

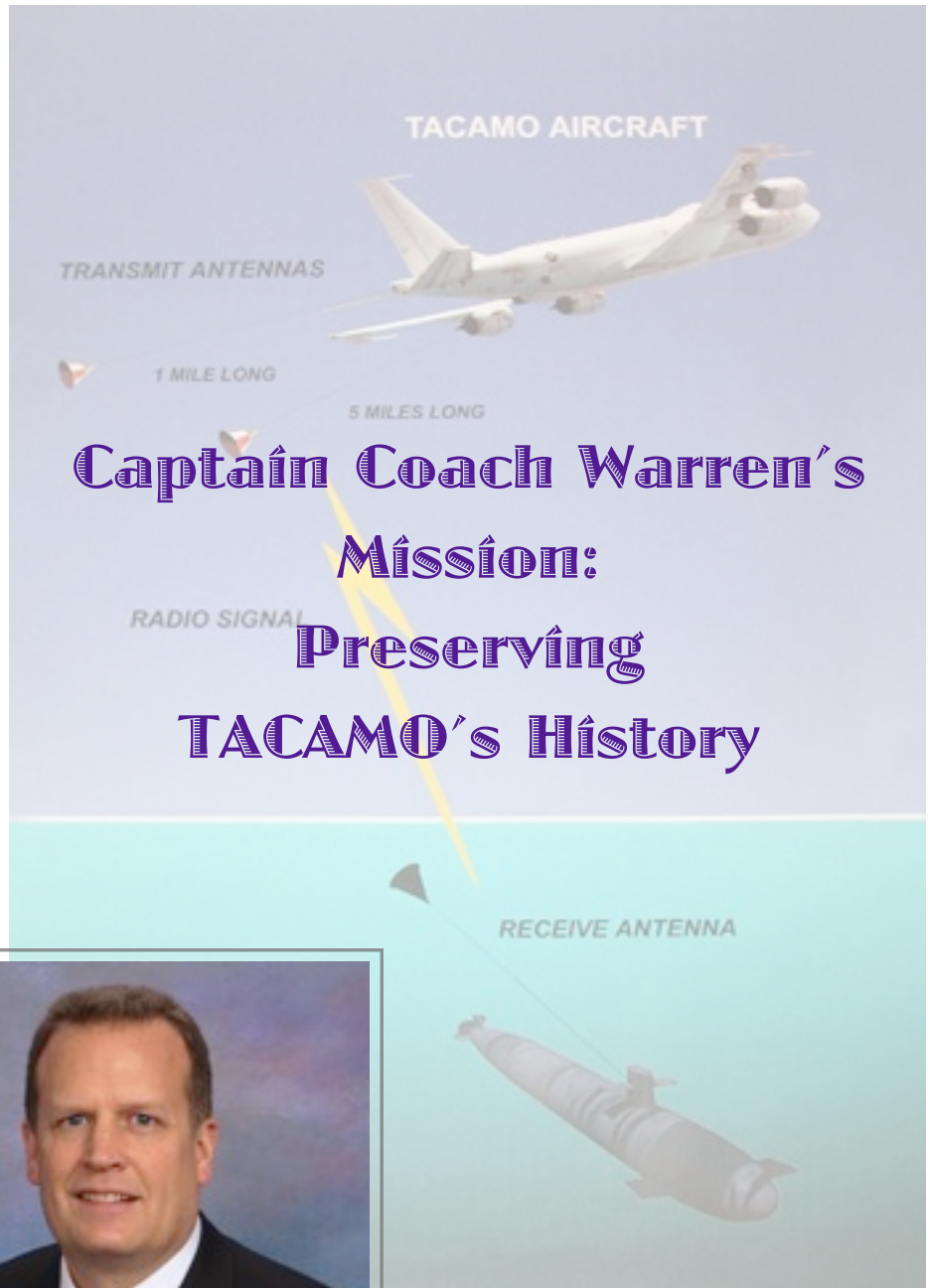
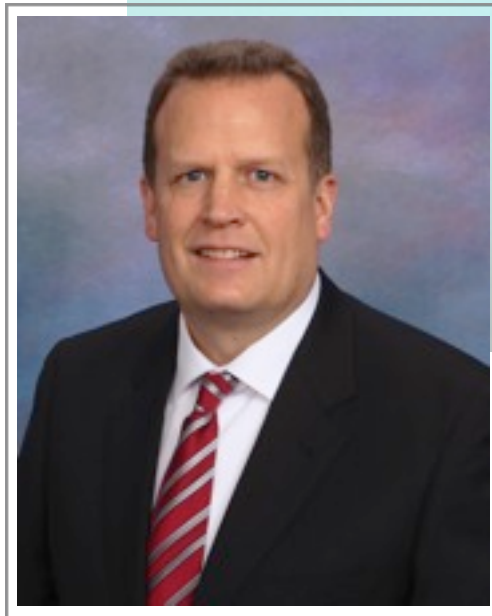


