

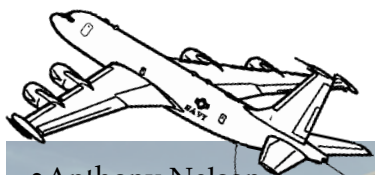


TCVA Board of Directors
Wishes Everyone



**Raffle Benefited Display Cabinets for TACAMO Room in PAX
River Museum Raised \$5,430**

THANK YOU!!



- Anthony Nelson
- Bill Adamo
- Bill DePasquale
- Bill Ritter
- Bob Wicker
- Charlie Bridge
- Chris Sachs
- Darrell Tapp

- Dave Horry
- Dave Mills
- Dave Potter
- Francis McHale
- Frankie Williams
- Gary Goode
- Jack Bowers
- James Cena

- James Harvey
- Janeen Igou
- Jim Barney
- Jim Harvey
- Joe Palmer
- John Alger
- Ken Simundson
- Michael Morris

- Mike Davidson
- Bud Biddle
- Richard Hollenger
- Roz Lindeman
- Stan Braisted
- Steve Hickle
- Tim Roe
- Tim Baier

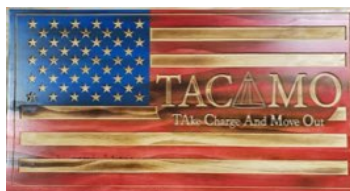


Southwest Airline Ticket & Rustic Flag Raffle

Jim Harvey WINS RUSTIC FLAG

A donation from Kevin Batchelor of Two Stars CNC & WoodWork. Kevin is a Retired Navy Master Chief in Ardmore, OK. offering custom CNC carved wood products (flags, signs, gifts and more) and custom built furniture.

<http://www.twostarcncandwoodworks.com/>



Andre Boutte

Won Two Southwest Airline Tickets



Reel OP Holiday Meals

Steven Bug Malavolti Posted on Facebook TacamoCommunity VeteransAssociation We did our Turkey day today. Those who have flown with me over the Thanksgiving and Christmas holidays, or any other day have seen this roaster. I bought this roaster when I made First Reel in VQ3, 1986. It has cooked many turkeys and still cooking today. A 20 lb one today.. I am surprised it still working after being on 400 hz. Lol... Everytime I use it, it brings many found memories of smelling up the plane and flying with friends. Happy Thanksgiving to all my TACAMO Brothers and Sisters...



Responses:

Jeff Brown - I remember it well, just like it was yesterday

Terry Frank - Was there 'Bug juice' to quench your thirst? 😊

Steven Bug Malavolti - moved up a diet coke..lol

John Vaskie - I have the exact same one. It can draw down the power. 😂😂

Steven Bug Malavolti - 13 -15 amps...I would push the power supplies on the plane...lol

Bob Wicker - Bug, who in TACAMO history had the reputation as the best chef?

Steven Bug Malavolti - Cooked quite a bit for the Squadron people also lol. The MO, Norb Tornes always like to eat..lol There are many to hold that chef title...thanks

Gene Ponce - I was asked many times to deploy off crew for my meal preparation skills 😊 not sure I have a reputation though.

Steven Bug Malavolti - I used to take the left over turkey and make turkey enchiladas for the alert...nothing went to waste...

Gene Ponce - It was pretty impressive, some of the meals we could come up with. Nothing better then a happy crew, right?

James Sale Jr. - It was yummy! Thanks for the food, me and hunter appreciate it!

Scott Collins - The flight suit always shrunk a bit with Bug as your Reel Op.

Steven Bug Malavolti - Never has left overs with Vince Corona.

Scott Collins - That man lived to eat and no idea where he put it.

Gretchen Fitzpatrick - I remember mine well too. Inevitable since I "grew up" in your gallery ❤️

Steven Bug Malavolti - You had some goods ones as well. Chicken cordon blue

Gretchen Fitzpatrick - yah...I did like that one. The shrimp fettuccini worked out too..Once I convinced the MC that the cooking sherry wouldn't actually get people drunk lmao

Philip Wright - I remember those cornish game hens cooked in that, Bug.

Steven Bug Malavolti - I also did Italian sausage with peppers, onions and Italian stewed tomatoes. for italian sausage subs

Pamala Dwight - We always loved ur Bagna Calda!!!! 😊

Steven Bug Malavolti - stunk up the 3rd floor on that one

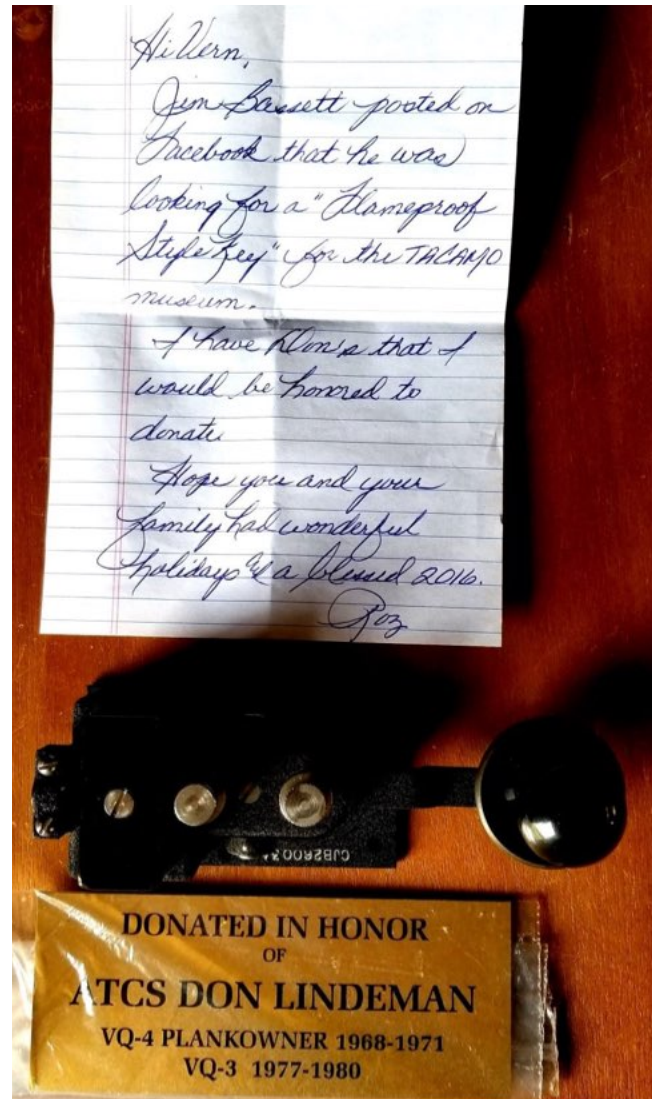
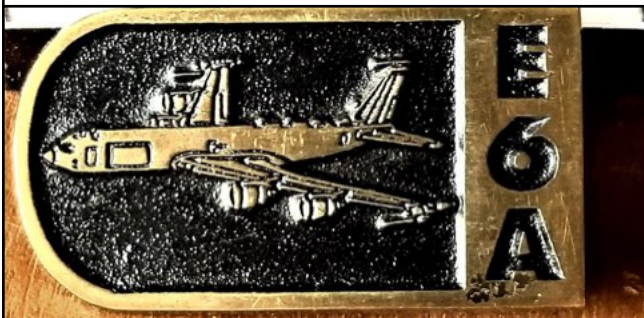


