

THE **LOADER**

Professional Loadmaster Association, P.O. Box 4351, Tacoma WA 98438
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FRIENDSHIP THROUGH AIRLIFT



CABIN REPORT J.P. Salisbury, PLA President

July 2007...where is the year going? It has been a quiet few months in the Professional Loadmaster Association. As we gear up for our 10th year anniversary at Air Mobility Command's Rodeo at McChord AFB, WA, the Northwest Chapter promises to celebrate this momentous occasion in style. And in 2008, the Rock Chapter is hosting the 2008 Gathering of Loads in Memphis, TN. Two big events in two years that will highlight Loadmasters at their best...it doesn't get any better! I encourage all Loadmasters to try and attend both events and support your association.

In the last issue of 'The LOADER', I had again asked for our members to support our scholarship program. I contacted our Chapter Presidents and Executive Committee members and asked for them to place a priority on this valuable program. Thanks to all of you, we had our largest number of applicants ever. While this made more work for Jim Engelker and his Scholarship Committee, it was welcome work as it proved that there are many deserving students out there with close ties to the PLA. Look in this edition to see our 2007 Scholarship Recipients.

Several issues have risen lately concerning membership. It seems that some folks have signed up at the ATROZOOM Loadmaster Locator website or signed up for the Yahoo Group Bulletin Board and have mistakenly thought they were joining the PLA. As our members discuss our association with non-members, please try and explain the differences between these other fine endeavors and the actual Professional Loadmaster Association.

I still have not received any offers to help out as National Secretary. There was some discussion as to making this a "paying" job and I can say without hesitation that will not happen. We are a group of professionals who together, make up this organization to look out for each other, provide a venue to share ideas and stories, and to ensure the Loadmaster Profession is always portrayed in the best light possible. We do this because we have a vested interest in the outcome...we are all and will always be...Loadmasters! Forget the fact that our by-laws prohibit paid positions, were we to go in this direction, we would lose the sum of who we are...dedicated professionals who find the time to help each other. Some of do this best by paying dues and read-

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POPE UNIT BEGINS TRANSITION TO LITTLE ROCK



Airmen from the 41st Airlift Squadron stand in formation during the realignment ceremony Feb. 23 at Pope Air Force Base, N.C. The 41st AS "Blackcats" are heading to Little Rock AFB, Ark., as part of the Base Realignment and Closure process. The 41st AS will stand up at Little Rock AFB April 5.

(U.S. Air Force photo)

**by Nicole Campbell
43rd Airlift Wing Public Affairs**

2/23/2007 - POPE AIR FORCE BASE, N.C. (AFNEWS) -- For 36 years, 41st Airlift Squadron Airmen have called Pope Air Force Base home, but Feb. 23's realignment ceremony marked a new beginning as the unit heads to Little Rock AFB, Ark.

The 41st AS will stand up at Little Rock AFB April 5 under the command of Lt. Col. Dan Tulley, and is a significant step for Pope AFB under the Base Realignment and Closure process.

"This is just the first of many (moves), and it should hit home that the moves are happening now," said Lt. Col. Thomas Crimmins, the outgoing 41st AS commander.

The realignment originally was scheduled to take place at a later date, but he received the call in August from Air Mobility Command officials and the timeline was shortened, Colonel Crimmins said.

Although the guidon transfer from Pope AFB to Little Rock AFB will not signal an immediate mass exodus of people, about 90 of

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C-17 EMPLOYS 'SCREAMER' IN COMBAT AIRDROP

SCOTT AIR FORCE BASE, Ill. (AFPN) -- A C-17 Globemaster III deployed to Southwest Asia conducted the first C-17 combat airdrop May 24 using the Joint Precision Airdrop System with a screamer. Screamers are steerable GPS-guided container delivery system bundles.

The mission was also unique because it conducted airdrops in two locations using two types of delivery systems. The drops delivered food, water and ammunition to U.S. forces in two remote locations in Afghanistan. The crew first delivered about 21,000 pounds of supplies using 14 of the JPADS steerable screamer chutes. It then resupplied a different group of ground forces with more than 8,000 pounds of supplies using six Improved Container Delivery System bundles.

The benefit of the C-17 is that it can carry about 40 container delivery system bundles and drop at multiple locations during a single sortie, said Lt. Col. Paul Eberhart, the 816th Expeditionary Airlift Squadron commander.

JPADS has been operational on C-130 Hercules and C-17s in theater for about eight months. Until now, C-17s only used the JPADS mission software to support drops using the ICDS.

The JPADS mission software computes a release point based on a four-dimensional forecast wind model and the actual wind data relayed to the aircraft. The data is then sent via wireless transfer to GPS receivers located on the top of each CDS bundle. Each bundle has GPS-guided autonomous actuators mounted at the top that steer the chute while it drops at 100 mph to a point above the drop zone. A larger parachute then deploys to slow the descent rate, allowing for a soft touchdown of the bundle directly over the drop zone.

Officials said using steerable chutes allows guaranteed accuracy for ground forces while keeping the aircraft at high altitudes and away from ground threats.

"This type of airdrop demonstrates the versatility of the C-17 aerial delivery system," said Lt. Col. Fred Boehm, an 816th EAS operations officer.

When the eight-member crew from the 437th Airlift Wing at Charleston Air Force Base, S.C., was notified about the drop, it began planning the mission, said C-17 loadmaster Tech. Sgt. Gary Kleinfeldt.

"This isn't a mission planned by one unit. We worked closely with planners at the combined air operations center's air mobility division, joint airdrop inspectors at the 774th EAS, and parachute riggers at the 11th Quartermaster Detachment at Bagram Air Base," said Maj. Kevin Peterson, the aircraft commander. "It was a total joint effort to make these drops happen."

"The system was amazing to watch," said Staff Sgt. Derek Howard, the crew's evaluator loadmaster. "When the bundles departed the aircraft and the chutes deployed, you could instantly see them turning in what appeared to be a formation as the guidance system began steering the bundle directly over the drop zone."

"This capability was first used by C-130s in theater," said Colonel Eberhart.

The 816th EAS has been using the JPADS software with ICDS for some time. But the mission May 24 was the first combat airdrop using screamer chutes, expanding C-17 employment capabilities to include the use of true precision vertical resupply.

