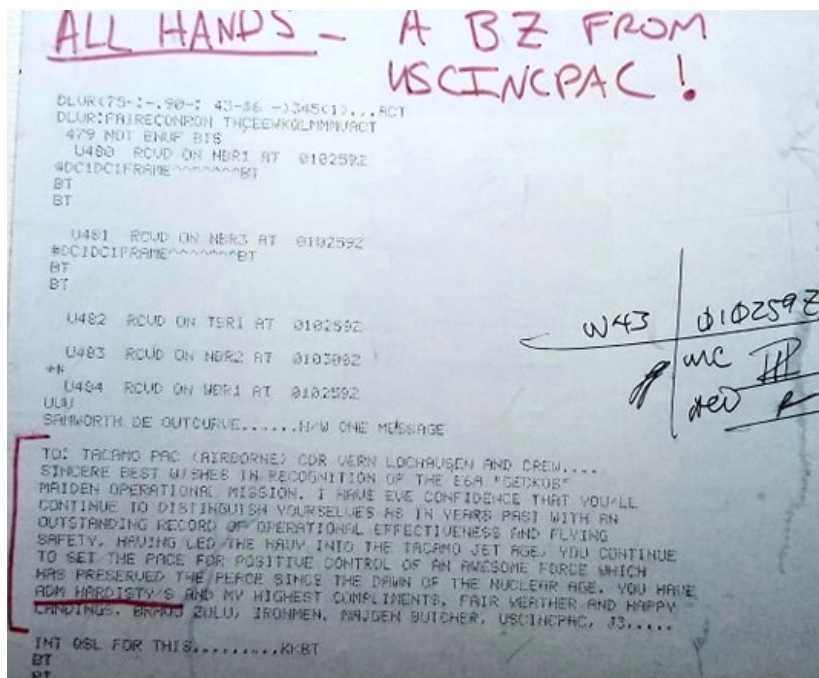


## TACAMO MERC E6 TAKES FIRST MISSION

Crew list on Page 16



Two documents  
CINCPAC OPS  
BOSS MGEN  
Butcher USMC and  
Director Navy  
Communications  
VADM Jerry Tuttle  
CONGRATULATIO  
NS on first Merc  
mission.





### 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.**

Contact Info:  
[tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)

**Mailing Address:**  
 TACAMO  
 PO Box 6126  
 Ocean View, HI 96737

**Vern Lochausen** President/  
 Historian/Life Member &  
 TACAMO Hall of Fame  
 Inductee:  
[trucker@oldtacamo.com](mailto:trucker@oldtacamo.com)

**Mike Vos** Executive Director  
 Webmaster  
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**Dennis "Coach" Warren** Vice-  
 President/Director of Historic  
 Preservation  
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**Joe Caruso** Treasurer  
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**Cheryl Vos** Reunion/Event  
 Planner, Executive Secretary &  
 All Media Communications  
[tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)

## From the Executive Director TCVA Community,

Most of us TACAMO sailors simply accepted our mission as "another day at the office". We bask in the memories of road trips and good liberty. We took the responsibility of maintaining our aircraft and mission equipment as a matter of pride and professionalism. We changed engines in crazy conditions. We took off and landed in weather that would turn most people's stomachs. We did this because it was our mission to keep an asset in the air.

But, the backdrop behind that mission was to keep our finger on the trigger of our nuclear defense/deterrent. TACAMO was an essential link in the chain that told our adversaries that nuclear war was too expensive to wage.

It's TCVA's mission to achieve recognition for fulfilling that mission, humbly, effectively and successfully.

TCVA's mission carried into 2019 as a busy year for TCVA. Our sustained efforts to get more recognition as a Navy community is coming to fruition. It was led by our presentation of the famous oil on silk painting of 891 doing a JATO takeoff from Guam to the National Naval Aviation Museum in Pensacola donated by Frank Baker III, son of TACAMO Hall of Fame Frank Baker JR. Years of attempted influence finally paid off. The presentation also gave TCVA the opportunity to educate the museum on the significance of 891 and the strategic defense mission it and so many sailors fulfilled. Our goal was to make 891 a "rock star" and the sailors that supported it were the band that backed it up.

We were also given space in the NAS Patuxent River Museum. We are currently in the design phase of our exhibit. Finally, our artifacts will have a home, to educate the public of our community's significance in the strategic defense of our country and deterring the possibility of nuclear war, during some pretty tense times of the Cold War. We look forward to the ribbon cutting at the 2020 reunion.

Strategic Communications Wing One recently instituted the TACAMO Weapons System. It codifies TACAMO as a true weapon system and recognizes senior experts in their specific disciplines to be the trainers and mentors for the next generation of TACAMO sailor. This new command brings together the expertise, that has long been a part of the community, into an official capacity. TACAMO has always had those experts, leaders and mentors. We all knew the "go to" person who could guide us to the solution of our situation. It's terrific that these experts are now assembled as a corps. Congratulations on then new Command, TACAMO Weapons System from TCVA.

All this recognition will hopefully garner the appreciation of the visitors to the museums, that TACAMO and its sailors were/are instrumental in the strategic defense of our country and the keeper of peace for the world.

Aloha and stay safe, Mike



Mike Vos



### REQUEST TO JOIN

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

If the questions are not answer, no access will be given. TCVA has received may request and send FB messages individuals. Once the information is obtained, the request will approved. Thanks for your understanding on this situation.

TCVA Facebook Page  
 TCVA Facebook









Group photo with 891

Thank you everyone for taking the time to complete the survey for the 2021 mini-Reunion, below are the results. I will be on the road in mid-October exploring the Albuquerque Balloon Fiesta, checking out hotels, transportation and feasibility. Thanks again, Cheryl Vos Reunion /Event Planner



**Extremely interested & Very interested total votes are 25**



**Extremely interested & Very interested total votes are 15**



**Extremely interested & Very interested total votes are 14**



# TACAMO STORIES

## TACAMO IS ALWAYS UP



**TCVA President's Note:** For nearly 20 years, the men and women of TACAMO achieved an unbroken stream of aircraft and crews airborne and ready to execute the mission of strategic communications in support of the President and nuclear forces. In 1998, after this tactic was significantly modified, a group of Russian leaders were given a tour of the inside of an E-6A Mercury jet. Standing in the Communications Central compartment with Minister of Defense, Igor Sergeyev and his Rocket Forces and Submarine Forces commanders, he stopped my briefing and said this via his interpreter: "I want to tell you that the one thing that scared the hell out of us during the Cold War was knowing you had an airplane always airborne and ready to send that go to war message."

The author of this story is retired Captain Bill Coyne, former Skipper of VQ-4 in the mid-1970s and TACAMO Hall of Fame member.

## CONTINUOUS AIRBORNE COVERAGE: TACAMO's COLD WAR POSTURE

BY BILL COYNE

*This story is dedicated to:*

- CAPT Ed Hampshire, USN Ret. and his crew who flew the first TACAMO IV mission in the Pacific. This flight, then the next step in TACAMO IV's evolution, was critical to the future success of the program and to those flying TACAMO missions today.

-CDR Jack Felter, USN Ret. His respected views of TACAMO operations gave him immediate access to Commander US Atlantic Fleet who then gave superb guidance and support to TACAMO.

-And to CAPT Bert Howard USN Ret., who as Commander Tactical Support Wing One to which VQ-4 was then attached, was in effect the first TACAMO Wing Commander. He was a brilliant tactician and a patient and superb Naval Officer and Gentleman. It was through his efforts that his boss, COMNAVAIRLANT, gave complete support to fledgling TACAMO mission. Together the efforts of these three gents, in the aircraft and in the headquarters, ensured TACAMO received the critical elements that enabled the achievement of a safe and permanent return to a 24/7/365 airborne status after a one year initial period that proved it could be done.