The TACAMO Community Veterans Association (TCVA) Board of Directors is delighted to announce the appointment of our newest staff member who has accepted the position of Director of Historic Preservation. Effective 12 Jan 2014, Captain Coach Warren will serve TCVA and its members and base from OKC. Coach hails from Wisconsin and came to TACAMO in 1999 after a distinguished career as a jet carrier pilot who saw action in S-3s during the recovery efforts from the Mount Pinatubo volcano disaster in the Philippines and in ES-3s over Bosnia, and Iraq with VQ-6. He checked through all the gates in TACAMO from department head to Skipper of VQ-7. In addition to his carrier ops, he served as the Navigator for USS Stennis, CVN-74 and as the Officer Placement Officer in BUPERS (now Naval Personnel Command), and US Strategic Command where he led a major division of the capabilities and resourcing directorate and later as watch team leader in the Global Operations Center.

Coach will be the “man on deck” for TCVA in OK and will focus first on collecting artifacts that members have donated or will donate, upgrading our Hall of Fame Pavers program, and working with the TACAMO Wing and OKC community on options for the TACAMO Heritage Center. Please join the Board of Directors in congratulating Coach and THANKING him for accepting this director’s position and taking on some pretty major and crucial TCVA work! His email contact is

CoachWarren@tacamo.org and phone number [405-213-7965](tel:405-213-7965).

Look for future announcements regarding the TACAMO Heritage Center.



Captain Coach Warren's Mission: Preserving TACAMO's History

Donate TACAMO Artifacts & Treasures to:

TCVA
C/O Coach Warren
1812 Faircloud Drive
Edmond, OK 73034-6510





Mission Statement

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

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

Contact Info:
tacamocommunity@gmail.com
 5144 Waterloo Road,
 Burlington, KY 41005

Vern Lochausen President/
 Historian/Life Member:
trucker@oldtacamo.com

Mike Vos Executive Director &
 Webmaster
oldtacamo@yahoo.com

Jim Gallagher Vice-President/
 Store Manager &
 Communications
jim@tacamo.org

Rick Cotter Treasurer
rcotter1@verizon.net

Cheryl Vos Reunion/Event
 Planner, Executive Secretary &
 Newsletter Editor
tacamocommunity@gmail.com

Dennis "Coach" Warren
 Director of Historic Preservation
CoachWarren@tacamo.org

LETTER FROM EXECUTIVE DIRECTOR, Mike Vos

I'd like to personally welcome Dennis "Coach" Warren to the TCVA team. As Director of Historic Preservation, he will be our "point person" for the development of the TACAMO Heritage Center. "Coach" approached TCVA President, Vern Lochausen, before retiring from the Navy, asking him how he could serve the Association. His location in OKC, his connections with the OKC community and appreciation of our history made it easy to place him in this position.

The long awaited TACAMO "Walk of Fame" will be part of this development. As many of you know, our Hall of Famers have a paver placed around the nose wheel of BUNO 159348 in Herc Park, adjacent to SCW-1 HQ in OKC. It is planned to replace the existing "pond rocks" that surround the historic Herc with personalized pavers purchased by our membership as a fund raiser to support the costs of the THC. This program will be released after a few more "i"'s get dotted and "t"'s get crossed. We will also ask our membership for bits of memorabilia to reside in the THC. I hope you all will participate in this project and help "Coach" preserve our rich history.

Ask yourself, "What do I have that would rest comfortably in the THC for all to see"? It could be your old flight log book, your flight suit decorated with patches and maybe a stain or two of sweat and JP-5. How about that 15 foot long schematic of the old TAC-4 PA? That would take up some wall space. All the gifts to the THC will be credited to the donor. Your pride of contribution will be priceless.

Many of us take our time in TACAMO for granted. 'We were just doing a job'. But, we all know that our job had great strategic significance, regardless of the era or airframe we supported. That significance deserves recognition and display. Your artifacts or monetary contribution by buying a paver in Herc Park helps to bring this history to the public. It was/is a special mission that we all made/ make successful.

