

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

The sign outside the banquet room in the Trump Taj Mahal Casino•Resort in Atlantic City said "Welcome to the 2004 Gathering of Loads"! So began four days and nights of camaraderie, meetings, socials, briefings, luncheons, speeches, a ball game and go-cart racing, seminars, corporate sponsors, inspiring videos and slide shows, and a wonderful banquet. Add the famed Boardwalk, the excitement of the casino just a few floors down from your room, and the complimentary PLA hospitality room, the attendee's didn't know which way to turn. Outstanding! There is no other way to describe the week's events. From the first night, during the formal registration combined with a complimentary welcome social, the attending members of the Professional Loadmaster Association said hi to old friends, met new friends, conducted business, and had fun! Of course this Gathering would not have been successful without the hard work of Tom Kenny and his Liberty Chapter members. They worked hard in the months preceding the event and also all week ensuring everyone had a great time. Additionally, we would not have been able to have such an event without our corporate sponsors; The Boeing Company, AAR Corporation, ABX Air, and the McGuire C-141 Loadmasters. Next time you see any of them, be sure and say thanks.

This year for the first time, we were fortunate to host briefings/seminars from Headquarters, Air Force Special Operations Command; Air Mobility Command's Test & Evaluation Squadron; Headquarters, Nineteenth Air Force; Natick Laboratory, AAR Corporation; and ABX Air. One of our long term goals has been to provide professional development opportunities to our members. What an outstanding success! All the briefers were professional, dedicated, and obviously loved their work. Every attendee walked away a little smarter and more than a little impressed.

Instead of relying on the banquet as our only "formal" social gathering, Monday saw our members gather for a deli-style luncheon with Founder and President-Emeritus Bill Cannon as Keynote Speaker. Bill's inspiring words reminded us all what membership in the PLA was about and how everyone should play a part in supporting the association. The week ended on another high note at the banquet as guest speaker Ray Snedegar described his Loadmaster years and captivated the audience.

Continued on page 5

AL HORWEDEL, TEAM CAPTAIN AND "KING OF THE RELAY"



The Parker-Aguillon-Payne Chapter participated as a team for the second year in a row in the American Cancer Society's signature event, "Relay for Life", held in Vacaville CA, June 26 – 27.

Al Horwedel served as team captain and was also crowned, the "King of the Relay."

The chapter had placed third in overall donations in 2003, but Al's efforts as team captain and his personal motivation catapulted it to the top this year with a combined \$11,600 in earnings.

Al, 73 years young, was last year's individual top earner for Vacaville's Relay for Life event, raising personally a Solano County high of \$4,100.00 for the American Cancer Society. Al had gone door to door through out he city during the spring and early sum-

Al Continued on page 6

C-17 CREW WINS MACKAY TROPHY



Back row, left to right: Maj Bob Colvin, Lt Col Shane Hershman, Col Bob Allardice, MSgt Shawn Brumfield; Front row left to right 1Lt Matt Clausen, MSgt Chris Dockery

ARLINGTON, Va. (AFPN) — One year after they led the biggest combat airdrop since Operation Just Cause in Panama in December 1989, five Airmen from McChord Air Force Base, Wash., are the winners of the National Aeronautic Association's Clarence Mackay Trophy for 2003.

Lt. Col. Shane Hershman, from the 7th Airlift Squadron; Maj. Bob Colvin, from the 8th AS; 1st Lt. Matt Clausen, from the 4th AS; Master Sgt. Shawn Brumfield, from the 62nd Operations Group; and Master Sgt. Chris Dockery, from the 7th AS, were the aircrew for Vijay 10. It was the lead C-17 Globemaster III on the March 26, 2003, airdrop over northern Iraq. The association, along with the Air Force, announced March 25 the award for the crew's heroic service in the war in Iraq.

The award is presented annually for the most meritorious flight of the year and for gallantry, intrepidity, unusual initiative and resourcefulness. It recognizes achievement of outstanding results with unusual presence of mind in either combat or noncombat conditions, officials said.

The initial airdrop of 1,000 Soldiers occurred over Bashur, Iraq. It opened the northern front to combat operations and constituted the largest formation airdrop since D-Day in World War II. Air Force officials called the mission the most demanding C-17 mission in the aircraft's history, and it marked the first time people were dropped from the C-17 during combat.

After the initial insertion, Vijay 10 crewmembers, along with active and Reserve crews from Charleston AFB, S.C., and McChord, flew four more night missions.

For their distinguished service in combat, NAA will present the five Airmen of Vijay 10 with the Mackay Trophy at the association's fall awards banquet later this year. The Mackay Trophy was first awarded in 1911; the original trophy is on display at the National Air and Space Museum. (Courtesy of Air Mobility Command News Service)

DOVER 'NIGHT RIDERS' DEACTIVATED APRIL 1

Capt. Olivia K.D. Nelson
436th Airlift Wing Public Affairs

Shortly after midnight April 1, Lt. Col. Don Gresham, 436th Operations Group chief of special capabilities, brought Dover's C-5 Special Operations Low Level II mission to an end.

A crowd of more than 150 people looked on as Colonel Gresham handed the 436th OGS guidon to Col. Jeffrey Brake, Assistant Deputy Director for Special Operations, Joint Staff.

"You can take great pride in your program. It had a profound effect on the missions you supported," said Colonel Brake after the deactivation.

