

THE **LOADER**

Professional Loadmaster Association, P.O. Box 4351, Tacoma WA 98438
1-800-239-4524 www.Loadmasters.com



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FRIENDSHIP THROUGH AIRLIFT



CABIN REPORT J.P. Salisbury, PLA President

Happy 2006! I hope everyone enjoyed the holidays and the New Year finds you and your families well. I know a lot of our members reading this are not at home, nor have they been home for a while. For all of you deployed

defending our great nation, we thank you and are keeping you in our prayers. We would not have the freedoms we love without your efforts!

Soon the Parker-Aguillon-Payne Chapter will be welcoming members to this years 2006 Gathering of Loads in San Francisco. Mark Raymond and his team are working hard to ensure everyone has a great time while also completing our association business. They have a lot of activities planned for us, so plan on coming and having a great time. They have gone to great lengths to keep member costs as low as possible while at the same time, keeping this a first class event! See the advertisement in the LOADER and go on-line to our website, www.loadmasters.com, to read what to expect and to register. I hope to see lots of you there.

Also this year we are holding elections for the Vice President, West Coast and Vice President, Central positions. We have sought nominations and have placed a ballot in this issue and we need everyone to vote! Please take a look at the ballot and get your votes in to our Election Committee Chairman, Dave Tellers via email or by cutting out the ballot and sending it in. Contact information is included with the ballot. Thanks Dave, for helping out on this. Remember folks, this is your chance to have a say in the PLA leadership. Vote now! Winners will be announced at the Gathering of Loads in San Francisco in May.

Good news for the southeastern section of the United States. John Gallo, a PLA member assigned to Charleston Air Force Base, has rejuvenated the Southeast Chapter, based in the same location. John has worked hard, along with several other members in the Low Country area to make the Southeast Chapter a viable one. All members in South Carolina, active duty, Reserve, Guard, retired, and civilian, please drop John a line at John.Gallo-02@charleston.af.mil to see what he has planned and how you can help. Don't have a lot of time? Not to worry, just



New York Air National Guardsman Staff Sgt. Jim Brucculeri, HC-130 Hercules loadmaster, 449th Expeditionary Rescue Squadron, looks out over Djibouti, Africa, during a Combined Task Force-Horn of Africa mission Oct. 28. The Guardsman is from the 102nd Rescue Squadron, the oldest ANG unit. Throughout the month, the unit performed pararescue drops, air refueling for Marine CH-53s and stayed on alert, ready to recover any downed servicemembers. Photo By: USAF 1st Lt. Shannon Collins

SOUTHWEST ASIA (AFPN) -- Tech. Sgt. Kristy Decker locks pallets onto the C-130 Hercules floor. She is a loadmaster with the 746th Expeditionary Air Squadron and is deployed from the 302nd Airlift Wing at Peterson Air Force Base, Colo. (U.S. Air Force photo by Maj. Ann P. Knabe)



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LOADMASTERS KEEP CARGO, PASSENGERS MOVING SAFELY

by Tech. Sgt. Mark Getsy
386th Air Expeditionary Wing Public Affairs

SOUTHWEST ASIA (AFPN) -- Around the clock, C-130 Hercules cargo aircraft fly from here, airlifting military troops to locations throughout this theater.

Senior Master Sgt. Steven Woodside, the loadmaster superintendent, there are more than 100 loadmasters deployed here from bases around the world. "The loadmasters are a combination of active duty and Guard," Sergeant Woodside said. "They are deployed from a wide variety of places, including six stateside bases, Alaska and from as far as Korea and Japan."

The loadmasters work in crews of two per flight. Loadmaster average a flight every other day. "On non-combat missions -- like stateside missions -- we normally only fly one loadmaster per flight," Sergeant Woodside said. "Here we fly two because they have to do more than their normal duties. We also have to constantly scan for surface-to-air threats."

The loadmasters' job starts well before the aircraft takes off. On the ground, Sergeant Woodside said loadmasters coordinate with the air terminal operations center to get an idea of the cargo and passengers they will be airlifting. Then they attend various briefings on the mission's combat environment. Finally they make their way to the aircraft to conduct an extensive pre-flight inspection.

"This is where the loadmasters check to make sure the aircraft and loading equipment is working properly," Sergeant Woodside said. "We are the last line in the chain to ensure cargo meets all the safety standards and does not exceed the aircraft's limitations."

After takeoff, loadmasters turn their attention to passenger's safety and concerns. For many, this is normally the quiet or rest period of the mission. But loadmasters must still be aware of the surroundings over which they fly. Senior Master Sgt. Dan Wiseley, deployed from Selfridge Air National Guard Base, Mich., said this is where the mission differs from a stateside flight. He said flying "over here" allows loadmasters to become more diversified. They have the chance to broaden their skills -- especially combat skills. "This is my 11th deployment to the area," Sergeant Wiseley said. "When I first started coming over, it wasn't unusual to get shot at. Now things seem to have settled down because [my aircraft] hasn't been shot at yet."

Once the aircraft touches down, loadmasters are back at work unloading cargo and troops and uploading new passengers and cargo bound for another destination. "This is when we ensure hazardous cargo is properly prepared and separated, inspect the on-loaded equipment and give safety briefings to the new passengers," Sergeant Woodside said. "Then we're off again. It's like an unending journey. We fly several sorties inside Iraq on each mission."