### PROLOGUE

Since the beginning of life, all creatures developed the innate ability to sense danger and devise tools to survive. As early man developed cognitive abilities, we saw the development of survival strategies and weapon development. Early man, as in the present, needed social interaction for support and procreation, which ultimately led to tribal development and territorial disputes. Man used caves for protection from predators, animal and man alike, as well as environmental and protective cover. Man's primitive communication systems evolved to prevent adversaries discovering their plans or intentions. Later man learned to disguise their intentions by crude and later sophisticated codes. Forward thousands of years and you have the ENIGMA, the German World War II multi-variable code machine and then... cryptography. Couple these secretive codes with careful deception tactics such as that employed in operation OVERLORD, the D-Day invasion by the Allies to free France from German rule, and you can achieve a modicum of stealth and survivability.

Enter TACAMO, a weapon system designed to provide communications to submerged Ballistic Missile Submarines, and the word 'survivable' took on a new meaning. There are two elements to consider in achieving a successful TACAMO mission. One, the adversary not knowing where the "go" aircraft is, and secondly, not being able to destroy it immediately. The second element was critical because when the aircraft began transmitting the "game was afoot" and the adversary knows it has truly begun.

To address the "why 24/7", you have to reach the conclusion that if an aircraft is out of range of land launched missiles or supersonic aircraft in the air, or not detectable at all, survivability goes up. Remember we are talking about the early 1970's. While attending airborne mining school, a statement from the mining school instructor resonates in sync with TACAMO: "If you run out of mines or they won't release, throw out everything including the kitchen sink, the adversary must assume the worst case scenario." In other words TACAMO's very presence in the sky is considered a deterrent.

### TACAMO STRATEGIC OPERATIONS: THE IMPORTANCE OF 24/7

This observer was onboard FAIRECONRON FOUR for a short time before the order to stand down from the TACAMO III, one wire, 25KW 100% airborne operations was given in preparation for the TACAMO IV, 200KW Weapon System conversion. When it was announced to the squadron personnel, I

witnessed a totally unexpected and most unique reaction, not a relief of tensions, but a broad implosion of lost pride, a reaction akin to a personal loss. These dedicated folks had carried out the TACAMO III 24/7 strategic plan in an extraordinary and exemplary manner since its inception. Now, the unmatched TACAMO spirit of always achieving this daunting task, as documented

by their historical achievements, was placed on hold. A close second reaction expressed amounted to "what is the future of TACAMO?"

The question for a historian to examine, is how this perceived loss of accomplishment operations. They will find it was far more pervasive impact than anyone ever expected. Alexis de Tocqueville, the French diplomat

*Continued on page 6*



# TACAMO STORIES

CONTINUED FROM PAGE 5 ...

## CONTINUOUS AIRBORNE COVERAGE: TACAMO's COLD WAR POSTURE

and stand down from 100% TACAMO III airborne operations would have affected future efforts to achieve 24/7 TACAMO IV operations. They will find it was far more pervasive impact than anyone ever expected. Alexis de Tocqueville, the French diplomat back in the day of President Andrew Jackson in the 1830s, in his book "Democracy in America" discussed the theory of American exceptionalism and uniqueness of the democratic experiment. A parallel can be drawn when we discuss the uniqueness of TACAMO and its mission and the directed scheduling of TACAMO III to TACAMO IV.

No one could have predicted the myriad of "unique challenges" experienced in gearing up the fledgling TACAMO IV program to 100% airborne operations. Achieving TACAMO IV 100% airborne operations was the OMEGA. It was the unpredictable possibilities in between the ALPHA and the OMEGA which became the "hard nut to crack." To best confirm the validity of a "uniqueness" theory, it is necessary to identify key issues of that time and review their possible effects on the outcome. The list below is the primary issues but not fully inclusive.

1. Why a 24/7 TACAMO system strategic plan?
2. What effect did personnel changes have on the outcome?
3. What was the impact of limited aircraft availability?
4. What was the effect of going to 24/7 before all aircraft and crews transitioned?
5. How did VQ-4's role as also the only transition training squadron impact?
6. What effect did the initially strained logistic support for new system have?
7. How did the very strong desire by strategic planners to return to 24/7 impact?

### THE 24/7 TACAMO AIRBORNE STRATEGY

If one accepts the premise that an ever present deterrent is the most effective deterrent, then it is not difficult to understand the strategy of keeping an aircraft and crew always in the air ready to respond to its mission tasking. All other strategies have inherent flaws in spool up time and the inevitable missed takeoff for any number of reasons. Hence, 24/7 with the appropriate layered backup crews and aircraft is the most sure way to keep the deterrent viable and credible. When overnight this strategy was seemingly abandoned, it hit hard on the squadron. Even first tour personnel ordered into the squadron during the non-24/7 or 'stand down' era and even first tour TACAMO albeit second or third tour Navy personnel, most likely never participated in a program required to have an aircraft airborne 24/7/365. Additionally, the flexibility in scheduling or missing a flight, during the stand down period, set up an atmosphere for personnel to misinterpret the criticality of the mission. Even seasoned TACAMO personnel will admit that gearing up mentally for a 'no excuse' regimen of never missing scheduled flights, was daunting. Fortunately, throughout the transition, no one wanted the notoriety for being the crew who didn't make their assigned flight. Thanks to the competitive spirit of TACAMO personnel and the wisdom the then Commanding Officer, Capt. Bruce Cloud USN Ret., morale remained high and effective. His credible background in personnel matters placed him in good stead to meet one of the most personnel motivational challenges of his career. His efforts were nothing short of brilliant, and in this observer's eyes went far in establishing TACAMO as a warfare specialty.

### THE IMPACT OF LIMITED AIRCRAFT AVAILABILITY

When many Naval Aviation squadrons transition to new aircraft or go through a major systems or airframe upgrades they are relieved

of certain mission scheduling, normally, operational missions. These flights such as ASW missions are covered by fully trained and certified ALPHA crews from sister squadrons. TACAMOLANT did not have this luxury, nor did TACAMOPAC with only three aircraft and their crews being sent to VQ-4 for TACAMO IV training. Moreover, the aircraft went through conversion one at a time, which led to a mixed bag of aircraft available for mission flights. This resulted in even further loss of flexibility to schedule missions and qualified crews, especially for the deployment missions. This phenomena is examined in more detail in the following section.

### THE EFFECT ON 24/7 OPERATIONS BEFORE ALL CREWS AND AIRCRAFT HAD BEEN TRANSITIONED

Like the aircraft availability issue, the problem meeting the mission flight schedule during transition and subsequent return to 100% airborne operations, with qualified crews, predominantly the deployed aircraft, was mind boggling. The squadron had to deal with changing aircraft type availability and changing TACAMO IV qualified crews. For example, a TACAMO III Reel operator could not be a TACAMO IV Reel operator until trained and qualified. A new crew member who had never flown in TACAMO III's and now qualified as a TACAMO IV Reel operator, could only fly TACAMO IV. If a TACAMO IV ready duty aircraft goes down but there is only a TACAMO III aircraft available to return them to alert status, that doesn't work. Flight crew personnel who were dual qualified, found themselves landing off the road and taking off again for another deployment. Many times the substitute crewmembers were senior personnel needed for training and administrative duties. CINCLANTFLT was aware of this problem and permitted the squadron to fly PAX to PAX and Bermuda to Bermuda missions to train both VQ-4 and VQ-3 crewmembers. This

achieved two goals, training crewmembers and reducing the stress on key dual qualified crewmembers. Obviously, this policy could not be used too frequently for it was a surety that these flights could be tracked on a routine basis. Ultimately, it was one factor in eventually placing the Ready Alert aircraft in Bermuda. The crew had the advantage of flying their first leg to Bermuda as an operational flight and after crew rest, assumed Ready Alert status. Additionally, it also reduced the Ready Alert crew wheels up time to about a 15 minute launch capability. Finally, the new deployment schedule kept the crews with their aircraft during the entire deployment- a factor in reducing problems in crew scheduling in subsequent conversions such as TACAMO Improvement Program (TIP) 2. More importantly it gave all the crews more time at home base.