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AIR FORCE LOADMASTER MAXES 10,000-HOUR MARK



Master Sgt. Joe Maxey (left) helps push palletized cargo into a C-17 Globemaster III from a 60K loader. Sergeant Maxey surpassed the 10,000th milestone in flying hours April 3. Sergeant Maxey is a loadmaster with the 816th Expeditionary Airlift Squadron. (U.S. Air Force photo/Senior Airman Erik Hofmeyer)

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the current 41st AS Airmen deployed for a scheduled rotation earlier this week as new members of the 737th Expeditionary Airlift Squadron. The remainder have been transferred to the 2nd Airlift Squadron here, awaiting their next assignment.

Colonel Crimmins said when the time comes, most of the deploying Airmen will probably receive orders to go somewhere other than Little Rock. The colonel is among those deploying and said when his deployment ends, he will return to Pope AFB and await Air Force instructions.

"This is bittersweet," said Colonel Crimmins, who took command of the 41st AS less than a year ago. "The time has been too short, but I understand the needs of the Air Force to move (the squadron) to Little Rock to pick up a new mission and new airplane."

He said although his command has been brief, he is happy he will get to stay with his Airmen and command for another 120 days during the deployment.

JUNE 1, 2 AIRPOWER SUMMARY: AIRLIFT KEY TO MISSION SUCCESS



Two C-130 Hercules aircraft spin up for a mission June 2 at a base in Southwest Asia. Coalition C-130s and C-17 Globemaster IIIs flew 145 airlift sorties June 2 and delivered more than one million pounds of cargo. Airlift provided intra-theater heavy airlift support, helping to sustain operations throughout Afghanistan, Iraq and the Horn of Africa. (U.S. Air Force photo)

ELMENDORF CELEBRATES C-17 ARRIVAL



The first of eight C-17 Globemaster IIIs was delivered June 11 to Elmendorf Air Force Base, Alaska. This aircraft, named "Spirit of Denali," was piloted by two pilots and two loadmasters from the active duty Air Force and Alaska Air National Guard. The airlifter will be flown by the 517th Airlift Squadron and the 249th Airlift Squadron. (U.S. Air Force photo/Tech. Sgt. Keith Brown)

SPECIAL DELIVERY



Crewmembers remove a Marine CH-53E Super Stallion helicopter from a C-5 Galaxy in Djibouti, Africa, April 10. The Galaxy's overseas journey was a first for the West Virginia Air National Guard's 167th Airlift Wing. (U.S. Air Force photo/Tech. Sgt. Lee Harshman)

IF YOU SEE SOMETHING IN THE NEWS, OR HAVE A STORY REGARDING LOADMASTERS, PLEASE SEND ME AN EMAIL AT Frank.Murphy@Travis.af.mil

It doesn't have to be published - if you'd like to write about your experiences as a loadmaster we'll look at your story as a feature!



- * Largest aircraft in the Air Force inventory
- * Able to take off fully loaded within 8,300 feet (2,530 meters) and land within 4,900 feet (1,493 meters).
- * High flotation landing gear with 28 wheels sharing the weight.
- * Nose and aft doors that open the full width and height of the cargo compartment to permit faster and easier loading.
- * Full width drive-on ramps at each end for loading double rows of vehicles.

A C-5 with a cargo load of 270,000 pounds (122,472 kilograms) can fly 2,150 nautical miles, offload, and fly to a second base 500 nautical miles away from the original destination -- all without aerial refueling. With aerial refueling, the aircraft's range is limited only by crew endurance.

NORTHWEST CHAPTER WORKS ON MUSEUM AIRCRAFT



February's monthly meeting was followed with a workday helping the McChord AFB Museum with some cleaning of the C-124 and the C-141B aircraft. Mold fungus builds up in the interior area of the C-124 and requires scrubbing with a bleach solution to keep it under control. The regular volunteers who support the museum needed help and the Northwest Chapter responded with three work days scheduled throughout the year.

This first workday was a huge success with over 20 loadmasters (11 Active Duty 7AS and 10 AS, 1 Reserve 313AS) and was finished in only 2 ½ hours. Loadmasters vacuumed the C-141B and dusted the displays. The C-124 was much more involved as all the walls and ceiling needed scrubbing along with mopping floors. Great fellowship took place when Bill Cannon and Harold Edvalds had to the opportunity to instruct loadmasters on how to lower and then raise the auxiliary floor. Harold stated "Old Shaky checkout is almost complete as soon and they figure out the doors and ramp." Many stories flowed both ways during the day.

The second workday was completed on Friday the 20th of April. The turn out for this event was just as successful as the first one with about 20 loadmasters making the event. Great support from the active duty and reserves even with a mandatory "Wing wide Fun Run" conflicting at the same time. Marion Cannon stopped by to do a "no-notice inspection" as Bill was out of town and I think we got a Q-1. The highlight was when Levi Wares and Harold Edvalds downloaded a B-4 stand through the elevator well of the aircraft. Levi handled the controls like an old pro as he moved the stand within a half inch of the elevator well. A young loadmaster stated "This looks like a Q-3 waiting to happen".

The airplanes are ready for display during Rodeo 2007 and the 10 year anniversary picnic on 27 July 2007. The next workday is scheduled for 13 October 2007 following our monthly meeting. During this event we hope to schedule a C-17 static to load a B-4 stand, and then load the stand in the C-124 again to see how time and technology have changed the loadmaster business. Put this on your calendar to come out and give us a hand to preserve history. By the October meeting the C-130 should also be on display at the museum.

Reminder: The Northwest Chapter meets the second Saturday of the month at the Club on McChord AFB at 9 am for breakfast and the meeting starts at 10 am.