Colonel Gresham described the program as having "carved a niche" in the world of special operations over its 22-year span. "We've added to their kit bag with capabilities only the C-5 can provide," he said.

The crews here trained in a variety of tactical procedures, specializing in blacked-out operations under night vision goggles (including air refueling). To support the demands of this dangerous mission, the crewmembers were assigned to "hard crews" - always flying with the same people and rarely substituting a crew position. The practice allowed crewmembers to anticipate one another's actions at decisive moments.

In addition to special practices and procedures, the program employed the expertise of personnel not normally involved in day-to-day C-5 operations: Navigators allowed for precise timing during operations as well as heavy equipment and personnel airdrop, and fuels troops conducted hot refueling of aircraft, primarily helicopters, in forward deployed locations.

TRAVIS AFB CELEBRATES C-17

By Capt. Michele Tasista
60th Air Mobility Wing Public Affairs

TRAVIS AIR FORCE BASE, Calif. (AMCNS) — The Travis AFB community celebrated the start of construction on four C-17 facilities April 1, with a groundbreaking ceremony hosted by Brig. Gen. Brad Baker, 60th Air Mobility Wing commander.

Years in the planning, more than 100 base, civic and contractor representatives attended the event to kick off construction of the squadron operations, aircraft maintenance unit, weapons trainer and parts store facilities. The first C-17 is scheduled to arrive here in 2006.

"The construction of the C-17 facilities reflects the expansion of Travis' mission and a progression toward modernization that began in the 1990s, with the arrival of the KC-10, retirement of the C-141 and upgrades to our fleet of C-5s," General Baker said.

The C-17 can be employed effectively when fighting an unconventional war, such as the war against terrorism, according to the general. The C-17 "can fly in the worst weather, under hostile conditions and operate well at austere airfields," he said. "Once on the ground, in adverse terrain, with the enemy nearby, and you need to get out of dodge fast, the C-17 is well equipped for engine running combat off-loads for rapid ingress and egress operations."

POPE C-130S SUPPLY BEANS, BULLETS TO WAR ON TERROR

by Donna Miles
American Forces Press Service

4/27/2004 - WASHINGTON (AFPN) — They like to think of themselves as the “18-wheeler trucks” that supply the front lines in the war on terrorism. C-130 Hercules aircraft crews from the 2nd and 41st Airlift Squadrons at Pope Air Force Base, N.C., deliver food, ammunition and servicemembers throughout Southwest Asia. Unlike larger C-5 Galaxy and C-17 Globemaster III transport aircraft that provide long-haul support to logistical hubs, C-130 crews perform the tactical portion of the airlift mission, often landing on rough dirt airstrips or airdropping servicemembers and equipment into hostile areas. “We can land anywhere,” said Capt. Andy McGee, assistant director of operations and a C-130 pilot for the 2nd AS. “All we need is 3,000 feet (of runway).”

Airmen from the two squadrons work together as what Captain McGee calls a “super squadron” to fly thousands of sorties throughout the theater. “We’re putting the beans and bullets there to support the war on terror,” said Master Sgt. Willie Wellbrock, a tactics loadmaster and superintendent for the 2nd AS. The crews also evacuate wounded servicemembers from the battle zone.

Since their introduction into the Air Force inventory four decades ago, the turboprop C-130s have “earned their stripes” on a full range of peacetime and wartime missions. What makes them so versatile is their ability to haul a wide variety of oversized cargo and to deliver their cargo into remote areas lacking fixed airport facilities. “The vast majority of airlift in Iraq is C-130s,” Captain McGee said. “I guess you could call us the American Eagle airline of the theater.” Sergeant Wellbrock said the C-130 crews in Southwest Asia conduct missions exactly as they train: Flying in at a low level and spending minimal time “in the box” before taking off again to avoid becoming a target.

Even before Sept. 11, 2001, C-130 crews from the 2nd and 41st AS were flying in Southwest Asia to provide logistical support for Operation Southern Watch, which enforced the no-fly zone over southern Iraq. But the terrorist attacks affected the workload and the crews themselves, Captain McGee said. Sorties in the region no longer felt like “milk runs.” “After 9-11, we all felt that we had a true mission to go do,” he said. “Everything we did became much more focused.” The operational tempo picked up dramatically, with crews sometimes pulling 18- to 20-hour workdays to fulfill mission requirements that continue around the clock, seven days a week.

This pace has sharpened the crews’ skills while giving younger Airmen far more experience than might be expected so early in their careers, Captain McGee said. “You’d be surprised how many loadmasters we have who have flown more than 100 combat missions and still aren’t yet old enough to drink a beer,” he said. “Since 9-11, kids come in and mature so quickly,” Sergeant Wellbrock said. “They learn very early on that what we do is all about teamwork, with everybody relying on everybody else.” Crews keep motivated by seeing firsthand the contribution they are making and by getting the opportunity to apply their skills to support the war on terrorism, Sergeant Wellbrock said. “It’s rewarding to go do what we’re trained to do,” Captain McGee said. “It validates everything we’ve been trained for.”

IDAHO AIR GUARD HELPS TEST NEW STACKABLE CARGO PALLETS



by 2nd Lt. Anthony Vincelli
124th Wing Public Affairs Officer

4/27/2004 - GOWEN FIELD, Idaho (AFPN) -- As part of an ongoing Air Expeditionary Force Battlelab initiative, a team tested a new bilevel aircraft loading system aboard an Idaho Air National Guard C-130 Hercules here April 22.