TACAMO Donations

TACAMO Heritage Center Inventory. We are uploading photos to have a complete inventory. These are just a sample of more than 130 items already in the inventory.



A very RARE Merc bronze belt buckle donated by Hall of Famer Millard Battles from his days as a Merc Program Manager at Boeing during the tail fix and deliveries to the Fleet.



TCVA ARTIFACTS WANTED

Don't throw them away, throw them our way. If you have TACAMO Artifacts, Please consider donating them to TCVA. [Click Here to donate TACAMO Memorabilia](#)

TIP Bird

Jim Perry Posted on Facebook TACAMO Community Veterans

Appears to be a TIP-II bird. RAF Leuchers just outside St. Andrews, Scotland. We (Moore, Urban, Perry) got to play the Old Course for about \$17, I think it costs more now. Those were the days!

Responses

Bill Lewis - I had the lowest handicap of my life while flying, golf clubs strapped to the ramp on every deployment.

Neil R. Jordan - If that is 71 from PAC, I flew that bird with TAC IV and TIP I !!

Jim Perry - If I recall, we had 171 at VQ-4 for a while, probably during the TAC IV conversion, then it went back to VQ-3.

Neil R. Jordan - I flew in her to same time frame. TAC IV and TIP I..

Bill Coley - VQ4?

Jim Perry - Yes, VQ-4 and year was 1975.

Bill Coley - I worked in power plants 82-84. Best time of my life. Lots of hard work and great times. I think I worked on that one

LaRue Shepard - Not sure about the TIP 2. I don't seem to be able to make out the satcom pods on the wingtip.

Jim Perry - Yes, I'm getting my versions mixed up, I think this is TAC IV (no pods).

Tim Grace - Leuchers was my favorite stop of all in my 5 years with VQ-4

Mike McCauley - Was stationed in Thurso at Navcommsta UK, played



The Royal and Ancient twice..

Mike Davidson - Pre-TIP?

Steve Weber - No sat wing pods!!

Vern Lochausen - Mike Davidson is correct. No wing tip pods, no TIP II
Jim Perry - Yea, I got my versions mixed up (I am getting old, after all) - how about TAC IV?

Vern Lochausen - ...you got 2 orange thingys aft, you got TAC IVB. IVA was Westinghouse loser bid.

Jim Perry - Glad your memory still works a whole lot better than mine! I still have HPTS on my mind.

Jim Gallagher - So would anyone like to take a guess at the year? I would say 73' or 74' at the latest.

Joe Bacarella - Jim Gallagher, my log book shows the last time I flew aboard 171 in VQ-3/Guam was 13Aug1977 and there were no PODs at that time. I was discharged shortly thereafter.

Jim Gallagher - Joe Bacarella, not positive but think VQ4 got rid of the nose numbers before that. But then that was over 50 years ago.

Joe Bacarella - Jim Gallagher, don't know anything about VQ-4 but


when I left VQ-3 / Guam September 1977 nose numbers still adorned our beauties.

Pat O'Brien - I believe that 171 left for conversion just before I left VQ-3 the end of April 1974.

Alan Cox - That was a weird timeframe! 73-75! VQ-3; We transferred at least two of our A/C to VQ-4! In fact a couple crews went TAD, to VQ-4 for 3-6 months! Late 74, early 75. Spring of 75, a lot of us got assigned to refugee duties upon the evacuation of Vietnam.

That is what remember!

Joe Bacarella - Alan what Crew were you on and what shop? I was on Crew 1 / AT Shop but it's been a long time. I was there from 12/74 to 9/77. It was a weird time...I was a newbie and VQ-3 forgot me at a Vietnamese Refugee Camp. I had no telephone numbers or vehicle and so settled in for the long term. I was there a month before they found me and that's how I learned to like Vietnamese food with stinky fish sauce that was delivered to the refugee camp on flat bed semi's in the hot... *Continued on Page 15*



TACAMO ACTIVE DUTY



Adm. Charles Richard, presented the task group with the Omaha Trophy for being the top Strategic Aircraft organization in the command.

USSTRATCOM Commander Announces 2019 Omaha Trophy Winners By U.S. Strategic Command Public Affairs | U.S. Strategic Command

The Omaha Trophy, which dates back to the U.S. Air Force's Strategic Air Command, was originally created by the Strategic Air Command Consultation Committee in 1971. At the time, a single trophy was presented annually as a token of appreciation to the command's best wing. The SCC – an advisory group comprised of business leaders in the Omaha area – became the Strategic Command Consultation Committee (SCC) after the activation of USSTRATCOM in 1992.

In recognition of outstanding support to U.S. Strategic Command's (USSTRATCOM) strategic deterrence mission, U.S. Navy Adm. Charles Richard, commander of USSTRATCOM, announced the winners of the 2019 Omaha Trophies September 21, 2020.