Story and photos by Ron Pierce,
Northwest Chapter, Vice President

PHOENIX MOVES ON C-17



BUCKLEY AIR FORCE BASE, Colo. -- David Smith, a member from Lockheed Martin's load crew, lines up a flat-bed trailer holding NASA's Phoenix Mars Lander. The lander, which was built at Lockheed Martin Space Systems Company's Waterton Canyon facilities in Littleton, Colo., was loaded on a C-17 for transportation to NASA's Kennedy Space Center in Florida for final test and launch preparations. The Phoenix lander is slated for liftoff aboard a Delta II launch vehicle in early August. Phoenix is the first mission of NASA's Mars Scout Program. The spacecraft will use various on-board instruments to analyze the contents of the ice and soil; all in the hopes of finding organic compounds that are necessary for life. (U.S. Air Force photo by Airman 1st Class Alex Gochnour)



Photo - Staff Sgt. Derek Howard watches six container delivery system supply bundles as they parachute from a C-17 Globemaster III to the ground over Afghanistan May 24. The C-17 employed the Joint Precision Airdrop System in combination with the Improved Container Delivery System to increase accuracy of airdrops. The ICDS airdrops provide resupply to forward operating locations in Afghanistan supporting Operation Enduring Freedom. Sergeant Howard is from the 816th Expeditionary Airlift Squadron. (U.S. Air Force photo/ Tech. Sgt. Gary Kleinfeldt)

C-17 LOGISTIC SEAT PALLET OPTIMIZES PASSENGER AND CARGO HAULING CAPABILITY

By Ron Parks, Consultant, AAR Mobility Systems

In July 2006 the Plans and Programs Special Projects Office at Wright-Patterson AFB, OH began searching for a comfortable auxiliary seating arrangement for small team deployments on the C-17 Globemaster III. The primary objective was to develop a 1-pallet-position seat pallet for the Logistic Rail System. This would maximize load configuration flexibility by enabling side-by-side passenger and cargo loading in the dual Logistic Rail Systems. A secondary objective was to enhance passenger comfort on long flights. Working with Air Force Material Command (AFMC), AAR Mobility Systems (AAR), developed, tested, and certified the new seat pallet in nine months.

The new 88-inch-wide Logistic Seat System allows Loadmasters to load up to seven seat pallets (84 passengers) down one side of the aircraft logistic rails leaving 11 pallet positions to include the ramp open for cargo and/or rolling stock. This is a 56 percent overall increase in passenger carrying capacity compared to using the 54 sidewall seats and 11 ADS pallet positions.

The Logistic Seat Pallet has six sets of removable airline style "economy class" double seats, in three rows of four. Exceptional passenger comfort is provided by the 36-inch seat pitch, which allows the seats to recline and provides plenty of leg room. Each set of double seats can be easily removed to further increase load configuration options. The pallet occupies a standard 88-inch x 108-inch footprint and has full perimeter 463L type detent rails to lock into the cargo restraint system. Its 463L base loads exactly the same way as standard cargo pallets enabling rapid aircraft reconfiguration in less than 15 minutes.

AFMC is working with AAR to implement two significant improvements before the new seat pallet goes into full production later this summer. First, the team is evaluating a new, more robust fabric that is resistant to stains and spills, and that lasts approximately four times as long as standard passenger seat fabric. Retired Loadmaster Jim Bomberger, AAR's Director of Sales, stated, "These new fabrics will be on display at the upcoming Airlift Rodeo at McChord AFB. We'd like to get the operators' feedback on these materials before we move forward." Another planned improvement is to use pivoting armrests in place of stationary armrests. The pivoting armrests stow neatly between seat-backs, improving access to the seats and giving troops more room to stow gear.

The new logistic seat pallet gives the Air Force an alternative configuration to existing 10- and 15-passenger centerline seat pallets, expanding the C-17's already impressive operational capability. The 88-inch-wide Logistic Seat System is also suitable for use on C-27J Spartan and CASA C-295 aircraft, in 6- or 9-passenger variants to provide a longitudinal aisle for egress. This will enhance configuration options and mission planning scenarios for the upcoming Army/Air Force "Joint Cargo Aircraft".

More information about AAR's products and services may be found at www.aarmobilitysystems.com.



TOP LOADMASTER GRADUATE AWARD NAMED FOR SENIOR MASTER SGT. PHILIP J. STICKNEY

by Master Sgt. Bob Oldham
189th Airlift Wing Public Affairs



Tech. Sgt. Tracy L. League, a loadmaster trainee with the Air Force Reserve's 731st Airlift Squadron in Colorado, accepts the Professional Loadmaster Association's Senior Master Sgt. Philip J. Stickney Basic Loadmaster Top Graduate award, from the late Sergeant Stickney's oldest son, Phillip. Sergeant League graduated from the Air National Guard's Enlisted Aircrew Academic School Feb. 28. The school teaches entry-level loadmaster and flight engineers and is run by the Arkansas Air National Guard. (U.S. Air Force photo by Master Sgt. Bob Oldham)

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TOP LOADMASTER GRADUATE AWARD NAMED FOR SENIOR MASTER SGT. PHILIP J. STICKNEY

2/28/2007 - LITTLE ROCK AIR FORCE BASE, Ark. -- An Air Force Reserve Airman on Feb. 28 was the first to receive the Professional Loadmaster Association's Senior Master Sgt. Philip J. Stickney Basic Loadmaster Top Graduate award as the top loadmaster to graduate from the Arkansas Air National Guard's Enlisted Aircrew Academic School.

Tech. Sgt. Tracy L. League, a loadmaster trainee with the 731st Airlift Squadron in Colorado, is the first recipient. An award had been given to the top graduate of each loadmaster class for the past two decades, but this award given with the late Sergeant Stickney's name attached.

"I didn't expect it after all this length of time," said Sergeant Stickney's widow, Pat. The award is a way for his Air Force legacy to continue.

Their son, Phillip, was on stage to present the award to Sergeant League.

"It's an honor to be part of the presentation from the loadmaster school," said Sergeant Stickney's oldest son Phillip, who was 12 when his father passed away on a mission over Vietnam.

Sergeant Stickney was a loadmaster with the 62nd Troop Carrier Squadron based in Tennessee. He was temporarily assigned to DaNang, Vietnam, in 1966. The 62 TCS is a predecessor of the 62nd Airlift Squadron currently located here on base.

On May 31, 1966, his mission was to airdrop a specifically designed weapon on the 540-foot long Ham Ron Bridge. The bridge was located on the Northeast edge of Thanh Hoa in North Vietnam. The 5,000-pound, pancake-like weapon was expected to deliver a massive blow to the bridge. At 8 feet in diameter and 2.5-foot thick, the weapon filled the width of the aircraft.