People from the battlelab, a think tank for new and innovative ideas based at Mountain Home Air Force Base, Idaho, made the short 50-mile trip here to test the system as part of an ongoing process to assess its fitness for use in the field.

The system works by taking existing pallets, and attaching a frame and vertical rails to make a second tier. The unit’s base is designed to hold up to 6,000 pounds while the upper pallet can hold up to 3,000 pounds.

It is very simple, yet very innovative because it would dramatically increase the efficiency of airlift missions such as the air and space expeditionary force rotations into the Persian Gulf region, said Master Sgt. Forrest Wood, project officer from the battlelab.

Sergeant Wood, a loadmaster by profession, said the beauty of the system is that it will be able to use the upper tier of cargo aircraft that was previously unused.

“This system will allow the Air Force [to] fill its airlifters with more equipment, which will result in having to use fewer planes to haul the same amount of cargo,” Sergeant Wood said.

The idea for stackable pallets was first theorized in the 1970s, but it was never developed, said Norman Maynard, program manager for the design team from the Air Force Flight Test Center’s instrumentation division at Edwards Air Force Base, Calif. The division designed and constructed the system.

“We ran this system through a number of worst-case scenarios, including crashes, uneven loading and even hanging the pallets upside-down. It seems to handle whatever we throw at it,” Mr. Maynard said.

Mr. Maynard and other members of the design team said this initiative has been an exercise in teamwork among the Guard, active duty and Air Force civilians.

“This entire project was conceived, designed and patented by the Air Force. It is a totally ‘blue’ project,” Mr. Maynard said.

If approved for use in the field, Mr. Maynard said the system will be relatively inexpensive -- between \$8,000 and \$10,000 a piece.

“If all continues to go well ... we may see these in the field in less than a year,” Mr. Maynard said.

McCHORD, CHARLESTON TO TAKE PART IN 60TH ANNIVERSARY OF NORMANDY DROPS

By Staff Sgt. Scott McNabb
62nd Airlift Wing Public Affairs

CHERBOURG, France — More than 40 active duty and reserve Airmen from McChord and Charleston, Air Force Base, S.C., honored Americans and allies who attacked the German occupying forces at Normandy June 6, 1944.

Four McChord and Charleston C-17 Globemaster III crews joined 12 C-130s to airdrop Soldiers from eight Army airborne units during flying operations here June 5.

The drops commemorate the expeditionary forces deployed on D-Day and highlight the same type of forces used today.

There was no flying on the 60th Anniversary of D-Day because French officials set aside a series of events for the Airmen and Soldiers to take part in thought the day. After visiting the Omaha Beach cemetery, the crews took part in formations and parades thought the day culminating in a dinner in the city of Montebourg.

"It's a great experience and I'm really proud to be here," said Capt. Buddy Martens, 4th Airlift Squadron. "It's an honor to fly in the same airspace as they did. There were so many people that didn't make it back that day. Not just jumpers, but pilots too. A lot of the planes didn't make it back. It's the biggest opportunity I've had since I've been on this airplane.

Captain Martens said he and the others on this mission are thankful for the chance to take part in such an historic event.

"I was happy to hear about it. I was honored," said Master Sgt. Ty Brooks, 97th Airlift Squadron, whose uncle saw action on D-Day. "I'm a bit of a history enthusiast at least of World War II. I'm grateful. I know that a lot of the freedoms that we enjoy and the way the world is now have a lot to do with what they did 60 years ago."

Sergeant Brooks said his goals on the mission were to honor those men who took part in the airdrop and to remind everyone of the sacrifices they made.

"It's a great honor to be here doing something that others did in the past," said Master Sgt. Ron Souza, 8th Airlift Squadron loadmaster superintendent. "Of course we were a lot safer than they were. We weren't taking on flack over the drop zone and they did."

Sergeant Souza, like the majority of the crew members and ground operators involved, did his homework on the history of the D-Day invasion.

"They dropped 2,000 and 1,600 were casualties," he said. "They didn't all make it to the drop zone and when they did, they were hit."

The master sergeant said the comparison in efficiency of today's capability to drop paratroopers with what the crews had then is awesome.

"That was back when airdrop was in its infancy," he said. "We've come a long way."

The Air Force units involved in the Normandy mission include the: 94th Airlift Wing; 302nd Airlift Wing; 43rd Airlift Wing; 37th Airlift Squadron, 352nd Special Operations Group; 437th Airlift Wing; 62nd AW and 446th AW.

The Army units include; 82nd Airborne Division; 1/507th Parachute Infantry Regiment; 75th Ranger Regiment; 173rd Airborne Brigade; 101st Airborne Division; 4th Ranger Training Battalion and other Special Operations Command Europe elements.

BIG COUNTRY CHAPTER



Bob Antoline



Juan Levario,
Frank Martindale



Frank Martindale, Ray
Martin, Mike Lutzko



Claude Ferrand

McCHORD HELPS WELCOME HOME 173RD

Four McChord aircrew members are returning to Italy nearly a year after they made airdrop history in the beginning phases of Operation Iraqi Freedom.