"The Omaha Trophy is awarded to the best of the best in executing strategic deterrence," said Richard. "This year's winners distinguished themselves through hard work, selfless dedication and innovative thinking."

The 2019 Omaha Trophy recipient organizations are:

- Intercontinental Ballistic Missile: 91st Missile Wing, Minot Air Force Base, North Dakota
- Ballistic Missile Submarine: USS Alaska, Naval Submarine Base Kings Bay, Georgia
- Strategic Bomber: 5th Bomb Wing, Minot Air Force Base, North Dakota
- **Strategic Aircraft: Wing One Task Group 114.2, Tinker Air Force Base, Oklahoma**
- Global Operations: 100th Missile Defense Brigade, Schriever Air Force Base, Colorado

"The dedicated professionals working for and with USSTRATCOM allow the Command to execute its operations and provide the nation with its strategic deterrent against threats in all domains," said Richard. "Without the men and women of USSTRATCOM, actively performing the deterrence mission every day, we could not deter potential adversaries and guarantee the freedoms our nation holds dear. Thank you for the important work you do each and every day. It's an honor to recognize each one of you for your accomplishments."

30 years Since Time in Waco?

Corl Leach: Has it really been more than 30 years since our time in Waco?

Responses

Tom Saxon: Man, that's unbelievable...!! And I still look so young 🤔😂👮🚁🚁

Dennis Roesti: WOW!!! How the time flies by. Seems just like yesterday. I had the privilege to be in the first group of E-6 Reel Operators in VQ-3. Coming from Carrier life to TACAMO, what a great family to be a part of. Sure do miss everyone.

Gretchen Fitzpatrick: Dennis Roesti, I know that group

Dennis Roesti: Gretchen Fitzpatrick, you sure do Gretchen!! That seems just like yesterday we were going through training in PAX River and Huntsville Alabama. Where did the time go. I'm turning 57 next week!! WHAT!!! How did that happen!?!?

Gretchen Fitzpatrick: Dennis Roesti, shhhhhhhhhh. If thou doesn't speaketh it aloud then it stays untrue

Jeffrey Dean:

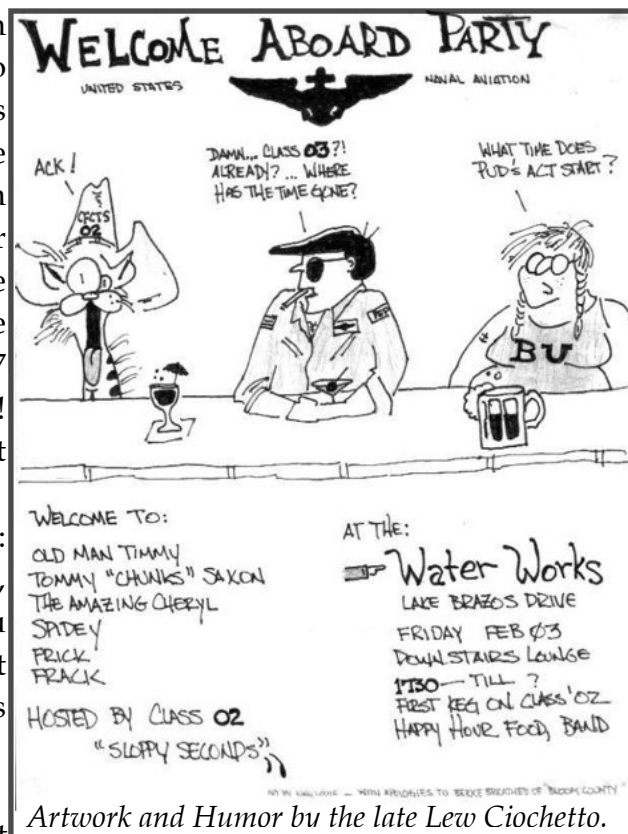
I recognize almost

every name on that list. Very cool.

John Ainsworth: Neato! Just before my time, but I flew with many of those fine aviators.

Vern Lochausen: Life and Times at LaQuinta I-35 and noisy.

John Alger: I served with at least 4 of those names (John Keilty, Paul Remington, Brian O'Callaghan, Tom Trotter) and some of those ENS and JG's might have been my students - I was a SIM instructor at NAS Chase from FEB83-AUG88. **Hamp Hambone:** I



Artwork and Humor by the late Lew Ciochetto.