Please welcome "Coach" Warren with an email (coachwarren@tacamo.org) and a pledge of your artifact or purchase of a commemorative paver for Herc Park.

Be safe, have fun,
 Mike

TACAMO Artifacts & Treasures WANTED

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

The Original TACAMO Hercs

by TCVA Historian, Vern Lohausen

The original four operational Hercs were delivered in 1963 and early 1964 to VQ-3 at Barbers Point and VQ-4 at Pax River. At that time the TACAMO Detachments that became the squadrons were assigned to VR-21 (Pacific) and VR-1 (Atlantic). These were EC-130G aircraft, pulled from the USAF production line for C-130E which ran from 1961 to 1963 at Lockheed Marietta, Georgia. BUNOs 151888, 889, 890, and 891 were originally assigned to the future VQ-3 that received 890 and 891 and the future VQ-4 that received 888 and 889. LT Ron Carlson, a 2012 TACAMO Hall of Fame inductee, picked up the VQ-3 birds in order of 890 and then 891 and delivered them between December 1963 and February 1964. The Lockheed Tech Rep assigned to VR-21 in that period was Frank Baker, Jr, a 2012 TACAMO Hall of Fame inductee. LCDR George Watts picked up the VQ-4 birds, first 888 and then 889, in this same time period. Since they were basically transports without fixed mission systems, the VR squadrons freely used them for cargo duties. Roll on TACAMO systems were loaded and connected for TACAMO missions. Ron Carlson and co-pilot Ed Harlan flew 891 around the world from Barbers in April of 1964. In 23 days they flew 168 flight hours with a crew of 3 pilots, 2 navigators, and 2 flight engineers. They made stops in Guam, Cubi Point, Philippines, Bangkok, Thailand, Madagascar, Mombasa, Kenya, Aden, Yemen (then a British base), Athens, Greece, Eveaux, France, Andrews AFB, NAS Alameda, and back home to Barbers. 891 went on to other famous flying fetes including the JATO takeoff that is featured in paintings on many an old Herc driver's "I love me" wall. VQ-3 gave 891 over to VQ-4 and



then Naval Air Test Center Pax where she was the test bird for future mods starting with TACAMO IV TIP I. 888 and 891 both served the TACAMO community briefly as TC-130G pilot and flight engineer trainers, after giving up their mission systems for the first E-6s. In 1991, 891 became the Blue Angels Fat Albert show and support bird. On her last flight in 2002 with the Blues before becoming a museum asset at the National Naval Aviation Museum in Pensacola, 891 reportedly lost some of her leading edge, not wanting to fly anymore. 890 led a less glorious but no less important service life. She brought her crew down safely in a cornfield after a wing fuel tank fire in January 1972. Stricken from the inventory, her Comm Central was placed in a building opposite VQ-4 and became the first TACAMO mission systems trainer. 888 soldiered on with VQ-4 through all the TACAMO mods and was flown to the Davis-Monthan AFB storage yard when the E-6s started delivering in the late 1980s. 889, famous as the first TACAMO IV bird, flying a two wire orbit, also soldiered on in VQ-4 and was flown at the end of the Herc era to MCAS Cherry Point, the C-130 depot, for reclamation. Some of us were fortunate to fly these pathfinders. 888, sometimes called "Cripple Crate" took us around the Atlantic on several trips as did 889. Irish Keilty was the test pilot for 891 at Pax and flew the tests for the last Herc mods. As we salute the Hercs in Marietta in November, we will toast the pathfinders of TACAMO the 151 series G models!!!



What's in Marietta?