Sergeant Stickney, at the time an airman first class, and his crew flew a low-level approach under radar to the bridge. At the same time with two F-4s were used as decoys to confuse the enemy. Under enemy anti-aircraft artillery fire as Sergeant Stickney and his crew approached the target, eye witness accounts from the other two aircraft indicate a "large ground flash" occurred. Sergeant Stickney and the crew were never heard from again.

Identified as missing in action, Sergeant Stickney was posthumously promoted to senior master sergeant. On April 10, 1986, the Vietnamese returned the remains of three of his crew members. Sergeant Stickney's remains were not recovered until 1998 and eventually identified in 2004. Because he was adopted, officials were delayed in finding a blood relative to collect a DNA sample to compare with the remains.

On Memorial Day 2004, he was buried in the Arkansas State Veterans Cemetery in North Little Rock - 38 years after his mission to destroy the bridge.

The Professional Loadmaster Association was formed in the State of Washington as an active membership organization for a group of professionals recognized as loadmasters. PLA membership consists of current and former military and civilian loadmasters who have flown as an aircraft loadmaster performing aircrew duties on transport aircraft. In addition to the award, Sergeant League will also receive a one-year, paid membership in the PLA.

816TH EXPEDITIONARY AIRLIFT SQUADRON AIRDROPS



An 816th Expeditionary Airlift Squadron aircrew works with Army personnel in Afghanistan to rig a C-17 for an airdrop mission in February. The squadron has seen an increase in airdrop missions during its rotation. (U.S. Air Force photo/Senior Airman Erik Hofmeyer)



Dover Air Force Base, Del., will receive its first C-17 Globemaster III, similar to these shown here, on June 4. A specially selected aircrew traveled to Long Beach, Calif., to take delivery of "The Spirit of the Constitution" from the Boeing Company and fly it back to Dover. (U.S. Air Force photo/Abner Guzman)

CHARLESTON LOADMASTERS TRAIN DAVIS-MONTHAN AIRMEN

CHARLESTON AIRMEN TRAIN DAVIS-MONTHAN LOADMASTERS

by 2nd Lt. Kerry Fields
437th Airlift Wing Public Affairs



Airman 1st Class Matthew Efird (right) trains augmentee loadmasters on how to properly secure a vehicle after it has been loaded on a C-17 Globemaster III. (U.S. Air Force photo/Staff Sgt. April Quintanilla)

5/4/2007 - CHARLESTON AIR FORCE BASE, S.C. (AFNEWS) -- In an effort to further develop Air Force capabilities, Charleston Air Force Base loadmasters traveled to Davis-Monthan AFB, Ariz., in late April to train augmentees on how to assist loadmasters when loading C-17 Globemaster IIIs.

With C-17s flying around the world delivering cargo to warfighters, Airmen need to load and unload cargo properly, efficiently and quickly, and the Charleston loadmasters showed the Airmen at Davis-Monthan how to be better prepared for future C-17 operations.

When loadmasters deploy, they are often under stringent time restrictions and are given a specific ground time to load and unload the aircraft. Furthermore, the method of unloading and loading the cargo varies. The equipment can be loaded using a winch or pulleys, or it can be driven on board the aircraft.

Augmentees from different Davis-Monthan squadrons and career fields were selected for the training. The training allowed for a more realistic situation that mimics deployments to bases not familiar with C-17 operations. And, the off-site training developed skills for inexperienced Airmen on how to handle loading cargo without the help of an experienced supervisor.

In addition to training the Davis-Monthan Airmen, the Charleston loadmasters gained experience as trainers.

"It is great to be able to train other individuals so they can help out other loadmasters in the future," said Airman 1st Class Matthew Efird, a 14th Airlift Squadron loadmaster.

is the overall goal of a loadmaster," said Airman 1st Class Peter Jensen, a 14th AS loadmaster. "In addition to our duties, we made sure the augmentees were trained properly to minimize future potential hazards."

"This is the first time I've been to off-site training. This allowed me to get experience unloading cargo so I'm more comfortable on down-range missions," said Airman 1st Class James Soto, a 14th AS loadmaster.

TRAVIS TEAM PREPS FOR AIR MOBILITY COMPETITION

LOADING UP FOR RODEO

by Staff Sgt. Candy Knight
60th Air Mobility Wing Public Affairs



6/15/2007 - TRAVIS AIR FORCE BASE, Calif. (AFPN) -- "On your marks, get ready, set ... go!"

With that, four Travis Airmen sprint toward a C-5 Galaxy, its engines blasting.

The Airmen, members of the 60th Aerial Port Squadron's Rodeo Team, were practicing a C-5 engine running on (and) offload, where they must load and unload a C-5 and a C-17 Globemaster III in the fastest time possible with no safety violations.

The engine running on and off load is one of the six events the 60th APS team and opposing air mobility teams will compete in during the 2007 Air Mobility Command's Expeditionary Rodeo, a Mobility Air Force's readiness competition that tests competitor's abilities through all aspects of their career field.

In addition, the team will also compete in the Aerial Port Challenge, where all team members must go through a 14-stage, four-mile obstacle course set to test physical abilities, handling fatigue, and self-aid and buddy care.

For team members, like Airman 1st Class Daniel Levindofske, the additional work has boosted his confidence in his team's ability to win.

"I feel very confident in our team as a whole," he said. "We really do have the best of the best on board. Each person on the team has individual strengths, so as a team we are very well-rounded. The main factor in us winning is the fact that none of us will accept a loss, from ourselves or from each other."

"I believe that with the level of training we are undergoing as well as the extensive job experience we have on this team, we will take any event we compete in," said Staff Sgt. Cory Morris.

During the 2005 competition, Team Travis took home 13 out of 22 trophies at the competition, but lost the Commander's Air Mobility Wing best overall award to MacDill Air Force Base, Fla.

The 60th APS team is confident that they, along with the entire Team Travis Rodeo team, will do their best not to let this happen again.

"Our chances are very good because we have a very good team. I think Team Travis will set the pace and be the team to beat," said Staff Sgt. Joseph Chilton. "I'm looking forward to competing and winning against the best AMC has to offer."