CLASS NO.	RANK	NAME	CONVENE DATE	GRADUATE DATE
890101	LCDR	KEILTY, JOHN	01/03/89	03/23/89
890101	LCDR	BARBER, EDWARD	01/03/89	03/23/89
890102	LT	REMINGTON, PAUL	01/03/89	03/23/89
890102	LT	THORSTENSEN, DONALD	01/03/89	03/23/89
890201	LCDR	CIOCHETTO, LOUIS	01/10/89	03/30/89
890201	LT	WHEATLEY, RICHARD	01/10/89	03/30/89
890202	LT	THOMAS, JAY	01/10/89	03/30/89
890301	LTJG	POTTER, ROBERT W.	01/18/89	04/06/89
890301	LCDR	SAXON, THOMAS	01/18/89	04/06/89
890302	LT	SULLIVAN, CHERYL	01/18/89	04/06/89
890302	LCDR	CLARK, JOHN T.	01/18/89	04/06/89
890401	LTJG	MCLEHANEY, JEFFERY J.	01/25/89	04/13/89
890401	MAJ	OLSHAW, LEON B.	01/25/89	04/13/89
890402	LT	YAMBROVICH, MICHAEL A.	01/25/89	04/13/89
890402	LTJG	FRASSE, CHRISTOPHER	01/25/89	04/13/89
890501	LTJG	DELLINGER, ERIC N.	02/08/89	04/27/89
890501	LTJG	BOMBER, MARK	02/08/89	04/27/89
890601	LTJG	HYTEN, MARK B.	02/27/89	05/16/89
890601	LT	BOZANT, JOSEPH	02/27/89	05/16/89
890602	LT	STEELE, ALLAN	02/27/89	05/16/89
890602	LCDR	O'CALLAGHAN, BRIAN T.	02/27/89	05/16/89
890701	LT	GALLAGHER, JAY	03/06/89	05/23/89
890701	LTJG	COSTELLO, DEBRA R.	03/06/89	05/23/89
890702	ENS	NELSON, KIRK	03/06/89	05/23/89
890702	ENS	GOLDING, MICHAEL J.	03/06/89	05/23/89
890801	LTJG	ROTH, ERIC A.	03/18/89	06/05/89
890801	LTJG	CODDINGTON, DEAN M.	03/18/89	06/05/89
890901	LTJG	WIDMAN, STEVEN J.	03/30/89	06/14/89
890901	LT	PETROSKY, NORMAN E.	03/30/89	06/14/89
890902	LTJG	CRUCE, DAVID R.	03/30/89	06/14/89
890902	ENS	THALKEN, MICHAEL J.	03/30/89	06/14/89
891001	MAJ	TORREY, SAMUEL	04/24/89	07/20/89
891001	LTJG	TAGART, CHARLES	04/24/89	07/20/89
891002	CAPT	MCCOOL, SEAN	04/24/89	07/20/89
891002	CDR	TROTTER, HARTWELL T.	04/24/89	07/20/89
891201	ENS	SAGER, MARK	05/08/89	08/03/89
891301	LTJG	WILLIAMS, ELIZABETH D.	06/19/89	09/12/89
891301	ENS	ANDERSON, STEVEN	06/19/89	09/12/89
891302	LTJG	DONNELLY, JAMES S.	06/19/89	09/12/89
891302	ENS	HANSEN, TIMOTHY	06/19/89	09/12/89
891401	LTJG	SCHNAKE, CHRISTOPHER P.	06/28/89	09/12/89
891401	LT	LASTRA, GUIDO J.	06/28/89	09/11/89
891402	LTJG	LEACH, CORL W.	06/28/89	09/12/89
891501	LCDR	HERR, ALBERT	06/26/89	09/21/89
891501	LCDR	REIDY, DAVID J.	08/14/89	11/11/89
891501	LCDR	ODDEN, RICHARD D.	08/14/89	11/11/89
891601	LTJG	DUNN, JEFFERY J.	08/30/89	11/29/89
891602	LT	PAYLOR, MARK A.	08/30/89	11/29/89
891701	LTJG	DODGE, ROBERT W.	09/07/89	12/06/89
891701	ENS	GRAY, SHANE A.	09/07/89	12/06/89

VT-29

Vern Lochausen Posted: Old TACAMO NAVs and some lucky pilots learned Dead Reckoning, Loran, celestial, and drift meter navigation at VT-29 in these birds. 3 Charlie 21 is still intact at Pima County Air Museum, Tucson.

Responses

Chris Sachs: Some OLD TACAMO NAVs are not quite that Old 😊.



Pete Corp: I still remember how to calibrate the sextant.

Chris McMahan: Definitely before my time.

John Alger: Ah, but not me!!!!

Mark Reichwein: ahh Loran - she was so cool 😊 lol

Chris Sachs: Mark Reichwein, Usually if I could get a decent fix with the old coffee grinder LORAN, we were still in TACAN range.

Bob Rapalus: Mark Reichwein, good ole APN-70 (if my memory serves me correctly) put the posts on the pedestal....

William F. Crouch: Image may contain: airplane, sky and outdoor. Image may contain: airplane, text that says 'UNITED STATES NAVY 402' Worked and flew on these two while stationed at NAS Pensacola, 1978-1980. One of our C-131 pilots was ACCM Nap Jones, the last enlisted pilot. These were the cargo and passenger versions. The flying classroom was the T-29,

same airframe and engines. The boarding ladder on the C-131 was on the Port side, and the T-29 on the starboard.

Rayburn Brooks: Nap Jones's crew changed an engine jug on my hangar deck in Chase Field.

John Paul Pappendick: My first qualification was on a 131. Flight Engineer...Corpus Christi.

Rayburn Brooks: Did you know Gil Salas?, also an engineer on that bird.

Vern Lochausen: Rayburn Brooks, we were ensigns and Navs in training....you don't let such neophytes talk to Flight Engineers.....LOL I flew with FE Chief Gil Salas....GREAT American.

John Paul Pappendick: Rayburn Brooks, yep

Rayburn Brooks: Vern Lochausen, Good friend Gil became part of our Rockwell team as a mechanical engineering tech. At the time that I retired he had been assigned to the Commando Solo group as their



go to reel guy.

Vern Lochausen: Ad is from Air Force Association magazine, 1949.

Jim Perry: I was an Instructor there for entire year of 1976 - squadron was decommissioned at end of that year and Navy nav trainees started going to Sacramento to train with USAF.

During 1976, we had T-29Cs obtained from the USAF. The T-29Bs were retired. The Cs were silver and white, no bright orange paint like the B-models.

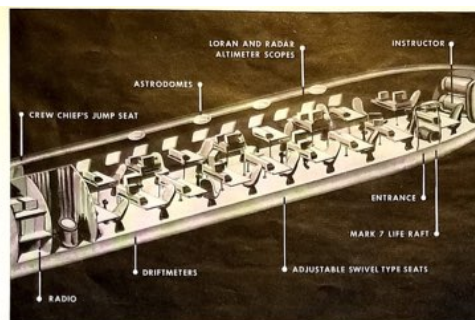
Frederic Tom Clarke: I was one of those "lucky" pilots! In the P-3A/B world, the 3P was also the Nav. I rode side-saddle in the tube for almost a year before fleeing up to the right seat. When we went off-station, the PPC would call on the ICS, "hey Nav, want some stick time, come on up!" All that Nav time, really improved the pilot's SA. The new guys missed a lot by not going to Nav school.

Jay Dean Steele: But not much. I had to learn all of that. In VXE-6 we had the green worm and, to be honest, I can't even remember how it worked now. The memory is the second thing to go, but I forget what's first.

Vern Lochausen: Jay Dean Steele, thanks, Rage. Green worm taught at VQ4 by the Honorable

Lew McIntyre: Sounded like baloney or magic, took several calculations, and yielded one line...

Continued on Page 8



NEW CLASSROOM FOR THE USAF

THE T-29, the USAF's newest flying classroom, is on order from Convair. It has already proved itself in service on major world airlines.