It took the combined wisdom of the Operations Department, aircraft crews, Maintenance Department, Training Department and the powers to be, to meet these challenges until all aircraft were converted and all crews were qualified. There is no praise great enough to recognize the achievements and sacrifices of the TACAMOLANT family.

### VQ-4 WAS TASKED TO TRAIN ALL TACAMO IV CREWS

While this tasking seems benign since VQ-4 was the Weapons Systems Training site for TACAMOLANT and TACAMOPAC, it also took on the responsibility for pilot qualification in the TACAMO IV aircraft. VQ-3 crewmembers primary purpose for being in PAX was for training, consequently every effort was made to avoid any disruption in this process. Essentially, and for other reasons, they were not considered available for missions as qualified crewman. This TACAMO IV required training placed an additional burden on the available TACAMO IV aircraft at VQ-4.

*Continued on page 7*



# TACAMO STORIES

*Continued from page 7*

## INITIALLY STRAINED LOGISTIC SUPPORT PIPELINE

Everyone who has been involved with new equipment and the Navy and Collins supply system knows the process does not load up warehouses full of parts for new systems over night. Consequently, many times systems, especially the TACAMO IV Reel, failed, and for more times, for more times, these parts were replaced by cannibalizing the next conversion package in Dallas and shipping them to PAX River as expeditiously as possible. This was never conducive to a smooth and reliable 24/7 strategic operation.

## THERE WAS A VERY STRONG DESIRE BY STRATEGIC PLANNERS TO RETURN A 24/7 CAPABILITY

TACAMO was the only game in town by this time. SANGUINE, the large ELF transmitter array in Wisconsin designed to reach submerged submarines, had become an unpopular ecological challenge and support in Congress and the nation was faltering badly. The Air Force, had its own theory and issues with the lower power LF transmitters in their 707 Airborne Command Post and Relay aircraft. Other innovative programs to possibly replace TACAMO in the future were in the think tank stage. All through its then short life, TACAMO's response and increased mission capability to its tasking had been superb and from its roll on –roll off mode through TACAMO III, in all ways, meteoric. TACAMO IV offered another quantum leap in the process and most probably legitimized the NAVY's contention this system was a proven entity and should become the permanent and only platform for this mission. Then LT Ed Hampshire and his crew from VQ-4, flew the first TACAMO IV operational mission in the Pacific and "sealed the deal". Now the race was on to put TACAMO IV in the air 24/7 permanently-even if TACAMO III had to fill some mission coverage in the interim.



**TACAMO IV TIP II**



**TACAMO III**

## IN SUMMARY

The facts and conclusions presented in the foregoing treatise is an observer's view of a critical period in TACAMO's evolution as a premier Weapon System. The 24/7 operations represented a profound deterrent to our adversaries and provided the only viable and survivable means of communications with our Ballistic Submarines during the early life of the TACAMO program.

Times have changed, new tactics are vetted and in place, however, we must never forget what was then and what it meant for the program now. This emotional and taxing

period, where failure was not an option, and the very safety of our country may have been in play, resonated within the entire Military, Civil Service and civilian contractors communities. TACAMO met its tasking because its members not only believed in doing their best but truly believed in capability of the TACAMO program.

## EPILOGUE

Finally, not yet fully addressed, is the morale and the mental considerations of squadron personnel regarding the TACAMO III 24/7 stand down. I do know it effected different departments of the squadron differently. There were many questions all revolving about "what was next." For the flight crews it was like someone let the air out of a balloon, a loss of camaraderie and pride, stemming from the fact they truly and passionately believed they were making a difference and the effort was recognized as such. The flexibility of scheduled deployments and locations along with the advent of PAX to PAX flights provided more crew at home time. I did not track it but the reduced number of Ready Alert launches before Bermuda may also have contributed to time at home. The confusion of crew make up and substitutions also contributed to uneasiness. New transferees never dealt with the rigid requirements of meeting a 24/7 schedule. Some personnel fell prey to the family friendly "easy scheduling." However, you might imagine the gearing up for 24/7 operations after a year + time of less stressful scheduling goals in with a mixed bag of aircraft and crews was a "major" factor in the challenges in achieving 24/7 TACAMO IV operations. This challenge became less and less pervasive as the crew make up stabilized and all aircraft were converted. However, the major turning point came when the crews once more realized that they were once again "making a difference."



**TACAMO IV**



# TACAMO HoF & Membership

## NOMINATIONS



Presentation of TACAMO Hall of Fame Inductees will be held at the 2020 Reunion banquet 2019 TACAMO HOF Inductees will be announced November 11th, 2019 Awards will be present at the 2020 Reunion. Nominations can be Submitted Year Round

### SUBMIT YOUR NOMINATIONS

+ [ONLINE CLICK HERE HTTPS://WWW.TACAMO.ORG/HALL-OF-FAME](https://www.tacamo.org/hall-of-fame)

+ [WORD DOC CLICK HERE HTTPS://DOCS.WIXSTATIC.COM/UGD/D4627F\\_353C5968CEC743E2B9C45C91DD824FD6.DOCX?DN=TCVA%20HOF%20FORM.DO CX](https://docs.wixstatic.com/ugd/d4627f_353c5968cec743e2b9c45c91dd824fd6.docx?DN=TCVA%20HOF%20FORM.DO CX)

### Criteria for Induction

Guidelines for TCVA Hall of Fame induction:

- Minimum 2 tours in TACAMO
- Contributed to the mission/aircraft/morale/good reputation of TACAMO
- Technical/professional/personal leadership - a mentor
- Performed task or event that shaped the TACAMO mission
- Community Service
- Generally recognized as deserving of this award

### Categories

- TACAMO Sailor
- Industry Partner
- Government Support
- Posthumous
- Community Service

**Pay Membership**

Fill in information below via Paypal or mail them to  
TCVA, PO Box 6126, Ocean View, HI 96737

TCVA Membership \$20 per year  
Your annual tax deductible contribution of \$20 helps us keep the lights on and the website running.

\*Email Address  
\*First Name  
\*Last Name

Submit to pay \$20.00 Click Submit and a NEW Tab will Open for you to Pay

**\$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.

### 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](mailto:Joe.Caruso.Membership@Tacamo.org)

Joe Caruso, TCVA Treasurer & Membership

### CLICK ON THE PHOTO TO VIEW TACAMO HISTORY



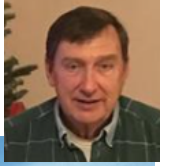
To Join or Renew your membership go to [tacamo.org](https://tacamo.org). Click on "About" and scroll down to Join TCVA, this will take you to a PayPal page to allow you to make your annual contribution. Dues can also be mailed via check to TCVA, PO Box 6126, Ocean View, HI 96737. Membership dues are 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 @ [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com) No need to crop the picture, Joe will edit it and combine it along with the text as seen above.



# TACAMO STORIES

## Golf Course Landing *by Dave Smith*



We 890 and 891 were in Pago Pago to spy on the French as they were exploding atomic devices down the pacific range. We thought it would be a good idea to transmit to the submarines and see if a blast would degrade our signal.