The sergeant said, "We go directly into the fight knowing the high risks that are involved so we have a tremendous sense of accomplishment when we can airlift the troops and cargo wherever and whenever needed. "It makes me glad to be a C-130 loadmaster doing what we do 24-7," Sergeant Wiseley said. Although the job may seem monotonous at times, many loadmasters said the reward at the end is well worth it.

"The biggest reward is bringing troops home in one piece," Sergeant Wiseley said. "The worst part of the job is when we have to bring home 'angels.'"

C-130'S MOVING CLOSER TO WAR ZONE

BY: Amy Schlesing, Arkansas Democrat-Gazette
01/25/2006

BALAD, Iraq — Staff Sgt. Milton Beaver pounded the C-130's propellers with jets from a pressure washer, trying to force out dirt that makes his job even harder.

A handful of other maintenance workers climbed all over the plane, walking on the wings, disappearing into wheel wells and engines performing a 30-day "desert inspection" on the cargo plane, cleaning off grime and checking for signs of trouble.

With these planes constantly in use, mechanical concerns are never far away.

A black handprint stands out like a tattoo on the gray plane's nose, the mark of a C-130 maintainer.

"We do everything to keep these things in the air," Beaver said. "These engines keep us busy."

Beaver spoke above the low rumble and blast of air as a C-130 "Herc" rolled by, fresh from Little Rock Air Force Base with a crew that is beginning a three-month deployment.

The demand for C-130s is increasing under a plan combat commanders hope will reduce the number of supply convoys on Iraq's deadly roadways.

Crews and planes from Little Rock Air Force Base's 463rd Airlift Group have shifted north, far from a relatively safe base in Kuwait to a new home deep in Iraq — Balad air base.

"We can make more hops and haul more cargo than anyone else in theater," said Lt. Col. Steve Stater, who oversaw the shift of the 463rd to Balad. "Moving here has a direct impact on convoy operations."

Balad has been a major supply point for years, with runways that can handle large cargo planes like the jet-powered C-17 and massive C-5. Before now, those supplies were largely moved throughout Iraq using ground convoys, putting soldiers on roads littered with deadly homemade bombs.

The 463rd will use their propeller-driven C-130s to drop supplies at even the most remote forward bases, reducing the number of supply convoys traveling roads and highways.

By moving operations to Balad, the C-130s are more centrally located and can make more deliveries within the 12-hour limit on a flight crew's day in a combat zone.

This shift in operations comes at a time when the 463rd is also pulling some airmen and planes home and bringing other airmen and fresh planes over.

Lt. Col. Scott Lockard, deputy commander of the 463rd, calls the logistics of rotating aircrews to and from the theater a "dance" of people and metal.

More than 200 deployed airmen with the 463rd will make up the 777th Expeditionary Airlift Squadron in Balad, becoming part of the 332nd Expeditionary Wing, whose heritage is tied to the famed "Tuskegee Airmen" of World War II.

The majority of the force is maintainers, whose job is to keep the planes airworthy.

HIGH DEMAND

As the war rolls on, C-130 crews are having to do more with less, relying heavily on maintenance miracles and borrowed planes to keep up.

Over the past week, about 10 aircraft and more than a dozen crews arrived in Balad. More than 150 more airmen are expected to arrive today from Little Rock Air Force Base. Those coming in are mostly maintainers [maintenance personnel], who are in

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AIRMEN PROVIDE RELIEF IN PHILIPPINES

CLARK AIR BASE, Philippines - Airmen from Yokota Air Base, Japan, and Andersen Air Base, Guam, in the Philippines as part of an annual bilateral exercise, are providing real-world humanitarian assistance after mudslides engulfed a village and 1,800 people, Feb. 17. U.S. Pacific Command authorized approximately 5,500 U.S. troops, already in the region as part of a bilateral exercise called Balikatan, to assist in disaster relief and humanitarian assistance shortly after a mountain overlooking a village in the southern part of Leyte Island in the Philippines disintegrated into mud following two weeks of steady rain.

Yokota's 36th Expeditionary Airlift Squadron, which flies C-130s, has already transported over 40 people and several tons of equipment, including a forklift, to be used in the relief efforts. "First of all, our thoughts are with the families who lost members in the mudslide," said Lt. Col. Bill Summers, 36th EALS commander. "We are ready to assist along with our sister services in supporting the relief efforts of Philippine government."

According to reports, the village is so remote it takes five to six hours to get there from the nearest airport in Leyte's provincial capitol, Tacloban, which is nearly 400 miles south of the Philippine capitol of Manila.

"Yokota is the airlift hub of the Pacific and we stand ready and able to get whatever is needed to assist in the effort," Colonel Summers said. "The 36th trains for all sorts of contingencies and I'm confident we'll be able to get the much needed supplies and equipment to the affected areas as quickly as possible." In addition to the 36th EALS, the 36th Contingency Response Group from Andersen is providing assistance. The group, which consists of the 736th Security Forces Squadron and 36th Mission Readiness Squadron, deployed to Clark Air Base in early February to open the air base in preparations for the upcoming exercise.