It provides space for 14 navigation students and 2 instructors.

Convair design lends the T-29's speed to the 300 mph class. As a Navigational Trainer this plane simulates conditions in fast tactical aircraft where navigation problems must be solved rapidly.

* The T-29 is a military version of "The World's Most Advanced Twin-Engine Airplane" - the Convair Liner - purchased by...

American Airlines
Eastern Air Lines
Continental Air Lines
Pan American World Airways
KLM Royal Dutch Airlines
FALSA (Argentina)
Trans Australia Airlines
British Airways of India
Societe (Switzerland)
Sabena (Belgium)
CAAC (China)

Convair

Consolidated Vultee Aircraft Corporation
San Diego, California • Fort Worth, Texas



VT-29 Continued from Page 7

...of position. Old sayin SLOP and PLOP'ed my way across the mid-Atlantic meant daylight transit, no LORAN, just sun lines and pressure pattern lines of position. Got that T shirt.

Mike Davidson: VQ4 pilots had to complete a modified Nav syllabus in the mid-70s before 2P designation. My "check ride" was a day flight across the pond, slopping and plopping. Ric Horner trained me. Terrific experience.

Stanley Braisted: Vern Lochausen, Can you say, "CONSOLAN"? Bushmills and the two end stations in the Azores whose names I have long forgotten really helped fill the hole when LORAN A went wonkey on you, disappearing into the grass... As I recall, the worm liked to go to sleep somewhere around the altitude we reached as we step-climbed out into the oceanic wilderness... Here's your trivia question for the day: What's the relative bearing of the vertical stabilizer, shot with the EC-130 sextant? Always remember the surprise at finding out that a direct, near-great circle trans-Atlantic crossing between St. John's Newfoundland and Lands End was about half "feet dry" all the way up (or down) the East Coast. Still a geographic certainty, even on British Airways commercial flights I've taken almost every Summer, recently; variations being largely a result of optimum jet stream use (or avoidance). Still remember the pucker factor increasing whenever unforecast jet cores caused us to "run into the wall" on late Winter runs from Lajes to the Maritimes, often coupled with brutal IFR mins and conditions at St. Johns,

Shearwater, Goose, and Gander, all... the salient question being whether we could do better at lower or higher altitude or by deviating to one side or the other. Worst "uphill" groundspeed I recall was 65kts, with fuel still burning off at its customary rate...

Jim Perry: 65kts! Yikes - I remember one night doing 82kts groundspeed heading into the Maritimes - I was getting a little worried - the How-goz-it was looking a bit grime. If I recall, we made an unscheduled stop in Gander for a little extra fuel.

Vern Lochausen: The only thing more ancient than CONSOLAN is Ocean Stations. Give you an LOP and you take letter dictation for operator and mail it to his loved ones.

Terry Frank: Worked on C-131s as an AE while serving weekend reserve duty at NAS Dallas.

Vern Lochausen: Got to keep up with Bill Crouch.....Image may contain: sky, airplane and outdoor. Image may contain: indoor

Jim Perry: That interior looks pretty sad - was that an operational T-29 or one in the boneyard?

Vern Lochausen: Jim Perry, boneyard but not Tucson

Michael Kehoe: I was a flight mech on T-29s 72-75. Was also qual'd on the TC-117s.

Jim Perry: When I was a Nav instructor at VT-29 in 1976, we did have Navy pilots in each class, usually 3-4 per class. They got the same training as the NFOs. Don't know if this had been going on for a while or if it continued when Nav training moved to Mather AFB. When VT-29 was decommissioned, they wanted to move me to Mather AFB, but since I had only



been in Corpus Christi one year, they let me stay per my request - moved me to the NAS staff as Recreation Officer - not particularly career enhancing, but the experience was invaluable. Recreation Depts had to be 75% self-sufficient, with only 25% of operating funds provided by the Navy. Learned many things about running a business with a large staff of both military and civilian personnel.

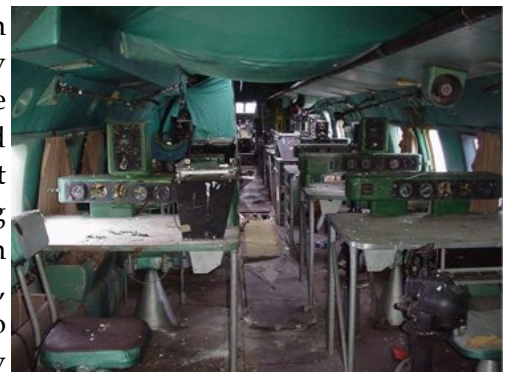
Pete Schlumbrecht: Jim Perry, pilots did not train with us at Mather. My class was one of the first at Mather, class 77T, since that year was the move of the fiscal year from June to October. Training was great in the 737s.

Jim Perry: Pete, long time since last I heard from you! Hope all is well wherever you are!

John Brouillette: On board for training at Corpus Christi, and probably flown by Bill Wilt. Where or where did the time go?

Wayne Reeves: Went through VT-29 in 73.

Frederic Tom Clarke: TUK 194 KHz on Nantucket was the western leg. Surprisingly accurate, all things considered. 😎



TACAMO Human Interest Story

TACAMO Veteran Retired RADM Peg Klein is ONE of the 50 Most Influential by the Naval Academy Alumni

TCVA Wishes Congratulations to RADM Peg Klein former Ironman Skipper and TACAMO Commodore who was named One of the 50 Most Influential Naval Academy Alumni. The SHIPMATE Magazine was published by the Naval Academy Alumni Association October 2020.

Rear Admiral Margaret Klein serves as Dean of Leadership and Ethics for the Naval War College, also charged with supporting the Navy's leader development strategy. She completed a 35-year Navy career in March 2017. Her last active-duty assignment was as the Secretary of Defense's Advisor for Military professionalism. Prior to that tour, she served as Chief of Staff for the Joint Staff J5 and U.S. Cyber Command.

In 2011, she commanded an Expeditionary Strike Group in combat operations in the Mediterranean Sea. From 2008 to 2010, she served as Director of Operations for the Navy Network Warfare Command, the precursor to Fleet Cyber Command. Rear Admiral Klein served as the 82nd Commandant of Midshipmen at the U.S. Naval Academy and commanded an E-6 squadron and the Navy's nuclear command-and-control wing.