The two birds were on station at about 4 a.m. and we transmitted as the devices were exploded. We got to see the mushroom cloud etc. We concluded our tests and headed back to Pago with 891 at our side. I remember looking out the window and seeing the other bird and pretty soon it faded from view. I remember listening on the intercom and the talk got very concerned about our fuel situation. The Christmas tree was red and all the pumping from tank to tank was doing no good, we were close to having no fuel. The Skipper (Ed Preston) decided that our best option was to attempt a water ditching so headed down to the ocean to ditch it. He told me to go to the aft of the bird, pop the rear hatch and wait for the bird to come to a stop on the water. He said wait for the bird to settle and then run up on the bird and grab the emergency raft and food stored between the wings and then meet the rest of the crew who would come out of the forward hatch. We got down to the ocean and he even walked the bird up on it's tail but the waves were big like 20 footers and a water landing was out of the question. The crew was Big Ed (pilot), Bill Fromme (Co-pilot), Jerry Stanley (navigator) Flight Mech( I can't remember but maybe someone recognizes him) Tom Dew (real operator) and yours truly Dave Smith (Smitty Tacamo systems radio operator)

Bill Fromme at that point asked everyone to listen for a ADF signal and one came back as Roratonga and island with no airport but a golf course so we headed for their. The Skipper landed it on the 9th fairway and we stopped on the 9th green. The chief of the island was upset with us and told us we couldn't land their but the Skipper said to late. The chief did insist that he come on board to check it out and he sprayed insecticide up and down the aircraft. The skipper told me to close the door to the radio box and I did.

We found out that the island belonged to New Zealand and there was a governor in residence. There was also a gas station on the island and it was determined that we could fuel up with car gas and safely run the engines on that and for some reason we had Jato's on board and we would jato off the island. The Skipper, Tom Dew and I went too the governor's house had a meal, the Skipper signed some papers to pay for the damages to the golf course and pay for the gas. We then took a ride around the island went to a girl's school and then down to the harbor where there was a three masted schooners. Two Marines and a couple of girl's were taking it to Tahiti for some rich guy from San Francisco.



*Continued on Page 9*



# TACAMO STORIES

## Golf Course Landing *continued*



*Continued from Page 8*

When we got back the bird was fueled up and turned around with jato bottles strapped on. I asked the Skipper if I could come up to the flight deck because I had never experienced a Jato and he agreed I could lean against the bulkhead. I did that and he also said our ground speed had to be about 100 miles per hour before we could light the jato's. We got up to about 82 and he said close enough and he torched them. I remember seeing only blue sky and then as they burned out a palm tree but the Skipper rocked the bird to it's side and we went out to sea and back to Pago Pago.

When we got back the Skipper put the gear down but no lock light so I went down into the landing gear hold and cranked it down manually, only got a couple of cranks and still no light. We landed any how and the gear held, we figured there was a little dirt that caused it to not quite lock. This was August 23, 1968 my 21st birthday, needless to say we celebrated that evening.

Thanks, **David W. Smith Rm2(AC) Smitty**

P.S. I sent out the Maydays and SOS's on the emergency Freqs per the Skipper's order just before I went back to pop the hatch. The other bird did not hear me nor did anyone in the Pacific fleet. If we had not got to Rorotonga we would be feeding the little fishes I'm sure!!



David DeMoor

1 min · Add Topics

Recent addition, getting lots of coments. Haven't been down to Tacoma yet.



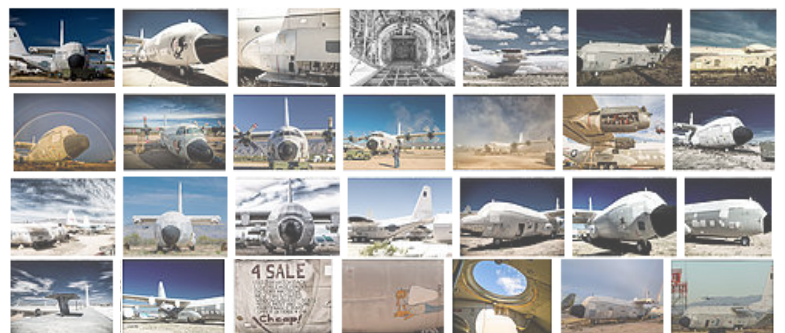
Email your plate photos to  
[tacmaocommunity@gmail.com](mailto:tacmaocommunity@gmail.com)



## Boneyard Safari C-130 Stickers and Other Gear

Ramon Purcell, Honorary TACAMO Sailor & Video Producer for VQ-3 TACAMOPAC Crew 4 Memorial Video has introduced a C-130 Boneyard Safari sticker for \$4. Go to <https://www.boneyardsafari.com/accessories> to purchase your's today.

There are also photos of TACAMO's C-130s for sale on the website. Go to <https://www.boneyardsafari.com/tacamo-forever> to purchase your photos.





# TACAMO Heritage Center

## HERITAGE CENTER MISSION

### Mission:

- Collecting and cataloging artifacts donated by members

### History:

- In 2012 a project to build a TACAMO Heritage Center began. Creating a place to house the Hall of Fame Inductees Plaques, the archives and memorabilia of the 50 years (and counting) of TACAMO would be the goal.

The inauguration of the TACAMO Hall of Fame was the first step towards the eventual construction of a Heritage Center where we TACAMO sailors can see and share our "Glory Days" with friends and families. At the 2012 TACAMO Reunion the inauguration of the TACAMO Hall of Fame came about by Commodore Chocko Baker desiring to continue the legacy by adding to Commodore Vern Lochausen's Hall of Fame and Commodore Irish Keilty's completion of foundations for a wall of fame in Herc Park. Bureaucratic issues so far prevent the completion of the vertical parts of the wall and placement of TCVA-provided Hall of Fame tiles.

### Vision:

- Find a space that can be furnished to display artifacts donated by our membership and affiliates

### Funding:

- Direct "tax deductible" money contributions
- Other, yet defined "fund raisers".



**Heritage Center Goal:** To fill in the vertical walls in Herc Park completed by Commodore Irish Keilty in ?? with all TACAMO Hall of Famers. At the present time only 2012 TACAMO Hall of Famers are in place below 159348 the Herc.

**TACAMO Heritage Center webpage:**

<https://www.tacamo.org>

## TCVA ARTIFACTS WANTED

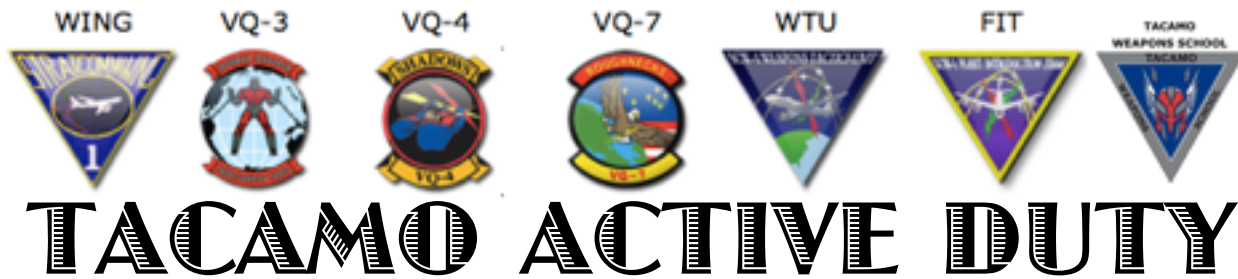
Don't throw them away, throw them our way. If you have TACAMO Artifacts, Please consider donating them to TCVA. Email us [tacamocommunity@gmail.com](mailto:tacamocommunity@gmail.com)