McChord C-17s and aircrews led the way in the airdrop of soldiers from the 173rd Airborne Brigade into Northern Iraq March 26th. Col. Michael Mahan, 446th Operations Group Commander; Lt Col Shane Hershman, 7th Airlift Squadron Commander; MSgt Derek Bryant, 728th Airlift Squadron; and MSgt Chris Dockery, 7th AS Loadmaster, were invited to the brigade's home base of Vicenza, Italy to welcome home members of the 173rd from their nearly year-long deployment.

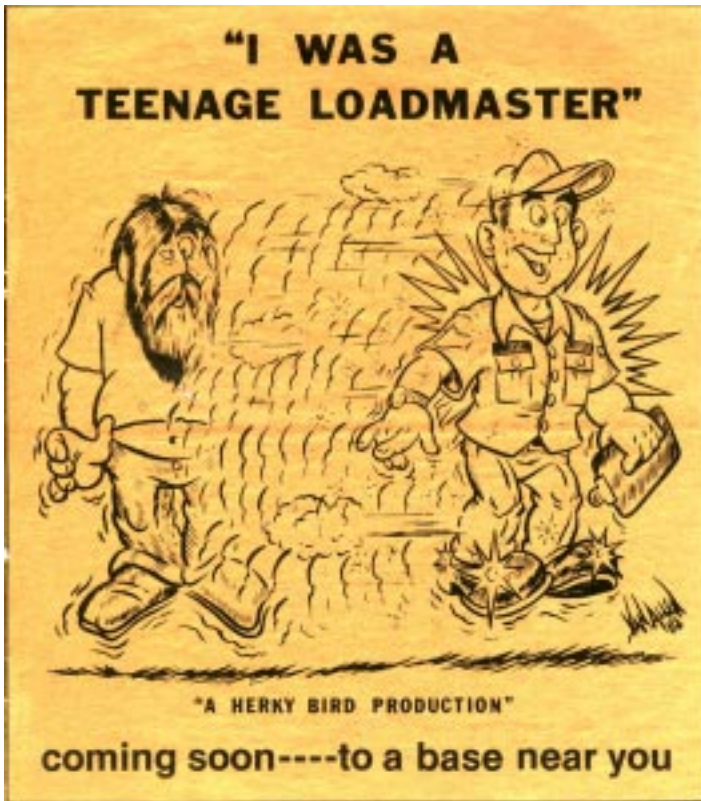
There the McChord airmen will present a shadow box with coins from the McChord units involved in the drop. Also included in the shadow box is an American flag flown on the lead ship of the formation and a swatch of parachute used by one of the Soldiers.

The majority of the 173rd Soldiers had never even seen a Globemaster III until the day before they jumped in the largest combat airdrop since Operation Just Cause.

The colonels agreed that C-17s have silenced their critics during Operation Enduring Freedom and OIF. The airdrop was just another example of fully exploiting the capabilities of the C-17.

"The naysayers have been saying since we got the plane that it would never be employed it and have used it for the last two and a half years," said Colonel Hershman. "If there's a capability out there, we end up using it somehow."

Sergeant Dockery said he would like to see McChord take part in more joint training to better familiarize people with the abilities of the C-17, and he looks forward to being there for the return of the 173rd.



CHECK OUT OUR WEB SITE AT
[HTTP://WWW.LOADMASERS.COM](http://www.loadmasters.com)



This picture comes courtesy of Bill Yeary. Steve Schade cut it out of the Little Rock "Air Scoop" base paper in the early 1980's and carried it in his pubs bag for years. He has it framed in his office to remind him of where he came from.



DO YOU HAVE SOME OLD LOADMASTER HISTORICAL PHOTOS LAYING AROUND? DIG THEM OUT - THE LOADER IS ALWAYS LOOKING FOR INFORMATION TO PUBLISH, BOTH CURRENT EVENTS AND EVENTS FROM OUR HISTORY.

This picture comes courtesy of Jim Scanlan. It is the first basic loadmaster course in 1953 at West Palm Beach, Florida. Mr. Frank Kennedy is in the frnt row, 6th from the left.

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mer of 2003, telling his tale of survival and collecting \$5 bills.

This year again, for the fifth time, Al, a survivor of both prostate and skin cancer, was preparing to participate in the event.

But something happened the first week of March that changed the way Al approached this year's relay; His friend of 42 years, and the wife of a fellow PLA Chapter member, Fern Ramirez, died of melanoma of the liver. Just days later, Al found out that his sister-in-law from Ohio had been diagnosed with pancreatic cancer.

Having become the Barry Bonds of the county's Relay for Life fund raising, Al now had been emotionally punched in the chest by the disease that had already claimed his mother, as well as all four of his grandparents, and had twice come dangerously close to claiming Al himself.

As if Al needed to be pushed harder. He vowed to double the amount he raised in 2003. For five months this year, Al stalked the streets of Vacaville from 5 P.m. until sundown, rapping on doors and asking for donations. He visited several thousand households, both in his neighborhood and throughout the city. Some people weren't home, some people had already donated in some other way, and some people just couldn't afford to give. Al said he took the rejections in stride and moved on to the next welcome mat.

By June, he had collected more than 900 signatures from residents vowing to donate to the fight against cancer, and he did reach a goal perhaps perceived to be unreachable: He raised \$8,237.

It's no surprise the Al extraordinary effort made him again the top earner in Solano County for the Relay for Life and solidified the PLA Chapter's position of being the number one team for donations. While Al is quick to say that the contributors are the heroes, it's impossible to mute the accolades he receives.