"I think we stand a good chance of bringing the Commander's Air Mobility Wing best overall award home," Sergeant Quilici said. "Why? Because we are the best. I think they should start putting our name on the plaques now and save themselves some time."

The 2007 AMC Rodeo will be held July 22 to 28 at McChord Air Force Base, Wash.

2007 10th Anniversary Picnic

Friday July 27th, 2007

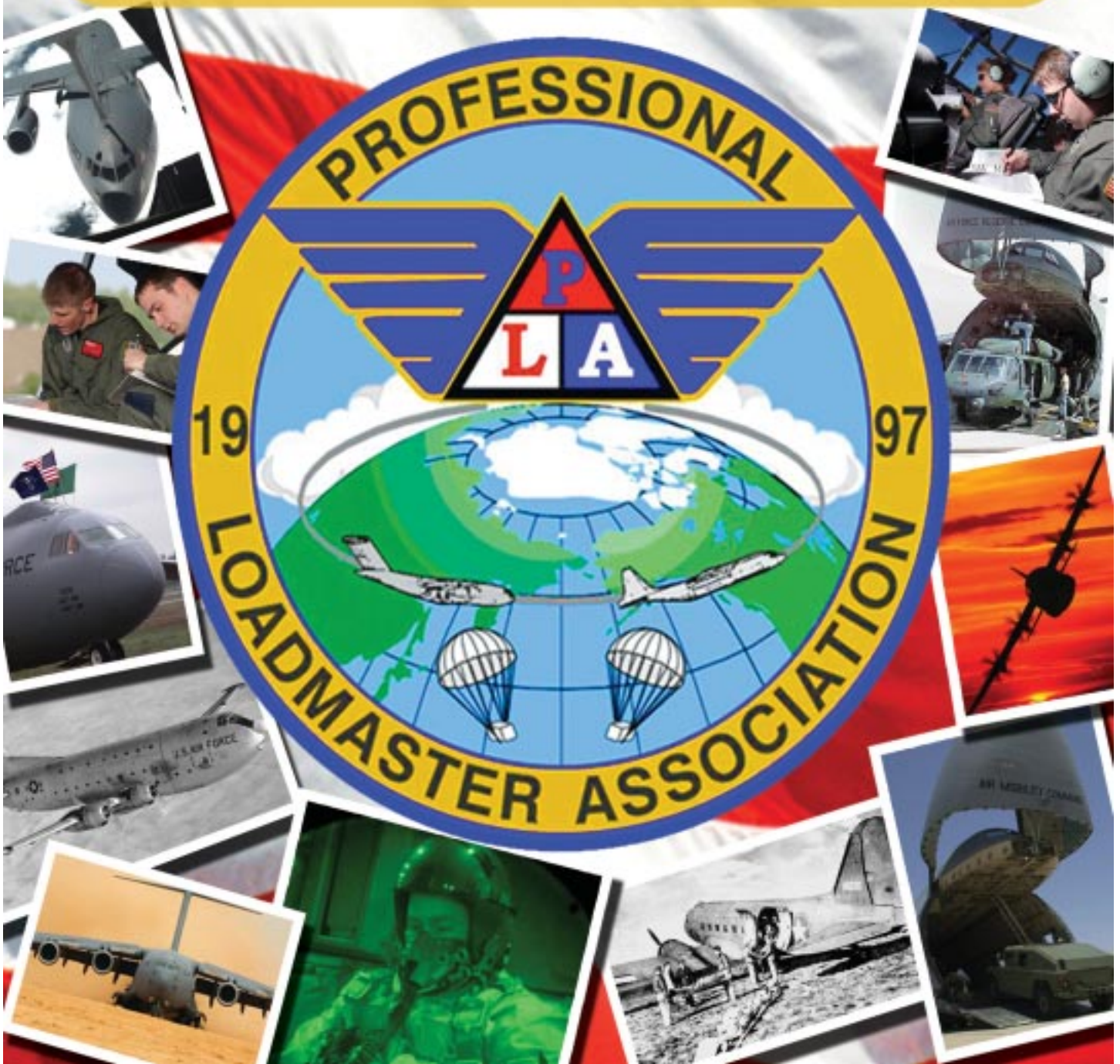
At the Airlift Rodeo Competition

Where: Holiday Park, McChord AFB, WA

When: 4pm Following Rodeo Closing Ceremonies

POC: Ron Pierce (253) 983-4336

E-mail: ronald.d.pierce3@boeing.com



SPECIALTY CONTAINER IMPROVES C-17 AEROMEDICAL EVACUATIONS

By Ron Parks, Consultant, AAR Mobility Systems

Shortly after the Iraqi conflict began, HQ AMC looked for ways to support our war-fighting Expeditionary Forces in need of rapid efficient medical care. Aerospace medical professionals were eager to adopt a strategy to streamline the aeromedical evacuation mission assets needed to airlift the maximum number of patients on C-17 aircraft. Although the C-17 Globemaster III could carry a total of thirty-six litters, it only had on-board storage for nine. The Air Force soon found that carrying the additional litter resources as loose equipment became costly due to equipment losses, lack of control, and asset accountability thereby prompting a search for a cost effective solution. The C-17 Airlift Program Office at HQ AMC had an idea on how to consolidate these assets, contacted AAR Mobility Systems and the rest is history.

In March of 2005, working with Boeing's Macon, Georgia facility, AAR proudly rolled out the first Litter Stanchion Augmentation Set (LSAS) container. This mission-tailored Internal Airlift/Helicopter Slingable Container Unit (ISU®) met the U.S. Air Force aeromedical challenge head-on. Its door arrangement and interior configuration allows easy in-flight crewmember access to inspect and inventory the additional nine litter stations needed to maximize the full compliment of 36 non-ambulatory patients. One side of the LSAS houses the litter arms and stanchions while the other neatly organizes the diagonal/horizontal braces and utility panels. When an emergency arises and mission directives call for a full compliment of litters, the LSAS stands ready to face the challenge.



patents. With more than 750 urgent and priority patients coming out of Iraq and Afghanistan per month, the LSAS has demonstrated its value as a vital part of the medevac mission.