- ★ **Marietta Welcome Center** in the Old Train Depot
- ★ **Marietta Museum of History**, whose eclectic collection tells the Marietta story from Indian days to the present.
- ★ **Marietta Gone with the Wind Museum: Scarlett on the Square**, where you can view original book and movie memorabilia.
- ★ **Root House Museum**, the oldest frame house in Marietta.
- ★ Over 25+ eating establishments around **The Square**.
- ★ **Marietta-Cobb Museum of Art**, located in the old post office building, c. 1909.
- ★ Marietta's 5 **National Register Historic Districts** by a self-guided walking tour or **Historic Marietta Trolley**.
- ★ **Theatre in the Square** or **Earl Smith Strand Theatre**.
- ★ **Kennesaw Mountain National Battlefield Park**, the memorial to the Atlanta Campaign, and tour the museum filled with artifacts, uniforms and period photographs. View a short audio-visual presentation on the battle.
- ★ **Southern Museum of Civil War & Locomotive History**, home of the famous locomotive, "The General" stolen during the Civil War by Andrew's Raiders.
- ★ Enjoy a picnic in **Glover Park**
- ★ **Marietta National Cemetery** and **Marietta Confederate Cemetery**
- ★ Stroll over to the **Brumby Hall & Gardens** on the Hilton grounds.
- ★ **Unique boutiques and antique shops**
- ★ **Galleries - The Studio at Marietta Station, Avery Gallery, Avisca Gallery** or the **Thomas Kinkadee Gallery** located in the historic **Marlow House**, c. 1887.
- ★ Evening **Ghosts of Marietta**.



Lockheed, where all TACAMO Hercs were built. Tour the facilities by walking among the plane as you see it being built.

TACAMO ACTIVE DUTY

Two Sailors from Strategic Communications Wing ONE at Tinker AFB are finalists for the prestigious Commander, Naval Air Force, U.S. Pacific Fleet, 2013 Sailors of the Year awards.

Petty Officer Meadows will travel to Hawaii, where they will compete for the Commander, U.S. Pacific Fleet's Sea and Shore SOY titles.



To read the entire article go to: <http://journalrecord.com/tinkertakeoff/2014/02/06/scw-1-sailors-in-contention-for-pacific-fleet-soy-award/>



Petty Officer 1st Class Ryan Fuhrman

A Sailor with Strategic Communications Wing 1 at Tinker AFB who is a finalist for a Commander, Naval Air Force, U.S. Pacific Fleet, 2013 Sailor of the Year award deployed twice to Southwest Asia.

After Petty Officer 1st Class Ryan James Fuhrman joined the VQ-1 World Watchers at

Whidbey Island, Wash., in 2004, he deployed to Bahrain and flew more than 65 combat hours in support of Operation Iraqi Freedom. And in 2008 he deployed to Al Udeid, Qatar, once again in support of Iraqi Freedom.

In addition, after he was designated as an electronic warfare operator, Petty Officer Fuhrman made several deployments to Okinawa, Japan.

The Erie, Pa., native enlisted in the Navy after graduating from high school in 2002, and was transferred to Pensacola, Fla., to attend Naval Aircrew Candidate School. Afterward he relocated to Whidbey Island, where he attended Aviation Electronic Warfare School and received O-level maintenance training on the EP-3E turboprop reconnaissance aircraft.

Soon after arriving at Tinker in 2006, Petty Officer Fuhrman received O-level maintenance training on the E-6B Sentry and in-flight technician training at VQ-7, where he graduated first in his class. The following year he joined the VQ-4 Shadows. In 2009 the petty officer was made an assistant NATOPS instructor and was named the Junior Aircrewman of the Year.

In 2011 the petty officer joined the VQ-7 Roughnecks, where he received the 2012 Aircrewman of the Year award and the 2013 Senior Sailor of the Year award. His other awards include the Distinguished Air Medal (First Strike), six Navy-Marine Corps Achievement Medals, and various campaign and service medals.

Petty Officer 1st Class Matthew Meadows

Petty Officer 1st Class Matthew Meadows, SCW-1's 2013 Sea Sailor of the Year, has three siblings who also have entered the U.S. military.

Petty Officer Meadows, 30, is a native of Marrero, La., and enlisted in the Navy 13½ years ago. He is an aircrewman in Fleet Air Reconnaissance

Squadron SEVEN at Tinker AFB; he is an evaluator for Naval Aviation Training and Operating Procedures Standardization.

Petty Officer Meadows was assigned to Tinker almost 13 years ago, and has served in both VQ-4 and VQ-7.

He earned an associate's degree in aviation technology, a bachelor's degree in criminal justice and a master's degree in public administration from the University of Oklahoma. Petty Officer Meadows has received five Navy and Marine Corps Achievement medals, the Military Outstanding Volunteer Service Medal, and four Good Conduct medals.



TCVA wishes Good Luck to PO1 Meadows as he competes for the Commander, U.S. Pacific Fleet's Sea and Shore SOY titles.