Al isn't alone in his fight. His wife, Norma, helps on the paper-work side of the fund raising. Not only for his personal donations collected, but also for the chapter. "I'm the inside person," Al's wife of nearly 46 years said. "He goes out on his own."

He said while the average donation is a modest \$5 to \$10, even people with strictly limited funds find a way to contribute. "I came home with a lot of dollar bills," he said. One woman Al came across said she didn't have the resources to give a cash donation, but that Al could have all the pocket change she had collected. It ended up being a \$33 donation.

The Parker-Aguillon-Payne Chapter is proud to call Al Horwedel one of their own and is not only the chapter's "Hero", but also the "King of the Relay" for the American Cancer Society.

(This article, in part, is extracted from the Vacaville Reporter newspaper)

Dover continued from page 2

The crews trained to rapidly on- and off-load troop and equipment packages in combat zones, and according to Colonel Gresham, it was impossible to ignore the weight of responsibility.

"You get an attachment to those folks in the troop compartment that you're delivering into harm's way," he said.

The gravity of the SOLL II mission was brought into sharp focus simply based on its status as a "highest-level military asset."

"We do a chairman-directed mission. That was a huge motivational factor for our guys," said Colonel Gresham. "It gave them a sense of pride."

This isn't the first generation of the SOLL II program, and it has not gone away with the deactivation of the C-5 version - it recently transitioned into the hands of C-17 Globemaster crews at Charleston AFB, S.C.

A "CANNON BLAST"

by Bill Cannon

As I walked down the famed "Atlantic City boardwalk" in Atlantic City, New Jersey after leaving the luxurious "Trump Taj Mahal Resort" located right on the boardwalk, I thought to myself-"What a fantastic reunion!" In the seven years that our association has been in existence, I can truly say; that this was the best "Gathering of Loads" so far. Our "hats off" to our brothers and sisters in the "Liberty Chapter" who implemented the plan, picked the site, planned, coordinated, followed-up and carried out the reunion. What really impressed me and many others was that this "Gathering of Loads" was not the "stories and beer" type reunion, but a professional development type reunion with briefings by USAF active duty loadmasters and loadmasters from the civilian sector who briefed on civilian loadmaster employment opportunities and new equipment in-test or development that is used in Airdrop/Airlift operations throughout the world (special thanks to Ray Snedegar and Bob Pitts). This is the first of four reunions that we have had that presented a more upscale/updated variety of a reunion. The Professional Development portion of the reunion was a definite plus for the success of the reunion and was received by all with a "way to go" attitude. Switching to the professional style of a reunion adds to the ultimate goal of our profession and association. But, that does not mean that we didn't have a lot of fun, because the go-cart races, baseball game and wild stories in the hospitality room were all great and lead to the outcome of success. Several members met friends they hadn't seen in many years, and everyone met Wes Herrick, the loadmaster who made the video "Veterans' Anthem". Wes was kind enough to hand out his video to all those who wished to have one. Thank you -Wes, everyone appreciated your generosity. A special thank you to Ray Snedegar, who was our guest speaker and highlighter of the reunion. A true hero in my book!

Best to all; Bill Cannon



*PLA Members Kathy & Kyle Disney
at their wedding April 6, 2004*

CHAPTER REPORTS

Parker-Aguillon-Payne Chapter

Our chapter participated as a team in the American Cancer Society's "Relay for Life" that was held in Vacaville CA, June 26 – 27. Al Horwedel was our team captain this year and because of all the donations he personally received and the donations received by other members of the team, we were able to become the number one team for donations. Please see the related article in this "Loader." Also I want to personally thank all members and their spouses that participated, walked, and gave us their support.

Our chapter also got together in March at Chevy's Mexican Restaurant for another outstanding chapter social event.

We would also like to welcome back Frank Murphy and RC Jones to our chapter whom we allowed to be on loan to the Liberty Chapter for the last couple of years. They both are great supporters of the PLA and it's great to have them back.

Mark Raymond, Frank Murphy, and Steve Johnson from our chapter attended the National PLA "Gathering of the Loads" in Atlantic City and was enjoyed by all. The Liberty Chapter did an outstanding job of putting all this together and it was a smashing success. It was great seeing all loadmasters and friends that you hadn't seen for a long time. Our chapter will be hosting the national convention in 2006 and look forward to making it even more successful and encourage all PLA members to look at attending.

Since our chapter news didn't get into the last "Loader" we would also like to congratulate the new Dover chapter and wish them many successes. The chapter president, John Nason, is a highly energetic and enthusiastic member of the PLA and will lead the Dover chapter to many successes.

Our annual chapter picnic is being held on 17 July at Lake Solano near Winters CA and look forward to a great day.

Thanks to all the chapter members who continue to support us and a reminder that are monthly meetings are held the first Tuesday of each month. We normally have them at, 7:00 PM, at the Delta Breeze Club (NCO Club), on Travis AFB, but at times, have held them in the active duty flying squadrons. I will normally notify everyone via Email, of any change in the meeting location, but if you have any questions, please feel free to call me at, (707) 399-3416, during the day, and at night (707) 428-3212.

Mark E. Raymond
Chapter President

THANKS AGAIN TO OUR SPONSORS FOR THE 2004 GATHERING OF LOADS ! THEY ARE THE BOEING CORPORATION, AAR CORPORATION, ABX AIR, AND THE MCGUIRE C-141 LOADMASTERS.