**Donations to TACAMO Heritage Center from  
Airborne Strategic Communications Engineering  
and Test (ASCET) lab.**

LINKS - [TACAMO.ORG](https://www.tacamo.org) - [LINKED-IN](#) - [PAX RIVER TESTER](#) - [NAVYTIMES.COM](#)





## TACAMO Active Duty UPCOMING EVENTS



- **29AUG19** LCDR(SEL) Kasey Brehme promotion ceremony, 1100, CNATT HiBay, UOD
- **6SEP19** AWVC Kevin Williams Retirement Ceremony, 1000, CNATT HiBay, UOD, CPO's Khaki w/combo cover
- **12SEP19** E5 Exam, 0630 CNATT HiBay
- **12-22SEP19** Oklahoma State Fair, OKC Navy Days provides Complimentary Admission Passes for Sailor's Children
- **13SEP19** Chief Petty Officer Pinning Ceremony, 1100, Hangar Bay 3
- **27SEP19** VQ-7 Change of Command ceremony, 1000, Hangar bay 2
- **11OCT19** Navy Birthday Ball, National Cowboy & Western Heritage Museum, 1700 NE 63rd St, Oklahoma City, OK
- **TBD NOV19** NCTSCU Change of Charge, TBD, CNATT HiBay
- **3JAN20** ABEC Milless Retirement Ceremony, 1030, CNATT HiBay

## NEW TACAMO COMMAND



TCVA Welcomes the New TACAMO Command:

Mission. Train TACAMO forces in advanced tactics, techniques, and procedures across all assigned mission areas at the individual, unit, integrated, and joint levels ensuring alignment and standardization of the training continuum. TACAMO Weapons School will lead training and warfighting effectiveness assessments, set and enforce performance standards, and identify or mitigate gaps across community platforms and staffs for assigned warfare areas.

### Capt. Barnes takes command of SCW-1

By Megan Prather, Staff Writer / Published August 16, 2019

Strategic Communications Wing ONE, Task Group 114.2 gathered in an aircraft maintenance hangar on Aug. 9 to welcome their newest commander, Capt. Anthony Barnes, during a change of command ceremony.

Barnes took command from Capt. Michael Black.

"He's a powerhouse Naval Officer and a better man," Black said of Barnes during his remarks to hundreds of Sailors and guests. "He's the right leader at the right time."

Barnes takes command of SCW-1 after serving as deputy commander, Strategic Communications Wing ONE and Task Force 124, later Task Group 114.2. His sea duty assignments include tours with Fleet Air Reconnaissance Squadron FOUR at Tinker Air Force Base as a junior officer qualifying as an E6A airborne communications officer instructor and mission commander evaluator; with the USS Kitty Hawk (CV-43) in Yokosuka, Japan, as the

assistant navigator  
deploying to the



Arabian Gulf in support of Operation Iraqi Freedom where he qualified as officer of the deck underway and command duty officer underway; with Fleet Air Reconnaissance Squadron THREE as the maintenance officer and with the "Shadows" of VQ-4 as commanding officer.

"What TACAMO does day in and day out is absolutely impressive," Barnes said. "...we ask a lot of our sailors and they never falter or fail."

Black will retire after 26 years of Naval service. During his service, he logged more than 4,500 flight hours in six different military aircraft and his personal decorations include the Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal, Navy Achievement Medal and various other service and unit awards.

"The best duty station we've ever had, by far and the only place we call home is right here at Tinker, and it's because of the support of the community," Black said.



# TACAMO "Active Duty"

## TCVA SALUTES COMMANDER OF STRATEGIC COMMUNICATIONS WING ONE & TASK FORCE 124, CAPTAIN ANTHONY BARNES

Anthony Barnes was born in Macomb, Illinois and enlisted in the United States Navy in 1987 as an Aviation Ordnanceman. His first tour was with VFA-137 KESTRALS where he completed two Mediterranean cruises onboard the USS CORAL SEA. While serving at Strike Fighter Weapons School Atlantic as an instructor, he was selected for the Enlisted Commissioning Program and attended the University of Jacksonville NROTC Unit. He graduated from the University of North Florida and Southern Illinois University and received his commission in August of 1995. After the completion of flight school he was designated a Naval Flight Officer in November of 1996. He is also a graduate of the Naval War College and the National Defense University.



His sea duty assignments include tours with Fleet Air Reconnaissance Squadron FOUR (VQ-4) at Tinker AFB, OK as a junior officer qualifying as an E-6A Airborne Communications Officer Instructor and Mission Commander Evaluator; USS KITTY HAWK (CV-43) in Yokosuka, Japan as the Assistant Navigator deploying to the Arabian Gulf in support of Operation IRAQI FREEDOM where he qualified as Officer of the Deck Underway and Command Duty Officer Underway; Fleet Air Reconnaissance Squadron THREE (VQ-3) as the Maintenance Officer; and with the "Shadows" of VQ-4 as Commanding Officer

Barnes' shore assignments include Officer Candidate School in Pensacola, Florida as Battalion Officer in Charge; Naval Personnel Command as VQ/VT Maritime Placement Officer and VQ Assignments Officer; Fleet Air Reconnaissance Squadron Seven (VQ-7) as the Operations Officer; Special Operations Command as the Chief Special Technical Operations Officer; and Deputy Commander, Strategic Communications Wing ONE (SCW-1).

He assumed duties as Commander, Strategic Communications Wing ONE and Task Group 114.2 in August 2019.

Barnes has accumulated over 2000 hours of flight time in the E-6 Mercury. His awards include the Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal, Navy Commendation Medal, Navy Achievement Medal, and various other unit and personal awards.

Captain Cedrick L. Jessup assumed duties as Deputy Commander



*Photo to Left (Left to Right): CAPT Ward Donnelly, Rear Admiral Shep Shepherd, and CAPT Irish Keilty*

Vice Admiral Dave Kriete, Deputy Commander of U.S. Strategic Command, toured Strategic Communications Wing ONE and held an all hands call with the Sailors attached to the wing on Monday, 26 August 2019.



*Above (Left to Right): Senator Brenda Stanley, Senator and Retired TACAMO Master Chief Paul Rosino, Senator and Retired Navy CWO4 Frank Simpson, Senator Chuck Hall*





# TACAMO Heritage Cookbook

## TCVA's Heritage Cookbook

*WHY include Reel Operators in the Squadrons Wives Cookbook? A Reel Operator's primary job was & is operating the reel. Reel Op's are also known as the Crew Chef who prepares meals in the airplane's galley for 12 to 20 crew members.*

### Recently posted on FB, Gregory Veit discussed REEL OPS Chow

So I spoke with a young MC/ACO that was in the TACAMO fleet not so long ago, and she said that none of her crews ever did a preflight Pot Luck on the outbound flight of a deployment. WHAT? No Jay Toribio fried rice, no Leah (Banzon) Maida lumpia, no Eddie Reid (Fast Eddie Hubcap) lemon bars, no excellent Keith Sandefur or Jeff Harbin cooking? What a damn shame!!!!

**Gretchen Fitzpatrick** Wth...i didn't make the cook list? Roflmao

**Gregory Veit** You're on the all-time bestest list!!!!

**John Francis** Gretchen Fitzpatrick all I remember...besides good grub (manicotti in-flight?...yes please), was the loan paperwork I had to get approved before buying into yer crew fund.