NAS OKC VQ-4 Aircraft Launch



TACAMO SEA STORIES

The TACAMO Long Wire newsletter is pleased to announce a new recurring section that we all may contribute to, "TACAMO Sea Stories". TCVA hopes you will all enjoy reading them. Submit your TACAMO Sea Story to tacamocommunity@gmail.com.

TACAMO Sunrise & Sunset by Mike Vos

One of the great joys for me as a flight crew member was a TACAMO Sunrise. For those who don't know ... it's watching the sun peak over the horizon at altitude. The deep black of the night sky being broken by the reds, yellows and oranges of the sun breaking over the horizon.

We were in Sondestrom, Greenland, which is about 100 miles north of the Arctic Circle. It was summer and the sun never sets at that latitude, so we couldn't have a TACAMO sunrise. We took off to "assume the guard". Once airborne, our MC/AC decided to treat us to multiple TACAMO Sunrises by flying north and south over the Arctic Circle, repeatedly. Now, I can boast that I've seen the sun rise and set several times in a day. Of course, no one received their "Bluenose" on that flight as we had traversed the Arctic Circle the day before, arriving in Sondestrom.

TACAMO host their "customers" by Mike Klein

Over the years, TACAMO crews hosted their "customers", crew member from the submarines they were working hard to provide with message connectivity. In response to the history contained on the oldtacamo.com site, one of those riders wrote in the following: "I found your website today while searching for VERDIN related information.

I was attached to COMSUBRON SIXTEEN embarked on a submarine tender in Rota Spain in 1969. A VERDIN receive system had been installed aboard an old diesel boat – I think it was Sirago, but I'm not sure. Sirago was in port Rota for a few days, and I took a walk through to see what I could see. We had been receiving status reports on VERDIN testing results, and I asked if I could request a ride with VQ-4 to see the transmit side of the process

I met the TACAMO crew and aircraft up in Torrejon outside of Madrid. I remember that it was July 20th 1969 because that was the day Apollo 11 landed on the moon. When I walked into the club at Torrejon AFB the moon landing astronauts were walking around on the moon!

Next morning we took off and headed out to a point in the ocean, and streamed the wire antenna. I got to sit and work each of the operating stations except the VLF transmit position. I asked – why the bank (20 degrees at the time) – and the effect on the antenna was explained. It got dark,

and we began "race tracking", making a big box in the sky – no bank. I asked why we couldn't fly in a bank after dark, and was told something about losing the "horizon". The effect on the antenna was obvious. The received signal at the submarine would be adversely affected as a consequence. That's what I put in my report. We landed in Rota.

oooooooooooooooooooooooo

TACAMO VLF SYSTEM HISTORY by Dick Buckner, former Collins VLF Engineer

(This expert contributed the history record to oldtacamo.com)

When the TACAMO III PA (with 25 kW output) was judged to be underpowered (for coverage reasons), 200 kW output was specified, and this level was selected because the limiting factor was available power from generators to be added to each engine. But this resulted in two design problems:

- 1) The then-single trailing wire antenna, when driven at 200 kW, generated excessive voltage at the driving point. (Antenna input voltage was already about 35 kVpk with the original 25-kW PA.) Collins' solution was to design a dual-trailing wire antenna, with the feedpoint at the aircraft frame, thus "tapping down" on the total antenna. The short-wire antenna was then fed at a voltage below 25 kVpk, even at the 200-kW power level. This design also saved weight, since now the heavy long-wire reel could be grounded to the airframe.
- 2) The older TACAMO III operated with a PA conversion efficiency of 70% or less, and the new 200-kW requirement forced higher efficiencies if a practical PA input power could stay within the engine-generator limits. Collins designed a new vacuum-tube PA that operated at a Class D efficiency of about 90%, thus achieving 200-kW within the generators' limits. Unlike the experimental TACAMO IVA solid-state PA, which generated 200-kW before its antenna coupler losses, the TACAMO IVB PA was rated at 200 kW at the antenna input, so the actual PA output was higher. The TACAMO IVB PA also contributed to weight and noise reduction by using only two vapor-cooled vacuum tubes in the new PA. Anode dissipation of about 20 kW was removed through a vapor-to-oil heat exchanger, and then exchanged to the outside air by another heat exchanger in the wheel well area.

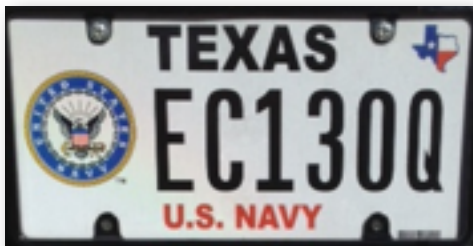
TACAMO Reflections

TCVA is reaching out to all TACAMO Sailors to “Share Your Memories” with our membership.