"We are pleased with our involvement as a provider of the LSAS container. Not only are we broadening the capability of the C-17 aeromedical evacuation mission, we are contributing to saving brave American lives. This team bond enables us to build on our customer relationship as the leading manufacturer of mobility systems for the U.S. Military. We are proud to do our part in supporting the men and women of the armed forces with their ongoing efforts to improve operational mission readiness," said Arthur L. Breithaupt, AAR Mobility Systems' Vice President, Sales and Marketing.

AAR has proven once again why they have been at the forefront of innovative military applications for more than 40 years. They've demonstrated their ability to meet unique mission requirements while consistently providing quality, low-cost rapid deployment equipment.

AAR Mobility Systems, an operating division of AAR Corp., manufactures mobility containers, tactical shelters, air cargo pallets and palletized systems for military customers and prime contractors. AAR Corp. is a leading provider of products and services to the worldwide aerospace and defense industries. To learn more about AAR Mobility Systems' rapid deployment equipment, including our recently certified 12-passenger C-17 Logistic Seat Pallet, please visit www.aarmobilitysystems.com.

PLA Gear

PLA COINS

The coins have both **Friendship Through Airlift** and **Yesterday –Today-Tomorrow** around the circle on the back. The Flag is in color. The box is empty so you may have what ever you wish engraved in it.

PLA Coins, Pins and Patches are available through the National Headquarters. The **PLA Coins** are \$4.00, **Pins** are \$5.00 and the **Patches** are \$6.00 each, including mailing. I'm sure a lot of you have seen them by now. If the Chapters are interested in having some, please contact us. E-mail: bcloader@aol.com



With its four-way forkliftable, 108 by 88-inch standard base and all aluminum extruded rail facing, the LSAS can be quickly loaded in the ADS rail system and secured on the ramp ready for immediate airfield departure. The doors, on the 88-inch end wall of the LSAS, can be fully opened to access litter equipment from the LSAS. This makes it very easy for the Loadmaster to gain entrance to the equipment and reconfigure the aircraft to an AE-2 configuration in-flight. It takes approximately one and a half hours to fully set up the 12 stations needed to accommodate 36 litter

CHAPTER REPORTS

Northwest Chapter

The Northwest Chapter is humming along with it's preparations for the up coming AIRLIFT RODEO 2007; We have had very energetic work parties twice at the McChord Air Museum, s C124 and C141 aircraft, getting them spiffed up for the event. Plans for the PLA booth at the RODEO Hanger have been finalized, where our teams will explain what the PLA is all about, and hopefully recruit some new members. Additionally, the chapter is in the final stage of planning the 10th Anniversary PLA Picnic/Dinner to be held at Holiday Park on 27 July 2007 from 1600 –2200hrs. All Loadmasters are welcome to this event, where we certainly intend to show them great comradeship, as well as supply good food and drinks for their enjoyment.

We will make our annual Memorial Day trek to two local cemeteries in the Tacoma area, to recognize our fallen comrades of the Loadmaster Profession. The roster of deceased Loadmasters will be read, and they will be eulogized and prayed for. I think it is also an appropriate time for us all to recognize our active duty Loadmasters who continually put themselves in harms way while performing their duties in dangerous places throughout the world fighting the war on terrorism; May they stay safe and accomplish their duties well with the professionalism inherent of all Loadmasters, past and present.

Please take notice of a vacancy in the position of National Secretary of the PLA. Bill Cannon and wife Marion are carrying the load temporarily, however, we cannot continually impose on those two folks who have literally carried this organization from its inception. Would somebody please step up and contribute to this important cause? Please contact Bill Cannon or JP Salisbury should you be interested.

That is it for now, be safe through the summer travel period, and come see us up here in the great Northwest where the sun shines (in July- August).

Victor Fredlund
President

Liberty Chapter

Greetings from Exit 7,

In May, McGuire had an open house/air show. We set-up a booth to recruit new members to the chapter. We got several new prospects but no one joined on the spot.

We also manned a booth selling lemonade and pretzels and made \$448 for the chapter.

Along with recruiting we also sold the Loadmaster Coin that we designed. From those sales we haven't broke even yet, but will soon. The farewell coin we sold earlier has netted us \$400. The sale of the Loadmaster coin is ongoing, if you would like one or more contact me, the coins sell for \$8 for PLA members and \$10 for others plus shipping.

If some chapters want them in bulk contact me to arrange a price and shipping. You can see a picture of the coin here or at our chapter website, www.loadmasters.org.

Our chapter summer picnic will be held 11 August at Willow Pond Recreation Area on Ft. Dix. In the spirit of Friendship thru Airlift we are going to invite pilots, engineers and others involved



to join us for this event. Watch for e-mails and the chapter website for more info later.

As soon as the final plans are done we will have the opportunity to help the local VFW and Thomas B. McGuire Chapter with landscaping and placement of memorial bricks at the C-141 memorial on base. We need some help in getting the parking area paved, if you or someone you know can help us cheap or free let me know. Stay tuned for further info on this.

Our meetings are held the first Saturday of every month thru September at the Falcon Creek golf course clubhouse on McGuire AFB. Breakfast is at 0900 and meeting at 1000. All loadmasters are welcome. Remember at each meeting we have a door prize, just show up for a chance to win.

Our chapter has its own website run by one of our members, Mitch Powell, www.loadmasters.org. We try to keep this updated so if ever wonder what's going on just check the site.

We also have a new website, <http://www.threadingalong.com/products.asp?cat=47>

it is set up to sell Liberty Chapter PLA apparel. Just go to this site and order your PLA shirts and hats, there is a wide variety offered. If you don't see what you like e-mail or contact me and I will tell you how to get other items. Members from other chapters are welcome to order from this site; just put a remark in the ordering process you want your chapter name instead of Liberty Chapter if you chose that option. If you have any other questions feel free to contact me.

If you are not getting any e-mail from us please call or e-mail me with your address so we can get the mailing list updated. Got questions about the chapter please feel free to contact me at, (609) 562-2747 day, (609) 893-1833 night, e-mail me at heyload@comcast.net

Kent Brown
President

The Rock Chapter

It's getting hot and humid here in Arkansas, but we're still hard at work. As we said in our last chapter report, we presented the first SMSgt Philip J. Stickney BLM Top Graduate Award on February 28, 2007 here at Little Rock AFB. Many thanks to the people of the 189 AW that helped make that a special event for SMSgt Stickney's family.