**Alan Levy** That is a serious shame. They have no idea of what they are missing.

**Greg Hincke** A damn shame and big loss on their part!

**Ken Underwood** There will never again be Jeff Fullers spunky meatballs - if you didn't get cramping and bloated after those you weren't human!! 😞

**Jeremy Pearson** Harbin made the absolute best brisket!

**John Keilty** That's the way to fly that Herc Clutch!!!

**DavidnToni Duncan** Shake and Bake hotdogs!

**DavidnToni Duncan** I still crave the meatball subs and wonder to this day how a loaf of bread stayed so fresh if left on the jet. Hot chocolate and coffee mixed on a long night flight was always a good way to stay awake and watching young officers try Dan Fontan's Cuban brownies. Oh the memories...

**DavidnToni Duncan** Mikey Michael Marr Marr's ziti will forever be epic.

**Kat Blust** I see my frozen turkey drumsticks didn't make the list!!! 😞

**DavidnToni Duncan** Liz Campbell's free-range/organic/no bread/ sugar deployments always guaranteed a few pounds lost upon return home.

**Christopher Frasse** I would go for anything made by Jeffery V. Harbin right now ❤️👍



**Karen J Allbritton** I used to cook on my deployments, Louisiana style

**Bryce Bosket** I fell in love with cooking and the joys of taking care of people from all those deployments. I agree the brisket was bomb.

**Christopher Frasse** Bryce Bosket you always took care of us....even "Spot" Collini and "Forrest" Blunt. 🇺🇸👍

**Steven Bug Malavolti** Providing a hot meal on on 6 hour or more flight made the flight go faster and even the deployment...as The senior reel op in the squadron I never forced any reel ops to cook, for it was not part of natops...

**Scott Collins** Quiz for Bug: Preflight, you might have actually reached the top landing of the airstairs, and you hear "HEY BUG WHATS FOR DINNER"!?:D

**Steve Brockett** Wow! Memories. How about those Thanksgiving and Christmas flights and the amazing meals. Lights strung up in crew rest and comm. Breaking bread together does bring people closer together. Good memories.

**Gary Fravert** A crew that eats well orbits well. Fact.

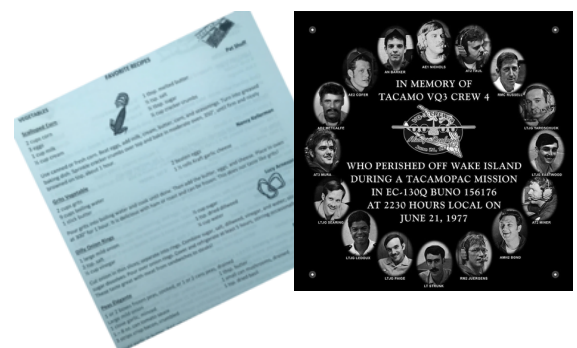
**Scott Collins** It still feels off not building a salad from a trash bag.

**Andrew White** My favorite crew meal memory was on one of the very early E-6B Omaha flights...when the General's aid come up to me saying "the Gen would like to eat dinner now". Well, sir, did you bring along the General's dinner? \*crickets\*

**Luke Caron** When they would shuffle the crews up every 6 months or so...the political infighting in the Wardroom was amazing....the top priority was always to get a good Reel who excelled at feeding the crew(s).

## TCVA's Heritage Cookbook

John "Mom" Burgoon is putting out a Last Call for recipes. "Mom" has been putting together the recipes from Reel Ops, and new recipes from TACAMO contributors along with the recipes from the past VQ-3 & VQ-4 cookbooks. This cookbook is dedicated to the memory of VQ-3 TACAMOPAC Crew 4. Email your recipes to John @ [jhburgoon@gmail.com](mailto:jhburgoon@gmail.com)





# TACAMO 2020 REUNION

## Survey Results

Thank you everyone for taking the time to complete the survey for the 2020 Reunion. Survey results are as follows:

### Location

Dulles (DC) 54%

Pax River 46%

TCVA is pleased to offer both DC & Pax River locations. Please see Tentative Schedule below.

### Hotel Choice

During the survey I was informed of the following:

- Holiday Inn, Solomons was not up to the standards. All the issues were discussed with the GM with no resolve at this time.
- Sheraton Reston: I was informed they are undergoing renovations to the inside and outside the hotel. I was informed the renovations should be complete but nothing in life is guaranteed and there is always a potential for something not to go according to plan.

With that said, TCVA made the choice to hold the reunion at the Hyatt Regency in Fairfax. Thanks again for all your help, Cheryl Vos, Reunion/Event Planner



Above: The Steven F. Udvar-Hazy Center, also called the Udvar-Hazy Center, is the Smithsonian National Air and Space Museum (NASM)'s annex at Washington Dulles International Airport in the Chantilly area of Fairfax County, Virginia



Craft beer is in the spotlight, and in Fairfax County the craft breweries are bustling with locals and visitors alike who are seeking out delicious, locally brewed beer. There are two wineries in the county, and dozens more in the surrounding Virginia countryside.

## Why Stay at Official Reunion Hotel?

The official reunion hotel is the center of reunion activities. It provides opportunities for networking with reunion attendees and it makes it easy to return to your room. That's obvious. But there are other reasons that you need to consider before you look at another hotel.

In return for the use of the hotel's meeting facilities, the reunion guarantees the hotel that a certain percentage of attendees will stay in that hotel. The hotel generally discounts the rate for reunion attendees from their normal charges.

If the reunion attendance does not meet the contracted sleeping room commitment, the hotel gets paid anyway.

**Unfilled rooms can cost TCVA thousands of dollars.** Not only do these financial penalties hurt the current year's reunion, but the next reunion cannot negotiate as beneficial a hotel contract. In both cases the registration fee is then under pressure to increase unreasonably.

What if we don't contract for sleeping rooms? Attendees will pay more to stay at the reunion hotel. The reunion will incur additional expenses for meeting room rental fees, which can be quite costly. The hotel will not hold a block of rooms for attendees, which may leave some people quite a distance from the conference venue. In short, the reunion ends up with higher expenses; many of those attending will pay a higher price for their hotel rooms, future conference registration fees will be pushed higher.

Please support the reunion and TCVA by staying at the reunion hotel.

**[2020 Reunion Website - click here](#)**



# TACAMO 2020 REUNION

## 2 Locations, 2 Official Reunion Hotels

		DAY	EVENING
<b>DC - DULLAS AREA — HYATT REGENCY HOTEL</b>	Wednesday 9/2	Pre-reunion arrivals	Pre-reunion arrivals
	Thursday 9/3	On your own touring - Early Arrivals	Evening Registration & Welcome Meet & Greet Reception
	Friday 9/4	Pentagon Visit - Pentagon 9/11 memorial - Arlington Cemetery Tomb of Unknown Soldier, WWII, Vietnam &	Evening with TACAMO
	Saturday 9/5	Morning Docent tours of National Air and Space Museum near Dulles Airport	TACAMO Hall of Fame Banquet — Recognizing 2019 & 2020 Inductees

### Everyone staying at the Official 2020 Reunion hotel will receive:

- Fresh new deluxe accommodations and world-class service at the newly renovated hotel
- Guestrooms: 316 **suites** with separate seating area and deluxe amenities
- Spacious NoVa Bar has over 2,400 square feet and seating for everyone to mingle for drinks or craft beer and dinner.
- Outdoor patio with tables & chairs for gathering.