Copy the list below and paste them in this clickable email link, answer the questions and hit send. tacamocommunity@gmail.com

- What influenced your decision to join the military?
- What was your service career path?
- Of the medals, awards and qualification badges or devices you received, what is the most meaningful to you and why?
- Did you participate in combat operations? if so, could you describe those which were significant to you?
- Which, of the TACAMO Squadrons you were assigned to, do you have the fondest memories of and why?
- From your entire service career what particular memory stands out?
- Of the medals, awards and qualification badges or devices you received, what is the most meaningful to you and why?
- Which individual person from your TACAMO service stands out as the one who had the biggest impact on you and why?
- How has military service influenced the way you have approached your life and career?
- In what ways has TCVA helped you maintain a bond with your service and those you served with?

Looking forward to hear from everyone!!!



Submitted by Jim Barney

TACAMO PRIDE

Send your license plate photos to: tacamocommunity@gmail.com

Annual Membership Dues:

\$20

Join Now

Go to <http://tacamo.org/TCVA/join.html>

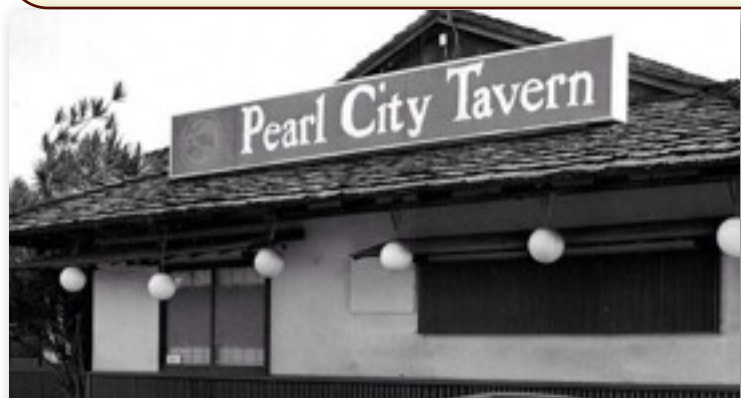
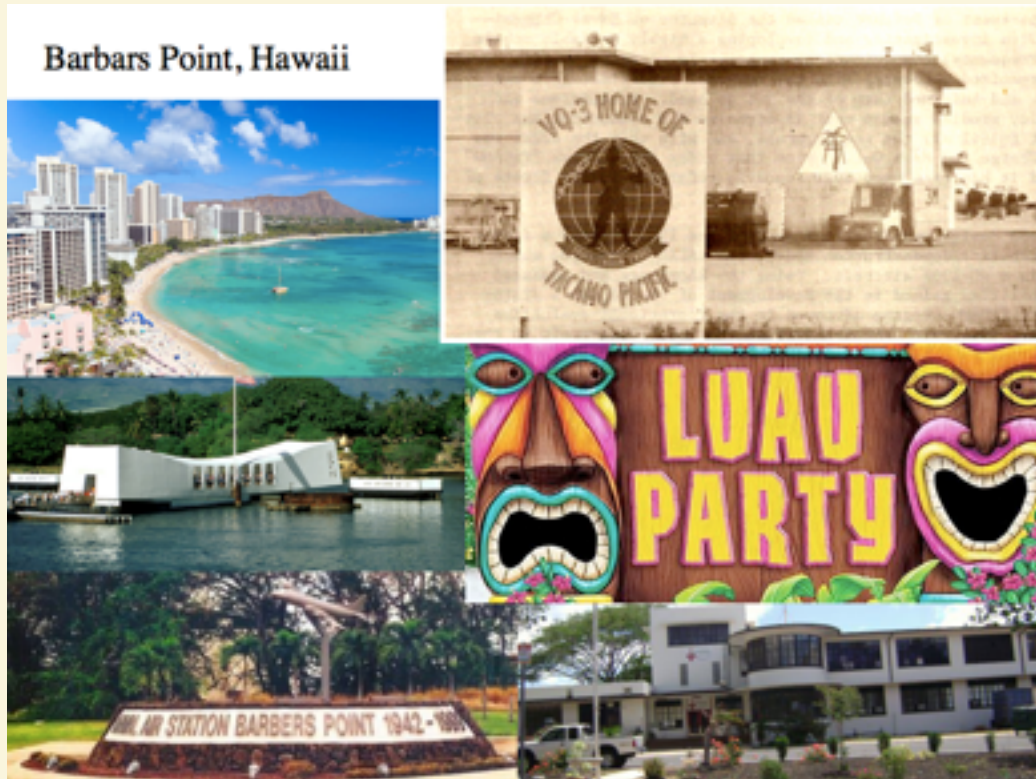
Remember to provide your written instructions to family members about final distributions of TACAMO memorabilia so it will end up in the TACAMO Heritage Center