The group's mission is to be on 12-hour alert and ready to open an airfield or engage in any other mission as Pacific Air Forces sees fit. In 2005, they assisted with tsunami relief efforts in Southeast Asia, deployed to the Kamchatka Peninsula to aid in the rescue of the trapped Russian submariners and traveled to Mongolia in support of the president's tour.

Additional Airmen throughout the Pacific theater are gearing up to support as needed. The 15th Airlift Wing at Hickam Air Force Base, Hawaii, which just received its first C-17 Feb. 8, is on alert to deploy their new aircraft and supplies to the region. The Hickam C-17 is the first such aircraft to be permanently based outside the U.S. mainland and is jointly flown and maintained by active-duty Airmen and the Hawaii Air National Guard.

The Kenney Warfighting Headquarters, also based at Hickam, is coordinating PACAF's support to the operation.

So far, 56 bodies have been found and 906 people are officially listed as missing, but the Philippine National Red Cross fears the numbers of dead will drastically increase according to reports.

LOADMASTERS HEART OF C-130 OPERATIONS

by Maj. Ann P. Knabe
379th Air Expeditionary Wing Public Affairs

2/22/2006 - SOUTHWEST ASIA (AFPN) -- Tech. Sgt. Kristy Decker knows no flight in this region is predictable. With nearly two decades of flying under her belt, the Reserve loadmaster is serving her first tour of duty with the 746th Expeditionary Airlift Squadron in Southwest Asia. To date, she has flown into Iraq, Afghanistan and the Horn of Africa more than 20 times. The other half of this loadmaster team is Master Sgt. Thomas Freeman. Both he and Sergeant Decker are from the 302nd Airlift Wing at Peterson Air Force Base, Colo.

Together, they play a critical role in the C-130 Hercules mission. Sergeants Freeman and Decker accomplish preflight checks of aircraft, making sure all equipment is working. Then they supervise the loading of the aircraft, including cargo and passengers. They calculate the weight and balance of the cargo so the aircraft can safely fly.

"Loadmasters provide the pilot with precise weight and balance calculations to determine the plane's center of gravity," said Maj. Brian Tallent, 746th assistant director of operations. "This is key to ensuring the aircraft flies." On a recent mission to Baghdad, the loadmasters had to juggle multiple responsibilities throughout the evening. Their first stop was the airport in Bahrain. One passenger departed the aircraft in Bahrain. As the troop walked off the plane, Sergeants Decker and Freeman supervised the loading of three pallets, weighing more than 4,000 pounds each onto the C-130.

Meanwhile, more passengers boarded. Their luggage followed on pallets. The aircraft took off for Iraq, carrying communications equipment, a 2,000-pound air compressor, and 1,500 pounds of compressed air and chemicals.

Nighttime descents into Iraq kept the loadmasters busy. They peered through the windows, scouring the sky through night-vision goggles, looking for signs of enemy fire. Dim green lights illuminated the interior of the plane with an iridescent glow. Normal white lights block out the night vision goggles, while the soft green ones allow aircrew unimpeded vision.

On the ground, the passengers departed the plane, walking single file away from the aircraft. Meanwhile, the loadmasters directed forklift drivers as they lifted the three pallets into darkness. Col. Dennis Ployer, 447th Air Expeditionary Group Commander, greeted the aircrew. The conversation turned serious as the colonel told the crew they would be carrying human remains out of Baghdad that night. The crew had flown similar missions in the past. "But every time it's painful," Sergeant Decker said.

The aircrew and other passengers quietly filed in the back of the C-130, lining both sides of the aircraft interior. The officer of the day called the servicemembers to attention, the group saluted and six Airmen silently carried the flag-draped coffin up the ramp of the C-130. They carefully set the casket down. An American flag tightly covered the coffin, folded precisely at the corners and held in place by parachute cord. More than 30 Airmen, Soldiers and Sailors followed the casket onto the aircraft. Few, if any, knew the fallen American. Yet, they all volunteered to pay final honors by escorting the remains to the aircraft. The officer of the day called the servicemembers to attention, and the group saluted in unison. Chaplain (Lt. Col.) Jimmy Browning asked all present to remember the American, fallen by an improvised explosive device.

A few minutes later, 46 Soldiers boarded the plane, filing in alongside the tightly secured casket. Two pallets followed, hold-

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: The 815th TCS Flying Jennies Reunion will be in Seattle/
: Tacoma September 6-9, 2006 at the Sheraton Tacoma. This
: is for all past personnel and active duty. Contact Jim Elway to
: get on the roster: 2512 Fairway Ave, Little Rock AR 72116
: (501) 771-4106 or JimElmer@swbell.net
: New website coming
:



Three-month-old Noor al-Zahra, held by grandmother Soad al-Zahra, begins a journey by air Friday from Baghdad to the United States, where she will be treated for a severe birth defect. Looking on is Sgt. Eric Watts of Gary, Ind. (Chris Compton / Atlanta Journal Constitution / The Associated Press)



*Think it's a rumor some C-5's are retired?
Photo Taken by CMSgt R.C. Jones at Davis Monthan AFB.*



OVER COLORADO (AFPN) -- An EC-130H Compass Call aircraft flies over snow-covers hills during a training mission. The aircraft is from the 55th Electronic Combat Group at Davis-Monthan Air Force Base, Ariz. (U.S. Air Force photo by Airman 1st Class Christina D. Ponte)

DEPLOYED HERC LIFE



By Casey W. Crew A1C 41AS, currently serving with 737 EAS

Most of my life has been spent in a small rural town nestled among the foothills of the Blue Ridge Mountains. Awaking to the morning dew sparkling in the grass and the soft scent of pine that laces the humid early day breeze are just a few things that I have always taken for granted. That was until I was witness to my first Middle East sunset. Fully aware of my surroundings for the first time there were no mountains for the sun to hide behind or any fireflies to start flickering at dusk. Standing there in what seems the world's biggest sandbox surrounded by tan buildings and tents with barely a trace of green foliage, reality took hold of me. That was the beginning of my first deployment one year ago.