- Comp'd Breakfast Buffett in NoVa Grill (\$16 per person savings)
- NoVa Grill & Bar - Hotel Guest ONLY 25% off food purchased in restaurant.
- High-speed Internet access both wired and Wi-Fi, throughout the hotel
- 55" HDTV
- Mini-fridge & Coffee maker
- Free Parking

**\$99**  
per night plus tax



**NoVa Bar  
& Restaurant**



**NoVa Market - Oper 24/7**





# TACAMO 2020 REUNION

## 2 Locations, 2 Official Reunion Hotels

		DAY	EVENING
<b>Lexington Park — Quality Inn Solomons</b>	Sunday 9/6 — Pax River Museum TACAMO Dedication	Breakfast & Check-out of Hotel — Depart for Pax River	1pm Pax River Museum Ribbon Cutting and Reception - TACAMO Dedication (Flight Suite Liberty & Reception)
	Monday 9/7 Labor Day	TACAMO Hall of Fame Picnic - Location TBA	
	Tuesday 9/8	Winery, golf, fishing, herb farm, river cruise, visit friends or drive around Southern Maryland on your own	

### QUALITY INN SOLOMONS – BEACON MARINA



They're conveniently located on the waterfront in Solomons. Everyone staying at the Official 2020 Reunion hotel will receive:

- Free hot, fresh and healthy breakfast
- Free WiFi
- Free Parking
- Seasonal outdoor pool
- Business center
- Pet-friendly
- It's also a 3 minute walk to Anglers Seafood Bar & Grill (Former Captain's Table)

Each guest room offers a refreshing shower, refrigerator and microwave. Select rooms come

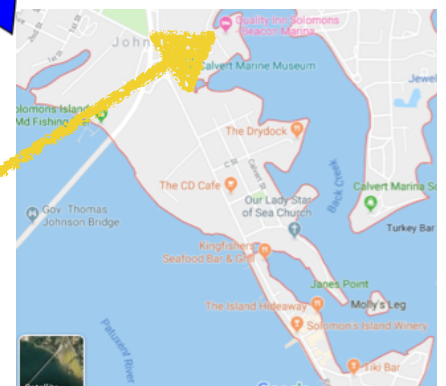
with coffee makers, desks, sofa sleepers and hot tubs. You'll find plenty of local sites including:

- Calvert Marine Museum
- The Drum Point lighthouse
- Annmarie Garden Sculpture Park & Arts Center
- Chesapeake Biological Laboratory Visitors Center
- Calvert Cliffs State Park
- Solomons Island Winery
- Ruddy Duck Brewery & Grill (within 6 minutes)
- Solomons Island Board Walk
- Tiki Bar (within 6 minutes)



TACAMO  
DISPLAY  
RIBBON  
CUTTING

**\$76.50**  
per night plus tax





# TACAMO Merc, First Flight

**VQ-3 FLIGHT SCHEDULE**

THE FLIGHT SCHEDULE CONTAINS BOTH OFFICIAL AND UNOFFICIAL INFORMATION  
ALL HANDS ARE CHARGED WITH KNOWLEDGE OF ITS CONTENTS

**CREW list for First E6 Mission**

The handwritten note on the flight schedule is by Irish, (John Keilly, TACAMO Hall of Famer) who was OPS BOSS in 1989.

**CREW 1**  
PF 0530 AC LT FIDONE  
TO 0830 CP LT MAZZE  
EVT 03 172

**REMARKS:** C-130. #4 CUMD LEVER BZVOS WHEN MOVING TO FEATHER

**PILOT TRAINER**  
PF 0700 AC-1 LT SAN AGUSTIN A/L 4/8 1  
TO 1000 CP CDR CLEMENS W/U 6/10 6/10  
LD 1400 CP LTJG ALLIE AC-12X 0/00 3/10 1  
EVT 04

**\*\*CREW BRIEF IN ALERT QUARTERS AT 0700.**  
**REMARKS:** C-130. 173

**CREW 4**  
PF 1030 MC/AC CDR LOCHAUSEN  
TO TBA AC LT REMINGTON  
LD TBA CP LT THOMAS J  
EVT 05 CP LT STYLLIE H  
CP LT FRASSE  
ACO LT ELINSON LCDR KIMMICKER  
NAV LTJG SWEDBERG TO 1345 LND 2053  
FE AEC SHORE  
FE ADI KNIGHT

**FUEL LOAD D-1**  
TUESDAY 31 OCT 90  
FE AEC WILLIAMS N  
OBS AT3 ODDERS  
TO 1150 LND 1320

**FUEL LOAD D-1**  
FE ADC NEWTON  
OBS ATCS HESTON  
TOB AT2 AMMONS

**FUEL LOAD 110K**  
ACS RMC LINDE  
ACM RM1 COLON  
ACM RM2 BROWN  
FT AT1 SYLVIA  
2FT AT2 SLASON  
2FT AT2 LAJOIE  
30 AE1 ROBINS  
2HO AEC KOHLER  
PAX AT3 PASSALACQUA

**CREW 13**  
MC/AC LT LEE  
CP LT OSBORN  
CP LT DONNELLY  
ACO LT WALTERS  
NAV LT PRIEST  
NAV LT LONG  
FE AMH2 MARQUEZ  
2FE AD2 SMITH K  
RO AMH2 COON

**FUEL LOAD A-4**  
ACS RMC TROTTER E  
ACM RM1 FAVA  
ACM RM3 CRITTEN  
FT AT2 TRENT  
2FT AT2 PENLETON  
2FT AT2 RAMSDEN  
2FT AT3 HENSLEY  
2RO AMH2 TAYLOR

**REMARKS:** C-130. 177

**GROUND TRAINING**

ATTENDEE	LOCATION	TIME	SUBJECT	INSTR
ACS/ACOM	TRNG ROOM 'A'	0800	KG-84:ARC-198	RM2 WURST

## FIRST MISSION, LAST INITIAL CADRE



### Crew Delivers New Merc to VQ-3

With the arrival of 388 in August 1990, VQ-3 had reached its initial cadre of jets. Tom Saxon, VQ-3 Maintenance Officer pulled the lucky card to be the Aircraft Commander to sign for the jet and then fly it home to Barbers. Skipper Vern Lochausen and PXO Bob Young were along.

Crew Members include:

LtoR Front row- Kevin Arthur, Tech, Tom Saxon, Vern Lochausen, CDR Bob Young PXO. Back row- Ron Mehrwerth, FE, Copilot Kevin Whearty, NAV Steve Call.

**707-E6A**  
**164388**  
**WSN**  
**DELIVERY**

**REMARKS:** AIRCRAFT RELEASED FOR DELIVERY FLIGHT

**Signed when applicable:**  
1. I certify that the aircraft is satisfactory for the planned test conditions from the standpoint of airworthiness and test configuration compatibility.  
2. I certify that required flight and performance data has been satisfactorily accomplished and that the aircraft is airworthy and ready for use.  
3. I have reviewed the history of delivery flight discrepancies and accept.

**Signed:** [Signature] Date: 8-30-90 Time: 1439Z  
[Signature] Date: 8-30-90 Time: 1440Z  
[Signature] Date: 8-30-90 Time: 1440Z

**APPLANE FLIGHT RELEASE**



**DEPARTMENT OF THE NAVY**  
COMMANDER PATROL WING TWO  
FPO SAN FRANCISCO 9601-4415

1650  
Ser 00/ 513  
AUG 30 1990

**From:** Commander, Patrol Wing Two  
**To:** Commanding Officer, Fleet Air Reconnaissance Squadron THREE  
**Subj:** LETTER OF RECOGNITION

1. With the arrival of Bureau Number 164388, VQ-3 reaches its full complement of E-6A aircraft. This signifies a remarkable milestone, especially in view of the many hurdles encountered along the way, and represents the beginning of a new era for TACAMO in the Pacific. To all the officers, men and women of the Ironsquadron who have worked so hard to make this unprecedented "no-standdown" transition happen, you should take great pride in this very significant accomplishment. You are plankowners for introducing the Navy's newest and largest aircraft into the fleet and providing an enhanced strategic communication capability for the United States Navy. My hat is off to you, and I congratulate you for a job extremely "Well Done!"