Joint Reunion - TACAMO & VR-21

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Where's
these places
on Oahu?



2014 Reunion

"Salute to the Spouses"

**Do you live in
Hawaii?**

TCVA Reunion Planner,
Cheryl Vos is looking for
any TACAMO family
members who are
willing to assist with the
2016 Reunion. Please
email Cheryl at
tcva.reunion@gmail.com

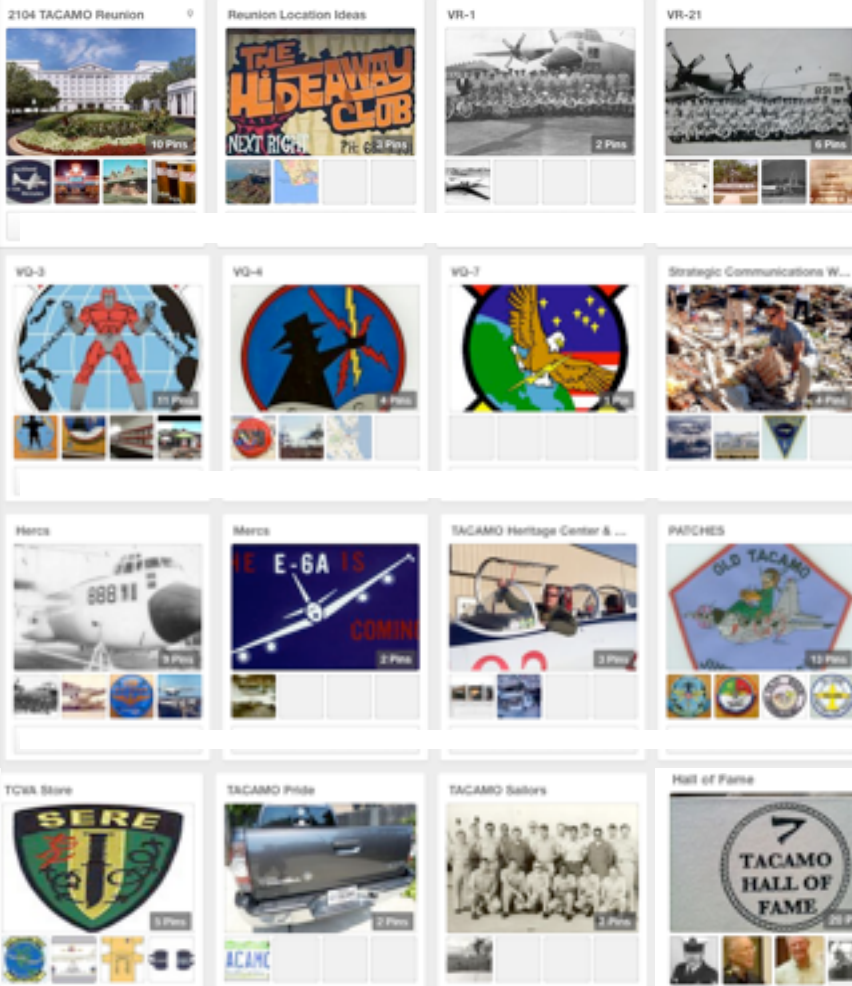
TACAMO'S ON PINTEREST



TACAMO Community Veterans Association

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

The World · tacamo.org · www.pinterest.com/tcva/



Greyhound Package Express Adds Shipping Discounts for America's Veterans

Greyhound Lines, Inc. and Veterans Advantage Inc. today announced a new special savings program for Veterans Advantage VetRewards Card members, honoring military and veteran families with a 40 percent nationally recognized discount on Greyhound Package Express (GPX), the company's expedited shipping service. <http://www.veteransresources.org/2014/02/greyhound-package-express-adds-shipping-discounts-americas-veterans/#.UxTpNyimV8t>