RADM Margaret "Peg" Klein, USN (Ret.)



VQ-3 Display Relocated

VQ-3 Display was relocated to the Coast Guard Station outside the Hideaway Club due to the closure of the Naval Air Museum Barbers Point. The move took place November 16th & 17th with many thanks to:

Coast Guard

CAPT Andrew Eriks
CDR Jack Sauve
DCC Justin Scott
DC1 Coyet Carter
DC3 Isaac Taron
MK2 Philip Ruffner

Others:

Brad Hayes, Honorary TACAMO Shipmate
Tim Baier, VQ-3 Barbers Point
Mike & Cheryl Vos
“Coach” Dennis Warren



NAVAL AVIATION NEWS

THE FLAGSHIP PUBLICATION OF NAVAL AVIATION SINCE 1917

WINTER 2020



A VX-20 E-6B conducts flutter testing.



US Navy photo by Erik Hildebrandt

'The mighty TACAMO' Testing Begins

By Lt. Carl Steffer, Project Officer E-6B

The first E-6B Mercury Block II modified aircraft is undergoing Developmental Testing (DT) for the Take-Charge-and-Move-Out (TACAMO) and Airborne Command Post missions.

The aircraft, with its very low frequency dual trailing wire antennas, accomplishes the TACAMO mission by receiving and relaying emergency action messages from the National Command Authority to U.S. strategic forces, which include ballistic missile submarines, strategic bombers, and intercontinental ballistic missile (ICBM) facilities.

The ABNCP mission adds the capability and responsibility of directly launching land-based ICBMs with the Airborne Launch Control System (ALCS), managed and directed by United States Strategic Command Battlestaff members. The aircrew and aircraft stand alert 24/7 to support the nation's nuclear command, control and communications capability.

The Block II modifications improve the effectiveness and efficiency of accomplishing the E-6B's strategic missions through a multitude of software and hardware upgrades. This includes replacing the aging mission crew voice system with a digital voice system and replacing the Military Strategic and Tactical Relay

Terminal with the Advanced Extremely High Frequency Family of Advanced Beyond the Line of Sight Terminal.


Initial ground testing, electromagnetic pulse and electromagnetic environment effects testing were completed in summer

2019. Additional equipment modifications, telecommunications electronics material protected from emanating spurious transmissions testing and further mission systems DT will continue until the aircraft is ready for Operational Testing. 🇺🇸



A second angle on a VX-20 E-6B conducting flutter testing.

US Navy photo by Erik Hildebrandt



TACAMO ACTIVE DUTY



The Commanding Officer,
Fleet Air Reconnaissance Squadron SEVEN,

takes great honor in announcing the
2020 Change of Command Ceremony
at which
Commander Hector C. Laus, United States Navy
will be relieved by
Commander Ronald A. Drake, United States Navy



CONGRATULATION
FROM
TACAMO
Community Veterans Association

TACAMO,

Please join me in congratulating the **2020 SCW-1 Bill Bright Maintainer of the Year winner, AT1 (AW) Travis Newman from VQ-3.** AT1 Newman served as Maintenance Control/Phase Coordinator Leading Petty Officer, leading 11 work centers consisting of 279 Sailors through the planning and completion of nine Enhanced Phase Maintenance Inspections, two \$26M Block I modifications, and one A/C transfer inspection. AT1 was instrumental in the successful buildup and FCF of aircraft 409, which returned it to fully mission capable status. He liaised with Boeing, Depot FST and OC-ALC ensuring seamless maintenance process turnovers resulting in job completion ahead of targeted schedule. He promptly inducted aircrafts 406 and 408 into their respective SLEP/MOD on-time and received "ZERO" discrepancies for the EPM/Phase program during the most recent audit. As Mobile Maintenance Team LPO, AT1 led 94 personnel in the transport and operation of 4,125 logistics assets and communication systems valued at \$154M. Additionally, he was awarded a MILCAP for developing a method of testing and troubleshooting the Phased Array Antenna System, which is the highest degrader on the E-6B platform. His efforts directly resulted in the reduction of 86.5 man-hours per evolution and saved the Navy in excess of \$3M.

Congratulations Petty Officer Newman on a job well done!

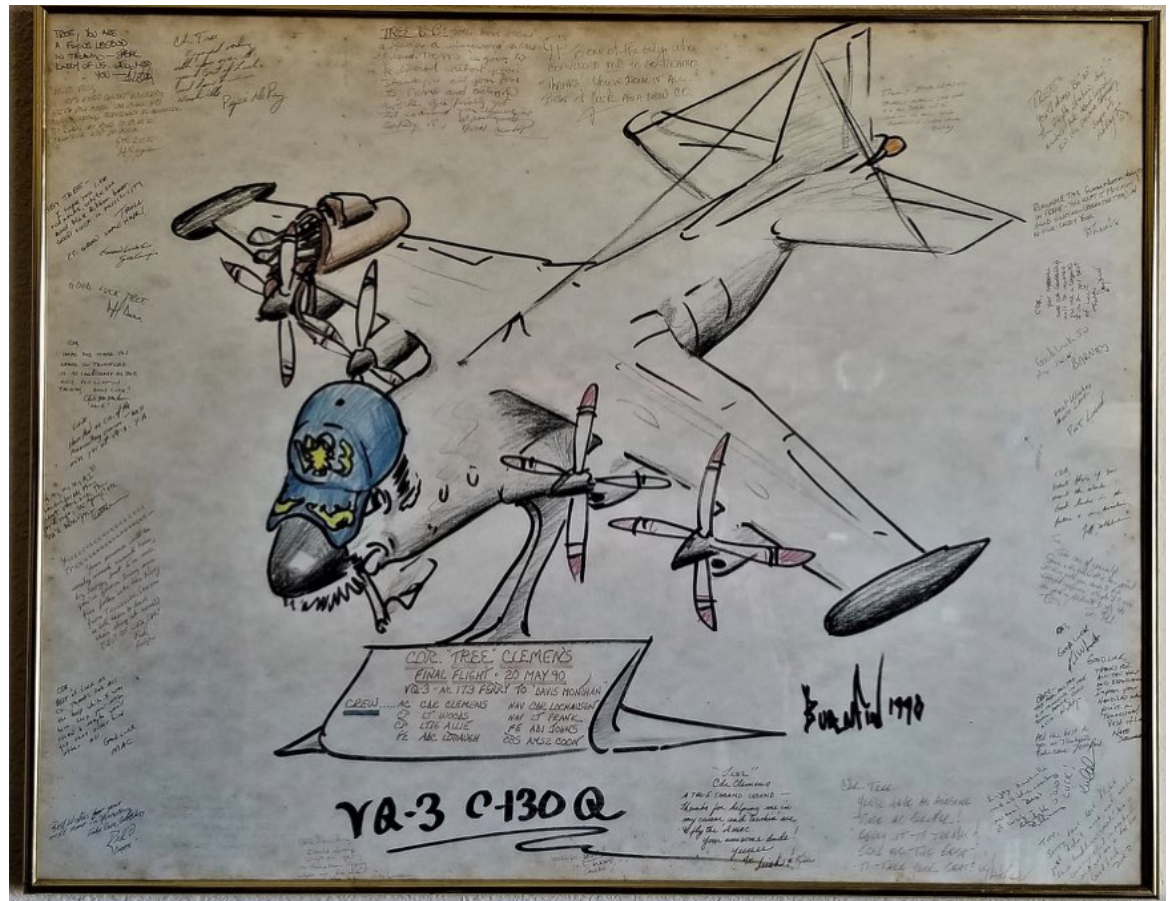
R/ CDRE
CAPT Anthony Barnes
Commander SCW-1/TG-114.2