2. As you look forward to new challenges, in particular your upcoming homeport change, take confidence in your proven ability to meet the most formidable tasks head-on. Do what you do best - "Take Charge and Move Out" - and continue to press on.

**Signed:** [Signature]  
N. R. RYAN, JR.



# TACAMO, First Mercs to Fleet



Photos, upper right & center photos: 3 August 1989 Skipper Mike Davidson bringing 918 over Diamond Head then to VQ-3 at Barbers Point. Far right: Far right change of command and welcome Mercs 918 and 784 to Fleet ops.

MEMORANDUM OF CALL

TO: CO

YOU WERE CALLED BY: ☒ BILLY BICHER

YOU WERE VISITED BY: ☐

OF (Organization):

PLEASE PHONE: ☐ FTS ☐ AUTOVON

WILL CALL AGAIN: ☐ IS WAITING TO SEE YOU

RETURNED YOUR CALL: ☐ WISHES AN APPOINTMENT

MESSAGE

"MERRY CHRISTMAS"

RECEIVED BY: YN3 WAGSTAFF DATE: 24 MAY TIME: 1750

24 May 89 phone memo, NAVAIR E-6 Team Leader Billy Bicher called to say 784, that 'You can't fly it!' jet was enroute.

**GOSPORT** Special Edition

BOEING AEROSPACE & ELECTRONICS - E-6 PROGRAM

## First E-6A Delivery to U. S. Navy

Gathered on the speaker's platform, August 3, 1989 to commemorate the delivery of the E-6A to the Navy were Miland Batiles - E-6 Program Manager; Kendall Russell - Vice President of Navy Systems Division; John Sheridan - Electronic Systems Division Vice President; An Hsman - Boeing Aerospace & Electronics Executive Vice President; Capt. Ernie L. Lewis - U.S. Navy Program Manager of Airborne Strategic Communications; Naval Air Systems Command; Billy Bicher - U.S. Navy Deputy for E-6A PMA 271-1; Rear ADM Raymond C. Jones, Jr. - U.S. Navy Command; and U.S. Navy CDR Michael Davidson, who will be in command of the crew delivering the E-6A aircraft to Barbers Point NAS, Hawaii.

Among the people attending the ceremony was Col. Robert Shipman, soon to be the new Air Force Plant Representative at the Boeing Seattle facility; Darrell Lowe, Senior Representative from General Electric Aircraft Engines; Mr. Walt Brathwaite, Director of Program Management, Remotes Division; Capt. Matt Hutmaker, U.S. Navy Program Sponsor in the Office of Chief of Naval Operations - OP-094; Karen Schultz, Administrative Controlling Officer for the AFPRO; and Capt. Tony Amato, Program Manager for the E-6 Program - AFPRO.

The flight crew, commanded by Davidson, were introduced. Some members were waving from the cockpit as they were introduced; others standing near the aircraft in readiness for a fast takeoff for their Barbers Point, Hawaii destination point. Members of the flight crew were Aircraft Commander Lt. Paul Remington, Second Officer LCDR Mark Barber, Co-Pilot Davidson, Flight Engineers AEC Paul Shaw and ADC Donny Martin, In-Flight Technician AT1 Roy Spainhower, Navigators - Lt. Kevin Wilhelms, Lt. Keith Ellinson and Lt. Gary Foster.

Miland mentioned we have been looking forward to this event for 7 years and 32 days from the proposal date. "My faith in the E-6 team and efforts of each one of you has made it happen. We are delivering to the United States Navy their first E-6A TACAMO System. A dedicated team of Navy airmen is going to get into that airplane and fly it to its new home in Barbers Point, Hawaii." He concluded: "Thanks to each of you on our E-6 Team, as well as"

(continued page 2)

## E-6 Schedules for 1989

By Jim Kurtz, PP&C

A signal time for the E-6 program! The first two production deliveries were accomplished with the Navy's acceptance of Production aircraft No. 2 and 3 on August 3, Production Unit No. 1 is scheduled to follow later in August and No. 4 in September. Production Unit No. 2 has been at Barbers Point, Hawaii since late May for use by the Navy in training maintenance personnel.

Commencement of the production delivery cycle represents a significant change in the program's orientation of engineering and development over the past six years to production and delivery of operational hardware to our Navy customer. This signifies an even larger event for the Navy as the TACAMO organization began the transition to a major new air vehicle (the largest airplane in Navy history) and the geographical expansion of operations it makes possible.

(continued page 2)

## E-6 Engineering Status

By Bill Ean, Engineering

With the E-6 design baseline contractually established at the FCA/PCA, the primary engineering work has been devoted to supporting the first two aircraft deliveries and clearing nonconformances written against the airplanes.

The E-6 deliveries began with the conditional transfer of TC053 to the Navy for maintenance training prior to formal delivery. This training was conducted at the new E-6 site at Barbers Point, Hawaii with the full support of Boeing personnel who performed some last-minute modifications and technical manual verifications.

Engineering is continuing to investigate the incident that resulted in the loss of part of the vertical tail during the high

(continued page 2)



## Navy News

### E-6A assumes the guard

by ENS Jim Falcone

The Ironmen of Fleet Air Reconnaissance Squadron Three (VQ-3) completed their first successful mission with the Navy's newest aircraft, the Boeing E-6A, on October 31. The crew consisted of 18 people with the Skipper of VQ-3, CDR Vernon C. Lochhausen III, at the helm as Mission Commander. "The entire mission from preflight to postflight went as smooth as silk," said CDR Lochhausen, "demonstrating the value of a good training program, incorporating safety as the number one priority." During the flight, Major General Butcher, Director of Operations, USCINCPAC, spoke with the crew via phone patch congratulating them for a job well done.

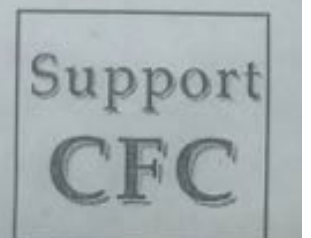
This event marks the end of an era for the squadron's fleet of EC-130's. As more E-6A aircraft arrive, one by one, the EC-130's will be retired until the total transition of VQ-3 into the jet age is complete.

aircraft was rolled out of the production hangar at Boeing's Seattle facility. Never in the history of naval aviation has a squadron attempted a complete transformation of aircraft while concurrently maintaining 100 percent airborne coverage. This feat truly exhibits VQ-3's TACAMO (Take Charge and Move Out) spirit.

The Navy's planned fleet of E-6A aircraft for both TACAMO squadrons (VQ-3 and VQ-4) will capitalize on the long-range, speed and endurance capabilities of the E-6A to maintain round-the-clock communications connectivity with the ballistic missile submarine fleets in the far reaches of both the Atlantic and Pacific Oceans.

"This crew was the lucky ones who were tapped to fly this mission. They carried with them immense gratitude for the many folks in and outside VQ-3 that have made this event a reality," said CDR Lochhausen.

VQ-3 began as a detachment of VR-21 in 1962 at NAS Barbers Point and later moved to NAS Agaña, Guam. The squadron has since grown to be the largest operational squadron in the Navy with more than 750 members. The squadron to date has been using the EC-130's as its primary airborne platform to carry out its mission. With a growing need to ensure long-range connectivity for our ballistic missile submarine fleet, the Navy began looking into the E-6A program. The E-6A program became a reality





# TACAMO FALLEN

## ***Fallen Shipmates***

*Passings received after last Newsletter*

### **I FLEW**

by *Brad Baker*

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

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

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

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



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

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

## ***Fallen TACAMO Shipmates***

*Presented in no particular order.*

### **FALLEN LINK**

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



## **TACAMO**

Active Duty, Veterans, Families,  
& Industry Leaders