VR-21 Reunion Oct. 20 to Oct, 23, St. Augustine, Florida at Holiday Isle Oceanfront Resort. More information can be found at hullnumber.com

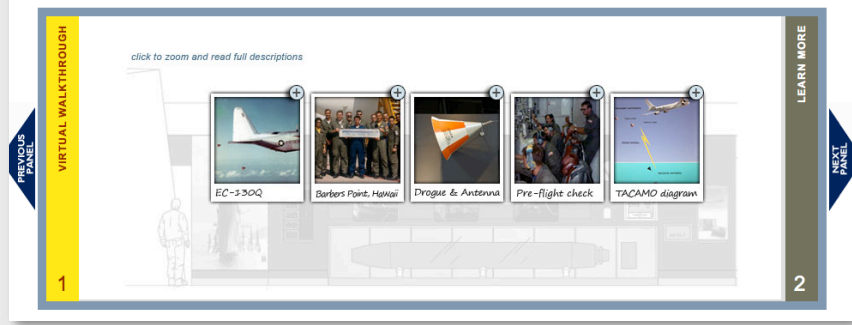
A VIRTUAL TOUR
OF THE NAVY MUSEUM'S
COLD WAR GALLERY



COVERT SUBMARINE OPERATIONS

TACAMO http://usnavymuseum.org/Ex2_TACAMO.asp

In 1963, Rear Admiral Bernard F. Roeder ordered his staff to "Take Charge And Move Out" on the development of a secure, reliable communications system for the President to send orders to America's ballistic missile submarines in the ocean's depths. The solution was to deploy TACAMO EC-130Q aircraft flying in circles over the Atlantic and Pacific in order to receive very low frequency data and high frequency voice radio transmissions to relay Emergency Action Messages from the President.



In February, 2014 EastWord News interviewed Coach Warren for a new Q&A section in their weekly publication. Coach, being one of their first interviewees, conducted a face-to-face interview and photo session. Look for the article on Facebook and in the next newsletter.

Passings received after last Newsletter



AECS Edwin Munger VQ-4 3/12/14



**A SALUTE
TO ALL
OF OUR
VETERANS**

1	Woodbine IA	AN ANDREW BARKER
2	Jacksonville FL	AD2 CHRISTY METCALFE
3	Geneva NE	AE1 MONTE NICHOLS
4	Orange Park, FL	AE2 DAVID LEE COFER
4	Vine Groove, KY	AE2 DAVID LEE COFER
5	Richey, FL	AMH2 ROBERT BOND
6	Susanville, CA	AT2 DANIEL MINER
7	Gulfport, MS	AT2 JAMES FAUL
7	Renton Wa	AT2 JAMES FAUL
8	Riddleton, TN	AT3 DENNIS MURA
9	Jacksonville, NC	LT JACK STRUNK
10	Selkirk, NY	LTJG ANDREW YAROCHUCK
11	Sanderson, FL	LTJG DAVID Earl PAIGE
12	Los Angeles, CA	LTJG GODFREY LEDOUX
13	Farmington, CT	LTJG RICHARD EASTWOOD
14	Vernon, WA	LTJG SEARING
15	Branson, MO	RM2 WILLIAM JUERGENS
16	Winnfield, LA	RMC AUBREY RUSSELL

Recently Sheila Miner, wife of AT2 Daniel Miner Crew 4 Sheila has obtained a report from the accident. Anyone wishing to obtain a copy of the report can contact:

Sheila Miner

renim58@yahoo.com



2014 TACAMO Reunion Marietta, GA November 7 to 11

**Hilton TCVA Rates good from
November 2nd to 14th**



SALUTE TO THE HERC

The first aircraft modified for TACAMO testing was a KC-130F BUNO 149806 in 1963 which was fitted with a VLF transmitter and trailing wire antenna and tested communications with the fleet ballistic missile submarines.

Come celebrate the Herc era in Marietta

Hilton Reservations:

<http://www.hilton.com/en/hi/groups/personalized/A/ATLMAHF-TCVA-20141105/index.jhtml>

Hilton Hotel & Conference Center



Marietta

- One of the Atlanta metropolitan area's largest suburbs.
- Home of Gone With the Wind Museum.
- November 13, 2014 – Commemoration of the Burning of Downtown Marietta
- Farmers Market, Kennesaw Mountain National Battlefield Park, museums, live theaters, shopping, parks and unique restaurants.
- <http://www.mariettaga.gov/>