TCVA would like to welcome all the active duty who have joined us and encourage them to get involved. TCVA can always use boots on the ground at NAS OKC

Wardroom Gift

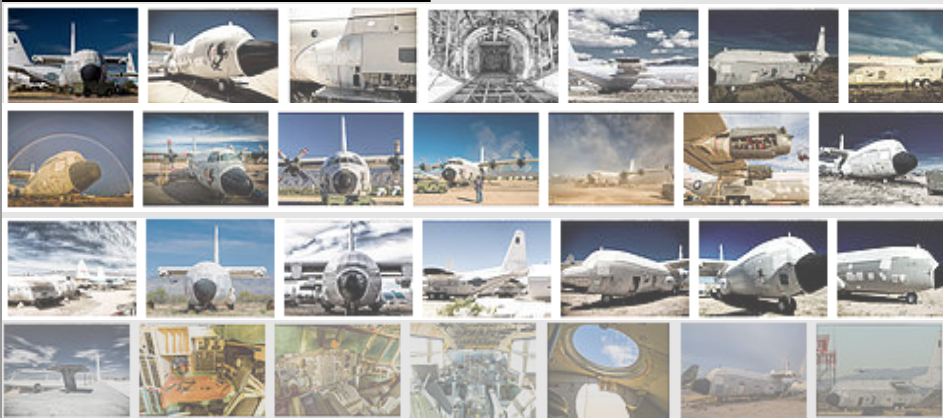
Posted by Vern Lochausen...

My Flying Partner and best Navy bud since 1974, Mike "Tree" Clemens. He and Mike Neri put together the Merc initial training tracks for all aircrew and maintainers, VQ-3 and VQ-4, from a little office in the VQ3 hangar. He loved to golf and take great photos. Never took a ride in a Merc but too many hours in a Herc to mention. Wardroom gift as he went to CO Recruiting Command Area and then XO NAS Millington, TN. Lives in an airport community near Dallas, flying his Mooney nearly every day.



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 [SHOP](#) to purchase your's today. There are also photos of TACAMO's C-130s for sale on the website. Click on Link: [Purchase Photos](#). Boneyard Safari tours of TACAMO C-130s can be arranged by contacting Ramon @ [Boneyard Safari Tour](#)



TACAMO Coffee Cups

How many different kinds of TACAMO coffee cups?

<https://www.tacamo.org/mugs>



TIP Bird **Continued from Page 4**

...Guamanian Sun. Boy did that stuff stink. Also helped to build the tent city for 40,000 people at the Naval Station.

Alan Cox - Joe Bacarella, I was an ADC and started out in operations as the scheduling CPO. I don't remember when I was reassigned to Maintenance Control, but it was after I bitched a lot for a long time! That was after the TAD to VQ-4. Hard to remember what crew I was on, but when we got down to 1 aircraft I remember taking most of the local daily flights and that worked out as I'd stay in the FE seat and change crews with engines running! Hot turn around! Yea, the only thing that saved me from being forgotten at Black Construction Vietnamese Camp, was orders came transferring me early to NAMTD Moffett Field! Oh yea, I didn't eat rice for 20 years after that duty!

David DeMoor - Alan, the two groups we sent to Pax River were both aircrew and ground pounders. I was fortunate to fly on two short deployments. Worked in W/C 210 when not flying.

Alan Cox - David DeMoor, that is how I remember it! I made a couple line flights, a few local trainers and worked night check maintenance control. I knew a lot of VQ-4 shipmates as I left over 2 years earlier to attend ADCOP.

David DeMoor - Alan, if you worked M/C do you remember AFCM Dave Laigle? He is a friend of mine and still lives in Lexington Park. I worked with him at Flight Test for a couple years, earlier (69-73).

Alan Cox - Remember the name, just cannot recall his face. I remember AVCM Jean and Blackie Thompson. A few others

then it is a blur! Just remembered AFCM Glenn McKim!

David McConnell - Yup, been there probably in the same bird. You know what is always weird, is I have no photos of our crews, aircraft on flightlines that were on the road at our classified locations. I guess I never took photos because I was too freaked out about losing my clearance and OPSEC!! Sorry guys and ladies, just saying, worked in OPS writing these deployment schedules with Charles Hines.