A few of the Rock Chapter Loadmasters helped a local organization with a painting project for Jacksonville High School. The staff and students really appreciated us helping to make the school look more presentable.

We just finished hosting our first annual Rock Chapter camping trip at the ANG training site on Lake Ouachita. It was a great time and the weather was perfect. We swam, fished, boated, and went water skiing. I even heard that a couple of beers were consumed. We'll have pictures on the website soon.

Next up is our first annual Golf Tournament on 8 Jun. This is already proving to be a huge fundraiser which will help to make the 2008 Gathering of The Loads a success. On that note, we have confirmed the dates and location of the next Gathering (see separate article).

As we progress into the fall we'll be focusing on fundraising for the Gathering of The Loads and trying to have a little fun while we're doing it. We hope all our loadmaster brothers and sisters have a great summer. Fly safe!

Jason Kunkel
President

LOCATION AND DATES SET FOR GATHERING OF THE LOADS 2008!

I'm sure that all of you are on pins and needles awaiting the announcement of the location and dates for the next PLA Gathering of The Loads. Well, they've been set. The Gathering of The Loads 2008 will be...drum roll please...11-15 Jun 2008 in Memphis, TN at the Double Tree Hotel Memphis Downtown! Several members and I went to Memphis in April and scouted the location. It is only two blocks from Beale Street, and any of you that have been to Memphis know that all the action is on Beale. The hotel has plenty of meeting space and is very accommodating. We're still working out the details of the contract, but we are very excited about this event.

So here's what I need from all of you: I need you to put this on your calendar and make sure that you spread the word. We want maximum participation this year. The more the merrier. You know how much fun a couple hundred loadmasters can be when we all get together. Also, I need professional speakers. Anyone out there that thinks they have something to share with the loadmaster community, please let me know. Maybe you have a unique loadmaster job that you'd like to tell us about, a special airdrop you've done, anything that you can share with the community to help showcase the many facets of being a loadmaster.

We are working hard to get the cost as low as possible, and more details will come out soon. In the mean time, if you've got any ideas on the theme or execution of this event, please contact me. Thanks.

Jason Kunkel
Rock Chapter President

LOOKING FOR NEWS ABOUT THE
SOUTHWEST ASIA AOR? A WEBSITE YOU
CAN ACCESS BASE NEWSPAPERS FROM IS:
[HTTP://WWW.BALAD.AFNEWS.AF.MIL/](http://www.balad.afnews.af.mil/)
FROM THERE YOU CAN SEE WEBSITES
FROM ANY COMMERCIAL COMPUTER

LOOKING FOR NEWS ABOUT YOUR
CHAPTER? NOT EVERY CHAPTER
SUBMITTED A REPORT THIS TIME - I KNOW
EVERYONE IS BUSY BUT WE'D ALL LIKE TO
KNOW WHAT YOUR UP TO IN YOUR
LOCAL CHAPTERS
--THE EDITOR

THANKS TO OUR SPONSORS FOR
HELPING WITH OUR BEST GATHERING
YET!

BOEING

AAR

AND THE PARKER-
AGUILLON-PAYNE
CHAPTER BASED AT
TRAVIS AFB

Continued from page 1

ing our newsletter. Some get involved by also attending our conventions and attending a chapter meeting if there is one nearby. Others kick it up a notch and dedicate more time to work on committees or as officers in chapters or at the national level. We need all these types of members. Just as we all can not simultaneously hold a position in the PLA, we can not do the opposite too and all sit back and hope someone else steps up. So, I'll get off my soap box and remind everyone that we need to fill several of our volunteer positions now and in the coming year. Please, please, look deep into yourselves and if you can find some time to share serving a great association, your association, please contact me.

Thanks to all for you support, ideas, and dedication to our association. As always, as you enjoy your time with family and friends, as you go about your normal daily activities, remember those wearing the uniform who are not able to be with us. LOAD CLEAR!

SCHOLARSHIP WINNERS!

Stuart R. Whitman is the winner of the John L. Levitow Scholarship for \$1000.00. He is planning on attending the University of Idaho majoring in chemical Engineering.

Maralin Hafer is the winner of the Tom Connell Scholarship for \$500.00. She is attending the University of Alaska @ Anchorage with the intent of obtaining a BS in Nursing Science.

Amber Brown is the winner of the Mike Thompson Scholarship for \$500.00. She is attending South Florida Community College majoring in Business.

Your Executive Committee:			
As of March 2007			
President	J.P. Salisbury	(609)893-0363	President@loadmasters.com
Vice President (East)	Bob Morris	(843) 863-0290	BobnGail55@comcast.net
Vice President (West)	Mark Raymond	(707)428-3212	Mark.Raymond@FlightSafety.com
Vice President (Cent)	John Hayes	(618) 293 0009	
Secretary	Bill Cannon	(253) 531-9259	BCLOADER@aol.com
Treasurer	Chris Dockery	(210) 595-1139	DockeryC@hotmail.com
Public Relations	Mike Welch	(310) 318-9031	Michael.M.Welch@boeing.com
Loader Editor	Frank Murphy	(707) 469-6303	Frank.Murphy@Travis.af.mil
President Emeritus	Bill Cannon	(253) 531-9259	BCLOADER@aol.com

\$cholarship Information

The PLA offers three scholarships annually for college and/or vocational/technical school after high school graduation. We have one scholarship in the amount of \$1000 named in honor of John L. Levitow, and two additional scholarships for \$500.00 each named for different Loadmasters each year. Candidates for selection process must be PLA members in good standing (Loadmasters) and their family members. Scholarships are limited to one per family. One scholarship will be named permanently after John L. Levitow. The two remaining scholarships shall be named after a deceased loadmaster with a different deceased loadmaster each year. If exceptional circumstances should arrive, the Executive Committee will handle them. Applications may be applied for through Jim Engelker at engelkerj@kci.net.