Northwest Chapter

Greetings to all from the Great Northwest. Throughout this issue you've seen comments directed to the Liberty chapter and I just want to add mine. Their efforts very simply took a the "Gathering" and made it fit the "Professional" aspects that all of us want to project to the general public. It was professionally organized, and executed by folks who are nothing but professional. Sure we had time to just sit and visit and enjoy a few adult beverages, but when in public it was nothing but a top notch first class group of professionals who were meeting for a purpose. It made me very proud each time that I had the opportunity to explain who we are to someone who was looking at the PLA signs outside our meeting rooms. To all the members of the Liberty Chapter...WELL DONE!

On the 19th of June, seventeen members of the Northwest chapter traveled to McMinnville Oregon to view Howard Hughes' "Spruce Goose". That turned out to be a very enjoyable trip for everyone. Once you learn about all of the technology that was developed during the design and construction of that great airplane you definitely gain a greater respect for all of the professionals who were involved. The concept of needing an aircraft that large wasn't actually recognized until the development and delivery of the C-5. Mr. Hughes was very simply a man who was way ahead of his time.

Our next big project will be at the end of August when we go back to help Habitat for Humanity with their building blitz. Their plan is to build two houses from the ground up in just 3 weeks. For all of the Loadmasters in the greater Tacoma area, "stand-by-for-news". I'll be getting flyers to all of the squadrons and we'll run the recall roster just to make sure we don't miss someone.

On September 18th we'll have our annual family picnic at Holiday Park on McChord, so if you're in the area, please come out and visit a spell.

Until we see you again, take care, fly safe and to all of the men and women who are putting it on the line, we are very proud of you and thank you for your sacrifices.



*Standing L-R ...?... J.D. Welch, Walt Baade, ...?...
Norm Keppler, Wayne McFarland, Bill Cannon.
Kneeling L-R ...?... Jerry Baird, Dan Reider*

LOADMASTERS GATHER at the TRUMP TAJ MAHAL CASINO•RESORT IN 2004!



Check-in at the Gathering



Ray Snedegar, keynote speaker for the Gathering



Camaderie during the Gathering



Members of the Liberty Chapter, hosts for the event.



Bill Cannon, our founder, during the go-kart races.



PLA Gear

PLA COINS (below)

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 PIN (right) and PATCH (right bottom)

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: Vetter8191@msn.com



CHAPTER REPORTS

First State Chapter

We've been busy vrying our meeting places and dates to try to draw in more members. Meeting attendance has hovered around 5-10 per meeting. We're planning a fundraising at Uno's restaurant on the 16th and 17th of July. Twenty percent of each coupon holdr's check goes to our PLA chapter. Our annual picnic is slated for September 11th at the Camden VFW Hall and we're hoping to get more ideas for that as well. Museum display is awaiting inputs from other chapters and will be an on-going project.

John Nason
Chapter President

Trailblazers Chapter

Hi ya'll from the southwest! Although no one from hi our chapter was able to attend the 2004 Gathering of Loads, we had a special treat last month when J.P. Salisbury attended our meeting. Members present were able to hear of events which occurred during the Gathering of Loads, and having the PLA National President at our meeting, we learned of the working intricacies of the PLA organization.

This is a great month during the year...besides the first day of summer which everyone looks forward to, TSgt/MSgt promotions are announced. Altus has gained four loadmasters who were promoted to TSgt, and seven loadmasters who were promoted to MSgt...what an awesome year for the career field!

Our monthly loadmaster meetings are slowly developing into great up-to-date world event briefings. Shane Eaton and Darin Sedlacek have led the current events by discussing loadmaster specific issues/events in the system. We also are reaching out in our local community every chance we get. The Traveling Vietnam Veterans Memorial, The Wall That Heals, has come to the city of Altus for five days. I was honored to speak during the opening ceremonies, and to reflect on the loadmasters who have lost their lives during the Vietnam conflict. By the number of civilians visiting, it was evident that the memorial was a powerful connection between the military and the non-veterans. Many of the loadmasters from the 56th, 58th, and Boeing have ventured to The Wall That Heals to experience the legacy.

We are always soliciting for any squadron patches or loadmaster memorabilia for the Heritage Hall. The Heritage Hall is located at the Basic Loadmaster School (BLM), and encompasses the heritage of the loadmaster force. Doug Gardiner has really taken this on as a personal project. Mr. Frank Kennedy has made a trip from Oklahoma City to give us a photo of himself as the first C-124 BLM instructor during 1953 at West Palm Beach, Fl. He also left us with an original C-141 57th Military Airlift Squadron patch from Tinker AFB, and a C-124 lithograph. What an inspiring dedication to the loadmaster history now displayed at the BLM school house! Thank you Mr. Kennedy! With more assistance in building our loadmaster heritage, the hall will surely be a great memorial for all loadmasters in the future, and spark new loadmasters in their training.

Please continue sending your loadie stuff to James Scanlan, 526 Alpha Street, Altus AFB, OK, 73521. You can reach me by email at james.scanlan@altus.af.mil.