Often I ask myself just how I ended up here. Like most other members of the squadron I have spent the better part of the last year deployed. At this moment, instead of sitting on the front porch of my Carolina home I am sitting in a small room I share with two other crew members. A quick glance inside and one would notice there is just enough room to shimmy throughout to reach each of our three corners or "habitats." The room is cluttered but cozy mostly because of the few pieces of furniture we have rescued from about the base. To this day I have yet to conjure up an answer that completely satisfies my question of why I find myself here and now. Most other enlisted members I have encountered seem to answer with something along the lines of life experience, great benefits, or a career. Personally, I just wanted to do

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Professional Loadmaster Association



2006

Gathering of The Loads
April 30 through May 4, 2006

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At the Sheraton Hotel, Fisherman's Wharf
San Francisco California

2006 Gathering of the Loads

The Parker-Aguillon-Payne Chapter is hosting the 2006 "Gathering of the Loads" at the Sheraton Hotel, Fisherman's Wharf, in San Francisco California. Please mark your calendars for April 30 through May 3, 2006 (Sunday through Wednesday Night) departing on Thursday, May 4, 2006.

Sheraton Fisherman's Wharf is the premier lodging choice at San Francisco's most popular destination known for its historic waterfront, delicious seafood, spectacular sights and unique shopping. Fisherman's Wharf offers a wide array of activities for virtually everyone. The fabulous location in the 'City by the Bay', puts you within minutes of the Maritime Museum, Alcatraz, Coit Tower and everyone's favorite, the world famous San Francisco Cable Car lines to Chinatown and Union Square.

Fisherman's Wharf offers some of the most incredible views of San Francisco Bay, the Golden Gate Bridge and San Francisco cityscape. Easy access to Sausalito, Muir Woods and Napa Valley make Fisherman's Wharf the perfect home base for your visit to Northern California and the "Gathering of the Loads".

According to our association by-laws we are required to have a general membership meeting on a biennial basis. The last "Gathering of the Loads" was held two years ago at the Taj Mahal Casino Resort in Atlantic City New Jersey. The Liberty Chapter did an outstanding job and raised the bar for all of us the meet. Never the less, our chapter has met the challenge and has planned an outstanding conference for all.

Members planning on attending must complete and send in the registration form AND must also call and make reservations at the Sheraton Hotel. There are no registration fees for spouses/non-member guests. Loadmasters who are not members of the PLA are welcome to attend but will have to pay the registration fee. There will be plenty of opportunities to join the PLA at the "Gathering".

Gathering Registration: You can either fill out the registration form on the web and then print it out or print it out and then fill it in. Please send a check or money order to the address on the registration form.

Hotel Reservation: Call the Sheraton Hotel at Fisherman's Wharf at 1-888-627-7024 and identify yourself as a member of the "Gathering of the Loads", check-in Sunday, April 30, 2006 and check-out, Thursday, May 4, 2006. This will entitle you to a group-discounted rate of \$125.00 for single or double occupancy per night. For more than two persons per room, add \$20.00 per person per night. A tax of 14% will be added to the room rate. Also, a parking fee of \$10.00 a day has been negotiated if you plan on driving.

CUTOFF FOR RESERVATIONS AT THE ABOVE RATE IS March 31, 2006. Cancellations must be 48 hours in advance of arrival or there is a one-night room rate fee.

Schedule of Events

| | |
|-------------------------------|--|
| <u>Sunday, April 30, 2006</u> | Registration and Welcome Reception – 6:00 – 9:00 PM Signs will be posted to direct you to the room. |
| <u>Monday, May 1, 2006</u> | 9:00 AM Executive committee meeting Tour 6:00 PM San Francisco Giants Baseball Game |
| <u>Tuesday, May 2, 2006</u> | 9:00 AM General Membership Meeting 11:30 AM – 1:00 PM Lunch Buffet, all invited to attend Bill Cannon will be the speaker 1:00 PM Air Force Briefings 6:00 PM Pay as you go Dinner, place to be announced |
| <u>Wednesday, May 3, 2006</u> | 10:00 AM Trip to Alcatraz 6:00 PM PLA Banquet 7:00 PM Dinner served Guest Speaker, Richard Brenneman, Viet Nam POW, USAF Pilot |
| <u>Thursday, May 4, 2006</u> | Checkout |

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high demand.

The planes of the 463rd Airlift Group have been in constant use for years now. The group has been rotating airmen in and out of the Iraq and Afghanistan since 2002. For airlifters, it's not a question of how long they've been deployed, it's a matter of how many times have they returned to the theater.