Jim Bassett - Yep, Tac IV or Tip 1.... Tip II didn't come about until the late 70s. I got to VQ4 in 77 and flew TAC IV birds

Dennis Lyons - I remember cooking my breakfast, boiling eggs and fat back in oil and milking a cow.. good times

TACAMO
bird on the
wooden EMP
trestle at
Kirkland AFB



Community Service

A Call to Community Service in November

by Vern Lochausen - Visual Storyteller & TCVA President & Historian

With COVID impacting schools, local Brownsburg kids go half days and the volunteers run "Pods" at local churches afternoons for groups of about 20. I showed in blue flight suit with metal diecast models, flight manuals, and my Ed Eagle puppet. Ed told how birds fly and let me cover airplanes. The kids came away after an hour knowing that it's magic brought in by the wind that makes airplanes fly. Hardest question: Which airplane did you not get to fly that you really wanted to? We then talked TOMCATs. Hercs, MerCs, Cessnas and Pipers got honorable mention. Respectful, inquisitive, and full of dreams. Go make some kids' experiences richer. Rewards are aplenty.



NEW

Membership List

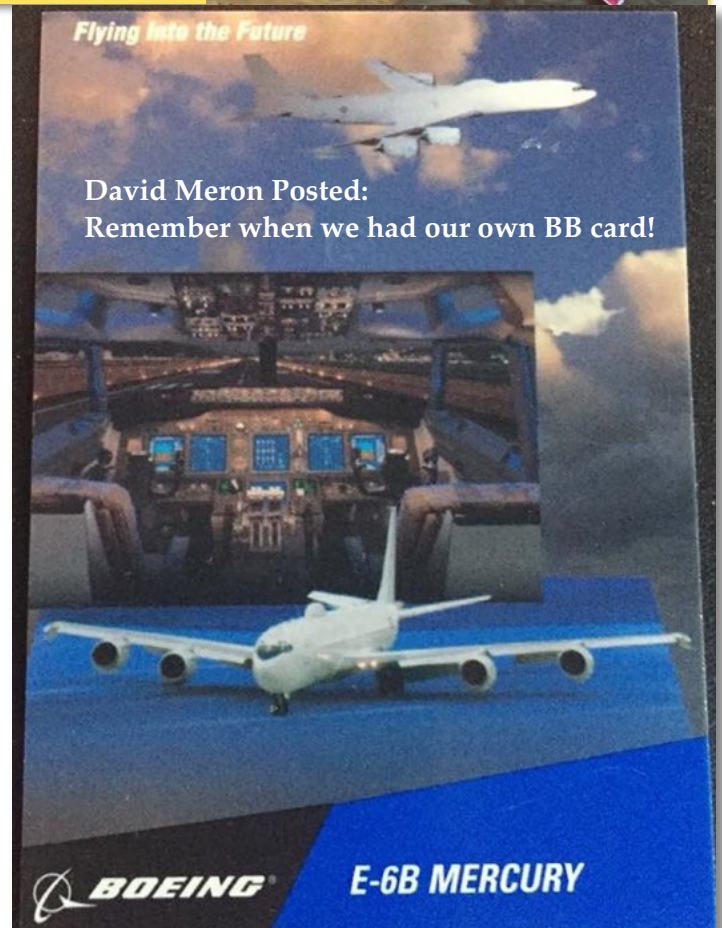
Anyone need to know when their membership is due? A new webpage gives you access to see when you will pay again and Life Members*.

NEW Memberships & Due Dates

Dues are \$25 per year

<https://www.tacamo.org/membership>

**Life Membership is not available for purchase



Letter from Executive

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.

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Aloha TACAMO Shipmates,

Is everyone tired of COVID, yet? Well, I sure am! The travel that Cheryl and I are used to has been turned into the movie "Groundhog Day". Fortunately, we're in Hawaii where at least the weather is pleasant. But, even in paradise, trapped is still trapped.

TCVA has had to reschedule our usual reunion well into the future, 3 times so far. And still we're not confident that that next date will be when it's safe to have our membership congregate and share the "Sea Stories" and affection we have for each other.

Now that vaccines are rolling out around the world, there's hope for a return to "normal". That said, I believe that what we once called "normal" will exist only in our memories. A "New Normal" is what I hope for. Where the societal (social distancing as masks) and hygienic (hand washing) adaptations we've adopted will be part of our future behavior. Greater concern for the "at risk" people in our lives is probably good whether in a pandemic, or not.

To those that have been directly affected by the pandemic, be it through loss of life, health or income, we share your loss and wish you strength. For those of us that have been inconvenienced by the pandemic, I remind you that 'it could have been you' that was directly affected. Remember that when you have to put on your mask and when you can't hug your grandchildren or parents. That small sacrifice can help limit the spread of this disease. It won't be forever. But, until COVID is extinguished, we need to be vigilant in our care for ourselves and others.

One of the great things I learned from the Navy is that we "truly lead by example". Those leadership skills are easily adapted to these trying times. Presenting yourself in a sharp uniform and well groomed was a unit of measure. Today, masking up, hand sanitizing and situational awareness is in the same skill set we adopted when we pressed our uniforms and got a haircut. We can do this "standing on our heads".

TCVA wishes everyone a safe and happy holiday season. Perhaps the best gift you can give is the gift of health and concern for our families, friends, colleagues and the total strangers that we encounter in the grocery store. This is how we will move into what will be our "new normal".

Stay safe and strong and we'll all celebrate our sacrifices at the next TCVA reunion, whenever COVID allows it.

Stay Safe and Healthy,
Mike Vos



Mike Vos

TACAMO
Community Veterans Association

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 who you are from TACAMO. The questions **must** be

answered at the time of your request to join. If the questions are not answered, no access will be given. TCVA has received may friend requests and sends FB messages to individuals. Once the information is obtained, the request will be approved. Thanks for understanding.

TCVA Facebook
Page
TCVA Facebook
Group

Fallen Shipmates

Passings received after last Newsletter

I FLEW

by *Brad Baker*

When the last checklist's run and the bag drag is done,

I'll reminisce on the days I once knew,

I won't remember the oh-three-hundred alerts,
But only that I flew!

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

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

I'll remember the sights my mortal eyes saw,
All colored in multiple hues



Those beautiful lights on cold winter nights,
Seen only by those who flew.

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

So when I stand at St. Peter's Gate,
And tell him that I'm new.

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,
Government civilians, Families,
and Industry Partners