James Scanlan, President, Trailblazers Chapter

Liberty Chapter

WOW! Were you there? Did you go? I'm talking about the Gathering of Loads of course. If you missed it, you really missed out on a fantastic event. There were over 80 people that made an appearance at the convention during the week. From the opening social Sunday night to the banquet Wednesday evening, everybody had a wonderful time. Let's see; social, go-carts, ballgame, banquet, in Atlantic City, right on the boardwalk! Of course most of the fun was tempered with the National Board meeting and the general membership meeting but hey, the seminars and briefings were great! Then of course, there was plenty of socializing with friends, both old and new.

I have to say it was indeed an honor for the Liberty Chapter to host the Gathering. Believe me when I say it was hard work! Our Chapter poured its' heart and soul, not to mention some money, into this event. For the past six months a lot of folks did some super work to make the Gathering happen. I'd like to thank each of them and let you know who the movers and shakers are. Kirk Sweger, Karl Eckberg, Barry Withers, R.C. Jones, Will Savage, Harry Viel, Kent and Anne Brown, Jake Morgan, Donny Maheux, Shem Miller, George Young, Brian Chewing and of course J.P. Salisbury! There was a huge behind the scene effort that kept things moving on a daily basis and these folks made it happen. Kudos to each of you!

Well as you might imagine, nothing happens as planned. We learned a great deal hosting this event. Some things worked and some things didn't. One thing I feel went well was the hot wash. Our notes are quite complete and we stand ready to pass them on to Mark Raymond and the folks at the Parker - Agillon - Payne Chapter. Good luck and I look forward to seeing you guy's in 2006 out in the Bay area!

Our chapter election are coming due in the next few months, so if you're a Liberty Chapter member and are reading this, start thinking about who you would like to see in office. I've had a great time working with all of you and in case you haven't heard, I'm PCSing to Pope AFB this fall. I'm looking forward to meeting the folks at the Mid-Atlantic Chapter and making new friends. Have a safe summer everyone!

Tom Kenny
President, Liberty Chapter

Big Country Chapter

The Big Country Chapter conducted its last meeting 6-22-04 at VFW Post 6873 with 11 members present.

Bob Atoline briefed the membersip on the National Convention which he recently attended. He polled the membrship at the National Convention about the feasibility of having a National Convention in Ailene. They were in favor but stated that option won't be available until 2008 as the next convention is scheduled for 2006 on the West Coast. They also sttd they needed to know the Big Country's intentions by 2006. In response President Lutzko apointed a steering committee to check the availibility of lodging, dining, transportation, entertainment, etc in the Abilene area.

Continued on page 15

New Members since February 2004

Life Members are underlined

February

Jacob Lee
Robert Devine
Kirk Whetsel
Troy Coville
Shane McClanahan
Verne D Rider
Paul Buckley
Kathleen McFarren
Reed Emerson
Lance Nelson
Matt Harms
Jeremy L Stephens
Jesse L Burdette
Casey Hill
James D Campbell
Glen R Tillman
Jerry J Davis
Rick C LaFrance
Adam J Monroy
Ryan L Atkinson

April

Todd Herzog
James Blakely
Joe E Tomlinson
Philip Rifenburg
Philip Julia
Kurt Bertino
Jamie Lewis
Charles Wiscavage
Jimmie McKenzie
Christopher Hennion
Larry Massingill
John Allen
John McClenny
Nathan Gershon
Philip Magreevy
Glenn Scovil
John E Howard
Jeramia J Valentine

March

Greg Bagley
James Herring
Jeffrey Faretra
Ronald Foster
Steven Lediger
Ben Villao
Joe P Murray
Michael Gordon

May

Richard A McDermaid
Rodney Wiles
Andy Hoots
Timothy Allison
Rob Walters
Franklin Salerno
Drew Wollenzin
Robert Faynik
Philip Wien
Ron Iniguez
Don Vinson
Dean Irwin
Sean Harre
John Lavacca
Nathaniel J Riddiek
Joseph M McWilliams
Thom R Maxwell
Duane Edwards

June

Terry Craig
Adrienne Gariglio
John Briggs
Gerald A Amburgey
Chad Miklusicak
Steve Hayes
Joseph J Hayes

REUNIONS



2nd Aerial Port Squadron Reunion The 2004 Reunion will be on September 17th and 18th, at the Sleep INN, (615)220-2260, in Smyrna, TN. Make your own reservations by Sept. 1st. A block of rooms will be held for us until that date. Room rates will be \$59.00 plus tax - King and Double, Suites - \$74.00. To get these rates you MUST mention you are with the 2nd Aerial Port SQ. Reunion. Reunion Registration Fee: \$50.00 per person. Send check to: Clara Vaught, 2399 Old Plank Rd. Newburgh, IN 47630 by September 1st. If further information is needed, please contact Clara Vaught at (812)853-5679 or Dexter Neyman at (615) 459-6692

THANKS TO THE PLA

On 29 Aug 03, I was administering an over the shoulder evaluator upgrade for a SSgt in the 58 AS, when a call came from ATC, "Caddo flight you need to return to base and the TSgt evaluator must depart the mission". Well when I heard this my heart dropped and I was wondering what the heck was wrong. My first guess was that one of my children had been hurt at school, or possibly my wife had been injured. I would have never guessed that everything my family had worked for in 15 years would be gone in a matter of an hour.

On arrival back at Altus, Lt Col Ted Carter, 58 AS/CC, and MSgt Bob Austin, Loadmaster Superintendent, met me at the aircraft and asked if I knew what had happened in the last hour. My response was a very concerned "No". Lt Col Carter responded that everyone is OK and that we had just lost our base house to a fire. In shock, I asked where Wendy and the kids were. Lt Col Carter and I met with Wendy and the kids in front of our smoldering base house. August 29 is the day that changed my families life forever.