Many airmen have seen eight four-month deployments in four years. The Jacksonville air base had 1,600 airmen deploy in 2005 and right now are in the middle of the first deployment of 2006, with about 600 airmen throughout the theater. The constant demand takes its toll on airmen and planes, alike. A C-130 can haul about 45 tons of cargo a day, the total weight of a day's flights.

A plane typically picks up a new load every time it drops one off. For example, the plane may haul engines from Balad to Baghdad, pick up a humvee at Baghdad and move it to Tikrit, pick up a load of soldiers there and move them to Kuwait and then haul a load of vegetables from Kuwait to Balad.

The need to move equipment, supplies and personnel exceeded Little Rock Air Force Base's supply of planes. A nationwide grounding of older E model Hercules stripped the 463rd of half its planes. The 61st Squadron flew the 1960s E-Model until the ground order came down in 2004 because of concerns about wing fractures. Since then, the planes have been parked on the far end of the flight line at the base, scavenged for parts and awaiting the day they're ordered to the boneyard — where scrapped planes are sent.

Now the 61st and 50th squadrons share the 50th's fleet of H-Model planes delivered in the 1990s. They also are using H Models borrowed from National Guard units in Wyoming, North Carolina and Illinois. "That's quite a sacrifice those units make to help us out," said Stater. "For us, it's fantastic. Without it we don't have the iron [planes] back home to do the training necessary and still run this mission."

The National Guard planes are the same age as the 463rd's planes, but are in considerably better condition since they haven't seen constant use. "Ours have more than 2,000 more flying hours on them than the Guard's," Beaver said. It's the maintainers that keep the planes in the air, replacing parts that wear out quicker than normal in this harsh, sandy environment and excessive flying. And it's only getting busier.

KEEP 'EM FLYING

Most of the maintainers who had been in Kuwait are at the end of their deployment and heading home instead of Balad. That means the remaining crews are working shorthanded while waiting for replacements to arrive.

"We've got eight planes to work on and have only one toolbox to share for engine repairs," said Senior Airman William Lauland as he reached deep into one of the engines. "We work 12 hour shifts." The incoming maintainers are bringing tools, parts and manpower.

On Monday, maintainers worked for eight hours on one plane to fix problems discovered during the desert inspection. Two others are sidelined, waiting for parts. On Tuesday, a C-130 rolled into Balad with a leaky hydraulic system.

Missions never stop, however. Within 10 minutes Tuesday morning, four C-130 s arrived and departed from Balad. That means the working planes are flown even more.

"When we can, we try to use parts from one plane to make another fly," said Master Sgt. Ted West, maintenance section chief.

"These are the dirty birds of the Air Force," said Staff Sgt.

Marcus Pulliam, as he stretched out a grubby hand in greeting and then apologized for the grime. "The constant flying is tough on them."

And when a C-130 is being worked hard, so is its maintainer. Pulliam has worked in freezing rain on a flight line, trying to get a broken C-130 back into the sky. Airmen who have worked in the 130-degree heat of the Iraq summer tell of wearing gloves to keep from burning their hands on the metal skin of the plane.

"These guys take as much pride in fixing these planes as those guys take in flying them," said operations chief 1st Sgt. Brent Williams, alternately pointing to the maintenance headquarters and then the operations center.

That pride is essential to keep the aging fleet in the air.

"You know when I first joined the squadron, I said, 'What an ugly airplane!' " Williams said. But not everyone thinks so. Upon hearing the comment, "You'd have thought I shot the president the way those maintainers looked at me. That's pride."

Casey continued from page 4

something different and for myself there could not have been a better choice. In a relatively short time I have progressed from giving a Ford a tune up to preflighting a Herk. Before I enlisted in the Air Force I had flown once. Now I fly every other day and at this moment I find myself not only supporting the over all goal of Operation Iraqi Freedom but actually making the mission happen.

A better and maybe even more important question I ask myself is "Why?" Just why am I here? The days are long and the work is dirty. I usually find myself questioning "Why?" while shaking the sand from my flight suit after an ERO or wiping the sweat from my eyes when the temperature is greater than 100 scorching degrees. Just getting ready to go and fly the mission takes more preparation than I realized before. Personally the question why I am here is much easier to answer than how I got here. At this point trying to figure out the how part no longer matters. One quick glance at the news and one is sure to see an article about a road side bombing involving a convoy. The roads in Iraq are still the most dangerous place to travel for American troops. Every mission we complete equates to less buses and trucks that have to convoy the routes. My deployed unit—that a number of squadrons from around the world have combined to create—has a motto of "Putting boots on the ground." That is the mission—"Get them in, support them, and get them out." Looking around the base everyone is reminded of this by the solid rock sign guarding the main road and the transient troops shuttling about. I am reminded by every passenger and piece of cargo I carry.

At 100 days into his deployment it is easy to momentarily forget that everyone here has a common goal. When ATOC is having difficulty finding the load or the new rotation of the support agency personnel are struggling to get in to the rhythm of operations, it is easy to become aggravated. However, the delays and minor delinquencies are soon a distant thought when the landing gear touches down outside of the combat zone with a cargo compartment full of troops that have been away from home for a duration much longer than mine. The image and sounds of dozens of men and women cheering and smiling knowing once again they are close to being reunited with the ones they love is truly a sight to see. At the end of a long day, having complete strangers with tired eyes and warm smiles shake your hand and thank you as they stumble down the cargo ramp makes being a C-130 loadmaster worth while. Not everyone deployed or at home supporting the mission gets the opportunity to see the impact they have on the war first hand. I am just grateful to see that every piece of cargo and every passenger we transport truly do make a difference.