Timeline for \$cholarships

Selection of names to be honored for upcoming scholarships shall be provided by December of the year before scholarship announcement. Submission of application to the selection committee shall be no later than March of the year before scholarship announcement. Announcement of the scholarship award to the individual participant shall be no later than the middle of May of the year before scholarship announcement. Announcement of scholarships awarded shall be published each year in the July issue of The Loader newsletter. Remember our scholarship fund will be used to support one scholarship of \$1000 and two \$500.00 scholarships a year to PLA members and their family members.

Scholarship Manager

Jim Engelker
 10925 Cnty Rd 29
 Ovid, CO 80744
 E-Mail:
engelkerj@pctelcom.coop



Donations can be made to our PLA Headquarters:
P.O. Box 4351 Tacoma, WA 98438
Write "Scholarship Fund" on checks, remember every little bit counts
toward keeping this program ongoing.

In Memoriam

The Professional Loadmaster Association offers condolences to the families and friends of the following Loadmasters whose death has been reported to our association. PLA members names are underlined and a memorial brick will be placed in their name at the McChord AFB, WA Memorial Park in the Loadmaster Plaza.

Eddie Elbert Miller passed away March 23, in Big Spring, Texas. He served his country faithfully in the USAF for 22 years. Eddie was a "Loadmaster" on C-130 aircraft and flew into many overseas locations. He was awarded the Distinguished Flying Cross and the Air Medal with Oak Leaf Clusters. He is survived by Sara his wife of 52 years, a daughter, a brother and other family members.

Jake Ira Long, Sr., 67, of Wichita Falls, TX died Sunday, April 1, 2007. A son of the late Joe Ira and Helen Marie (Riley) Long, he was born August 23, 1939, in South Mayde, Texas. He retired from the U. S. Air Force after twenty-three years of service. Mr. Long retired from civil service at Sheppard Air Force Base, where he had worked as a Loadmaster Instructor.

Alfred D. Sandidge passed away May 1,2007 in Ogden Utah. "Doug" as he was better know by enlisted in the US Army Air Force, and later in the US Air Force when it became a separate service. He flew on C-124's and was stationed at Lackland AFB, TX., El Centro, CA., Okinawa Japan and Hill AFB Utah. He was a member of the 28th Military Airlift Squadron Historical Association and actively served as a volunteer at the Hill AFB Utah museum.

TSgt **Ryan Balmer**, 33, was a Mishawaka, Ind., native, deployed to Iraq from Hill Air Force Base, Utah. He died June 5 in Kirkuk, Iraq of wounds suffered when his vehicle was struck by an improvised explosive device. He served his country for 14 years as a security forces specialist, a C-5 loadmaster with the 22d airlift squadron at Travis afb, ca, and an AFOSI agent. He is survived by his wife and their three children.

PAY PAL SITE

The Pay Pal site is still not working, however you may go to the following site and it will send you to Pay Pal so that you can renew or join the PLA. <http://www.loadmasters.com/payhere.htm>

If you are a new member joining the PLA, you must send your application to bcloader@aol.com or fax him the application at 253.531.0944. If your application information is not received we cannot log you in as an active member, and won't be able to send you the newsletters and the rosters.

**NEW MEMBERS
(* LIFE MEMBER)**

FEBRUARY

David Torbush
Jesse Clausen
Jim Brockman

MARCH

Edward W Boyd
Thomas B Smith
James R Segalla
Marc C Martindale
Charles S Goodman

APRIL

*Jesus "Jesse" Huerta
Shelly L. Kelly

MAY

Tracy League
Brian Saladin
Elaine M. Osborn

**PLA MEMBERSHIP
AS OF 1 JUNE 2007**

TOTAL MEMBERSHIP	1667
ACTIVE MEMBERS	925
(27 LOST LOADS)	
IN-ACTIVE	689
DECEASED	53

MOVING ?

IF YOU ARE PLANNING TO TRANSFER PLEASE SEND US YOUR CHANGE OF ADDRESS AS SOON AS POSSIBLE. We cannot get your newsletter to you if we don't know where you are. Send and e-mail to bcloader@aol.com, or leave a free 2 minute message at 1.800.239.4524. Remember to speak slowly and distinctly, so we can copy your information down. Thank you

LOST MEMBERS

We need addresses for the following people - if you know where they are please contact Bill Cannon.

- * Christopher Clay
- * Nathan Horton
- *John Branski
- *John R. Bumbaugh
- *Joseph F. Colello
- *Lucas White
- *Peter Hall
- *Rebecca McMillan
- Adrienne Gariglio
- AL Kelley
- Chad Miklusicak
- Samuel Fredrick
- Steve Hayes
- Keven Hunt
- Christopher Dixon

- Charles Werner
- Chastity Nelson
- Chris Baker
- James Carden
- John McLaren
- Kristen Burger
- Ricardo Sanchez
- William George Thomas
- William Castro
- Drew Wollenzin
- *Robert Burnett
- David Marotta

The Loader is published for members of the Professional Loadmaster Association, a nonprofit tax exempt organization sanctioned by Washington Secretary of State and the Internal Revenue Service. The Loader is published three (3) times a year. In the event of voluntary dissolution of said association, after all debts and obligations have been met, the remaining assets will be distributed to a nonprofit fund or organization which is operated exclusively for charitable, educational, religious and or scientific purposes and which has been established tax exempt status under section 501C (3) of the Internal Revenue Code.

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**SCREAMER AIRDROP
DOVER AND ELMENDORF RECEIVE C-17S
LM FLIES 10,000 HOURS**

Professional Loadmaster Association Registration Card/Personal Data Change

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ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE: WORK _____ HOME _____ E-Mail _____
COMPANY/BASE/UNIT _____ JOB TITLE _____
AIRCRAFT FLOWN _____ SPONSORED BY (optional) _____
ACTIVE _____ RETIRED _____ RESERVE _____ ANG _____ OTHER (please specify) _____

TYPES OF MEMBERSHIP: ONE YEAR - \$15.00, THREE YEARS - \$35.00, LIFETIME - \$150.00

Please enclose Check or Money Order. Send to:

PROFESSIONAL LOADMASTER ASSOCIATION

P.O. Box 4351
Tacoma, WA 98438
1-800-239-4524

You should receive your welcome pack in 2-3 weeks. Thank you for your membership and Welcome to your organization

Web Address: www.Loadmasters.com