It is very difficult to put in words the emotions that were tormenting me at 1300 on 29 Aug.

I was wondering how a family of six was going to recoup from this fire. How was I to calm the emotions of my family and reassure them that all was going to be OK, while all they had smoldered before them. How will I house, feed, and clothe with nothing at all, other than my vehicle and paycheck. I was preparing for the worst. As mentioned above Aug 29 changed my family forever. Unaware and numb from the events, my family was about to be ask Wendy to keep on driving and park on the side, because I

—Thanks cont. on pg 15

ATTENTION ALL PLAMEMBERS

We will be publishing the new PLA roster in November. If your address, phone number or any other information has changed please let us know. Point of contact is bcloader@aol.com or MCannon299@aol.com or call 253.531.9259 and give us the new info. If you would NOT like your name published please let us know. We will need this info as soon as possible to get the new roster ready for print. Thank you

Your Executive Committee:

As of July 1, 2003

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@na.boeing.com
Vice President (Cent)	Doug McCuddin	(618) 667-4776	Douglas.McCuddin@scott.af.mil
Secretary	Rob Flori	(253) 864-7337	Vetter8191@msn.com
Treasurer	Chris Dockery	(253) 435-9034	DockeryC@hotmail.com
Public Relations	Mike Welch	(310) 318-9031	Michael.M.Welch@boeing.com
Loader Editor	Frank Murphy	(707) 469-6303	FrankM@loadmasters.com
President Emeritus	Bill Cannon	(253) 531-9259	BCLOADER@aol.com



“The Loader” is available by e-mail. Contact: frankm@loadmasters.com

\$cholarship Information

The PLA offers three scholarships, two scholarships academic for college entry, and the third scholarship for vocational/technical school after high school graduation. Starting in 2005, the Levitow scholarship will be for \$1000.00, with the other two being for \$500 each. 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 engelker@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.

Jim Engelker
 10925 Cnty Rd 29
 Ovid, CO 80744
 E-Mail: engelker@kci.net
Scholarship Manager



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.

FLAVIN, DON was a loadmaster for a short time, but a friend of hundreds of loadmasters for a very long time. Don Flavin passed away on 24 March 2004 at his home in Corpus Christi, TX. Don retired from Federal Service in 1990 after spending many years in the 62nd Aerial Port Sq. at McChord AFB WA. Every loadmaster who transited or originated at McChord AFB will always remember "Don" as the home-spun, congenial, skilled technician who oversaw the ramp services operations. Don was a lifetime member of the PLA, a true friend; he will be missed.

BRANDT, CHARLIE DONALD (Don) passed away in Tacoma, Washington on 29 Jan 2004. He was born June 30 1933. He was a Loadmaster for 26 years. One of his missions included returning the bodies from the Jonestown massacre, (Mass Suicide). Don had also become a licensed pilot and had worked for the FAA for ten years. His wife Cora survives him. Also he has a brother Dan of Virginia.

ROGERS, WILLIAM C., 75, of Carrollton died Saturday, February 21, 2004. Funeral was at the Old Camp United Methodist Church; Martin & Hightower Heritage Chapel. Bill was a Loadmaster in Heavychain for a number of years.

Thanks cont from pg 11

needed some time to compose myself. I had lost it. I can't emphasize enough what it meant to me that all had come together to help my family. Our Needs were met in less than 24 hours.

The compassion did not end that day. My family received many donations of clothing, household goods, funds and services from base, community, and national organizations. From the bottom of our hearts, my family would like to thank every Loadmaster and the Professional Loadmaster Association for your selfless donation for my families recovery. It proves that there is no tighter family than Loadmasters. Loadmasters take care of each other and My family hopes that someday we will be able to return the compassion and service that we were so blessed with.

Thanks for all,
TSgt Mike Klein

Big Country cont from pg 10

We also discussed having a picnic and inviting all active duty Loadmasters and their families stationed at Dyess; however their frequent rotations may present a problem.

Our next meeting is scheduled for 11 Sep 04 at which time the Steering Committee will report on its findings and we will also make a decision on the picnic.

Bob Leet gave the closing prayer and made a special tribute to Jim Clem, a deceased loadmaster who was not a PLA member but was well known to the membership.

Mike Lutzko
President, Big Country Chapter

CONGRATULATIONS

**TO OUR
2004 SCHOLARSHIP WINNERS!**

The John L. Levitow Scholarship

to
Ashley Baker
attending Centralia Community College

The Dana M. Snider Scholarship

to
Christina Kenny
attending Rutgers University

The Sam Hanna Scholarship

to
Justin Menard
attending Pacific Lutheran University

**PLA FINANCIAL STATEMENT 1 APRIL
2003 THROUGH 31 APR 2004***

Total Income \$15,541
Dues - \$14,080
Loader Ads - \$1000
PLA Gear sales - \$361
Assorted Donations - \$100

Total Expenses \$11,099
Printing/Mailing/Supplies - \$7429
Donation to Assorted Memorials - \$1150
Travel Costs - \$501
Website fees- \$519
Chapter Start-up - \$500
Scholarships - \$1000

*This report was completed by Chris Dockery, PLA Treasurer, and has not been validated by an accountant.

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