11/22/2005 - CAMP LEMONIER, Djibouti -- Loadmaster Senior Airman Jake Wyatt directs the loading of a well rig into a C-17 Globemaster III cargo plane here today. The cargo is bound for Gode, Ethiopia. The 747th Engineer Detachment will deploy there to dig four wells to supply safe drinking water. The engineers, deployed to Combined Joint Task Force-Horn of Africa, support Operation Enduring Freedom. Airman Wyatt is with the 14th Airlift Squadron at Charleston Air Force Base, S.C. (U.S. Air Force photo by Staff Sgt. Stephen Schester)



NAVAL STATION ROTA, Spain (AFPN) -- An Army CH-47 Chinook helicopter is loaded onto a C-17 Globemaster III Feb. 13. The Chinook was initially offloaded from the U.S.S. Pililau here. (U.S. Air Force photo by Tech. Sgt. Russell E. Cooley IV)

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CORPORATION, ABX AIR, AND THE
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NEW CARGO PALLET WILL SAVE U.S. MILITARY \$1.3 MILLION



By Bob Fehringer (contractor), U.S. Transportation Command
Public Affairs

SCOTT AIR FORCE BASE, Ill. (USTCNS) --- A large shipment of merchandise sits near a loading dock behind the United States Transportation Command on Scott Air Force Base, Ill. What makes this shipment different from those normally received by government agencies around the world every day is that shipment appears to be piled on a pallet which is also, on a pallet.

Another federal faux pas?

No, this pallet sandwich is really a new cost-saving shipping system developed for USTRANSCOM, the command responsible for moving all things military.

Called the Associate Intermodal Platform (AIP), the system consists of an 82-inch by 10-inch by 8-inch rectangle of a linear low density hexane copolymer which resembles a large, black waffle. Cargo is loaded and tied down on the AIP and then the whole package is loaded onto the familiar, silver 463L pallet. The resulting package is then ready to load for shipment.

WE NEED ADDRESSES FOR THE FOLLOWING MEMBERS 11 ARE LIFE MEMBERS *

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Greg Bagley
*Joseph F. Colello
William George Thomas
Christopher Huelsenbeck
*Peter Hall
* Nathan Horton
Crystal Sullivan
Chuck Prater

CHIEF MASTER SERGEANT WALTER E. SCOTT 1932-2006



CHIEF MASTER SERGEANT WALTER E. SCOTT WAS A HIGHLY RESPECTED AND PROFESSIONAL AIRMAN. HE WAS THE SENIOR ENLISTED ADVISOR FOR THE 60th Military Airlift Wing at Travis AFB CA upon his retirement in 1979 and above all, he was a Professional Loadmaster. His career took him from flying as a line loadmaster, to management, to test programs, and from squadron level to command level positions of increased responsibilities. His personal drive, initiative, and professional performance resulted in his selection for numerous demanding and significant assignments. While assigned to Southeast Asia, he developed, tested, and perfected a night flare illumination system, a container delivery system, and adopted the parachute low altitude delivery airdrop for the C-123. He was also the Chief Loadmaster for the C-5A Category III Operational testing. He planned and directed the first C-5A loading of the M-60 Battle Tank, Minuteman missile, and a variety of helicopters and aircraft.

Chief Scott joined the Washington State National Guard on 7 Jun 1948 at the age of 15 and served with the 41st Division until 14 February 1950 when he enlisted in the USAF. After basic training, he was assigned to Ernest Harmon AFB, Newfoundland, where he was an Air Freight and Transportation Specialist and a crewmember on the C-82. In March of 1952, Chief Scott attended Loadmaster school at Kelly AFB, Texas, and was assigned to the 1700th ATG where he flew, C-54, C-97, and C-118 aircraft. He even crewed on the XC-99 on numerous missions.

From 1953 to 1971, he served at Tachikawa, Japan; Tan Son Nhut, Republic of South Viet Nam; Travis AFB California; Edwards AFB California; Charleston AFB South Carolina; then back to

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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

Mid Atlantic Chapter

POKER NIGHT: December 15 saw us at poker night which went extremely well! I think this is an event that we will definitely see more of. Possibly every second or third month. Everyone seemed to enjoy themselves; we recruited a few new possible members, and even raised a couple of dollars for our coffers. I would like to thank Mike Lambrecht and the 2nd AS for hosting our event, Tom Kenny and

Ci Ci Alonzo for spear heading and organizing it, Butch Powell for the logistics, and finally Jessie Callahan for providing so much of his hard earned money to others! Congratulations go to Mike Hill as the top chip winner. Mike (actually his lovely wife) walked away with a \$100 AAFES gift certificate. 2nd and 3rd went to Chris Whaylen and myself with a \$75 and \$50 AAFES certificate respectively. Please spread the word to those that were not present on what a first class event they missed, and that we hope to see them next time.

HABITAT FOR HUMANITY: Jeff Shaw organized our recent Habit for Humanity day. January 21st we went out and helped out those folks a little less fortunate than ourselves! We had a good showing of loadmasters between the First Term Airman's Center and the PLA. There were around 20 loadmasters on site. We started out by cleaning up then raking and seeding three yards. In the afternoon we went to work on putting together and installing the front and back storm doors for five houses. We even had a few individuals inside doing trim and paint work. All in all a very productive and enjoyable day. Big kudos go to Jeff for his hard working in organizing a first class event.

UPCOMING EVENTS: We are having a send off for the 2 AS on February 16. Sean Wong and his loadies down at the JAI shop are honchoing this one. Once again our crews are heading over to the desert in support of the GWOT. We want to make sure they know our hearts and support go with them. We are thinking of having an X box competition in the near future. In addition, when the 41st returns home we will have a poker night and Habitat for Humanity day with them. Finally, we would like to have some guest speakers for our monthly meetings. So, if you know of any loadmasters who would like to come on down to North Carolina, give us a holler.

Load Clear
Pat Farley
Chapter President

First State Chapter

The 1st State Chapter is working on two displays at the AMC Museum. One will describe the Loadmaster's function in the Airlift World. The second is a display of a palletor airdrop bundles and possibly some airdrop equipment in a C-130 outside. We're also exploring a granite memorial outside in the memorial garden at the museum to recognize the past, current and future contributions of all Loadmasters. Ideas are greatly appreciated and welcome.

Remember these displays will represent ALL loadmasters. We're also forming work groups to get these displays going. Contact John Nason at johnnason@hotmail.com or at 302-735-4938 for comments or info.

John Nason
Chapter President

Parker-Aguillon-Payne Chapter

The Parker-Aguillon-Payne Chapter is proud to sponsor the 2006 "Gathering of Loads" and to remind everyone we have selected the Sheraton Hotel, at Fisherman's Wharf, in San Francisco. The Gathering will be held from April 30 – May 4, 2006. See all the Gathering information in this issue of the loader and on our web site www.loadmasters.com. REGISTER NOW.

The Sheraton Hotel is the only four-diamond hotel in San Francisco's Fisherman's Wharf. The area is known for its historic waterfront, delicious seafood, spectacular sights and unique shopping. The hotel is just 1 ½ blocks from Pier 39 and the ferries to Alcatraz and Sausalito as well as the turn around point for the famous San Francisco Cable Cars. Start making your plans now to attend. Some of the activities planned are, a trip to Alcatraz, pay as you go dinner at Bubba Gump's on Pier 39, Giants baseball game, Air Force Briefers, and a very special speaker at our banquet. We are really looking forward to having a great conference not only for its members, but also for their guests.

We had our annual Christmas Party at the Travis Museum and had a great time with a great turn out. We are also planning a Golf Tournament in February to help raise some funds to help offset the costs of the Gathering. As we have in the past, we continue to support the American Cancer Society "Relay for Life" and have already started the early planning. Our chapter continues to be a leader in the community in raising the most donation dollars. We are looking on doing the same this summer.

We are well into fine-tuning the Gathering of Loads 2006 and again request your support. Please REGISTER NOW so that we can finalize our planning early and make this the best ever Gathering.

Just 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. If the location is changed I will notify everyone via Email or by telephone. Thanks again to all the great members who continue to support our chapter and the Professional Loadmaster Association.

Mark E. Raymond
Chapter President

IF YOU SEE SOMETHING IN THE NEWS, OR HAVE A STORY REGARDING LOADMASTERS, PLEASE SEND ME AN EMAIL AT FRANKM@LOADMASTERS.COM

**Professional Loadmaster Association
2006 Gathering of Loads
Sheraton Hotel, Fisherman's Wharf
San Francisco, California April 30 -May 4, 2006**

Registration Form

(Please respond by March 23, 2006)

We are taking registration via mail beginning January 15th. Clip and complete the form below or go to www.loadmasters.com and print the form. Send it, with your payment, to the following address:

Mark E. Raymond
2390 Ten Gate Road
Fairfield CA 94534

Please make check payable to: Professional Loadmaster Association

(Fill in and print or print out and fill in your information)

Name: _____ Spouse/Guest Name: _____
Street Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email Address: _____

| | |
|-----------------------------------|------|
| Enter Number of People / Meals | Cost |
|-----------------------------------|------|

| | | |
|--|-----------|-------|
| Registration: Includes Hospitality suite and all costs incurred for official meeting activities. (No registration fee for spouse/non-PLA guest) \$35.00 each | \$35.00 X | Total |
|--|-----------|-------|

Welcome Social: Sunday 30 April 6:00 PM – 9:00 PM. Free to all registered members/guests.
(Numbers needed for planning purposes) Number of People:

| | | |
|---|-----------|-------|
| Baseball Game: San Francisco Giants Baseball Game Monday Night \$11.00 per person | \$11.00 X | Total |
|---|-----------|-------|

| | | |
|---|-----------|-------|
| Luncheon: Tuesday 2 May 1130 AM (spouses are invited) | \$20.00 X | Total |
|---|-----------|-------|

Banquet: Wednesday, 3 May.
Note: Please indicate number by banquet options for each person attending. Tax and Gratuity is included.

| | | |
|----------------------|-----------|-------|
| Fillet of Salmon | \$40.00 x | |
| Roasted Half Chicken | \$40.00 x | |
| | | Total |

I will only be attending the Banquet: no conference fee is required.

| | |
|----------------------------------|-----------|
| Alcatraz tour: Wednesday, May 2. | \$17.00 x |
|----------------------------------|-----------|

TOTAL AMOUNT INCLUDED: Your total costs. Submit your signed check to the above address

GRAND TOTAL

NOTE: This is registration for the Gathering of the Loads activities ONLY. You still need to make hotel reservations at:

Sheraton Hotel at Fisherman's Wharf, San Francisco CA, Phone (888) 627-7024.

Be sure to identify yourself as members of **Gathering of the Loads.**

Cabin Report continued from page 1

being there to support John will make a difference! That said, some members will have to stand up and ask what can they do to help. John is there to guide you and as always, we at National are too.

March 2006 is the nine year anniversary of the Professional Loadmaster Association! Thanks to all of you who keeps our fine organization going. This means everyone from the one-year member to the Life-time member; for the occasional contributor to the LOADER, to its Editor and the rest of our staff. We could not have come so far without anyone! And of course we would not even be here reading this if not for our founder and President Emeritus, Bill Cannon. He had a vision and stayed the course, fighting the bureaucracy, and making the PLA a reality. We have a solid scholarship program, a newsletter published three times each year, an outstanding convention/reunion every two years, and plans in place to take us to greater heights. Let's all work together and ensure future generations of Loadmasters will always have the Professional Loadmaster Association!

LOAD CLEAR!

Loadmasters continued from page 3

ing bags wrapped in plastic and straps, stacked more than five feet high. The entire time, the loadmasters supervised the placement of the cargo, securing it tightly to the floor of the aircraft. Stacked side by side on the cargo seats, Soldiers lined their helmets and bags inches from the metal casket. As the engines vibrated, the Soldiers slept, read or simply stared ahead at the dimly lit casket. On takeoff, the C-130 was full to capacity.

When the plane once again touched down, Sergeants Decker and Freeman asked the Soldiers and Airmen closest to the casket to stand and render a final salute as the casket was carried off.

There would be one more stop before the end of the mission. It was almost dawn when the crew landed the C-130 at their home base, but the loadmasters' job wasn't complete. After everything and everyone was gone from the aircraft, Sergeants Decker and Freeman cleaned the interior of the plane and organized the cargo seats, leaving the C-130 ready for its next flight.

Your Executive Committee:

As of May 2004

| | | | |
|------------------------------|-----------------------|-----------------------|--------------------------------------|
| 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.E.Raymond@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 | (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 | FrankM@loadmasters.com |
| 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 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.

Scholarship Manager

Jim Engelker
 10925 Cnty Rd 29
 Ovid, CO 80744
 E-Mail: jandj@sedgpc.net



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.

Mason Wayman Mauldin of 1600 Tirano Way, husband of Margaret Shehan Mauldin, passed away Nov. 1, 2005, at Cannon Memorial Hospital. Born in Pickens County, SC, he was a son of the late Wayman H. Mauldin and Maude Chalmers Mauldin, and was retired from the U.S. Air Force, having served in World War II and the Vietnam War. Surviving, in addition to his wife, are children, Robert Mauldin and Kitty Herrick, both of Modesto, Calif., and Tommy Mauldin of Oregon; sisters, Jessie Holder and Milwee Schooly, both of Pickens; a brother, Dr. David Mauldin of Pickens; eight grandchildren; and seven great-grandchildren.

Thomas K. "T.K." Davis passed away at his home in Tacoma, Washington Dec 15, 2005. He is survived by his loving wife Rose, a son Mike Davis and a daughter Donna. T. K. enlisted in the Air Force in 1954 and proudly served his country for 20 years as a loadmaster. He flew for over 12,000 hours and served two tours in Vietnam. While serving in Vietnam he was awarded the DFC and numerous AM's. He will be greatly missed by his family and numerous friends. He was well liked by all those who met him.

Walter E. Scott, Chief Master Sergeant ,USAF Retired, passed away at his home in Dixon California on December 26, 2005 after a long and courageous battle with cancer. Born in Wenatchee, Washington on October 17, 1932, he was 73.

He is survived by his wife of 53 years, Rebecca, daughter Ruth Ann Scott Redman, sons Walter E. Scott, Jr. and wife Hilda, and Stephen Robert Scott, brother Donald E. Scott, three grandchildren, Stephen Robert Scott, Kenneth Ryan Scott, and Robert Edward Scott, one great-granddaughter Shelby Scott.

A memorial service was held for the Chief on Saturday, January 7, 2006, at the Dixon Community Church with the Rev. Frank Salamone officiating. Inurnment will be at the new VA National Cemetery, Dixon California in June 2006.

C-123 REUNION

Branson, Missouri May 1-5, 2006 at the StoneCastle. Rate is \$59 per night, and the group rate is guaranteed until April 23. Reservations 1-800-677-6906.

For more information contact
C123 Ray Rice
2065 SW 1201 Pvt Rd
SchellCity, MO 64783

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Travis. He was also a Flight Steward on the aircraft of the Commander-in-Chief Far East Command, serving Generals Hull, Taylor, Lmmitzer, and I.D. White. He held every loadmaster rating up through Flight Examiner on C-124s, C-141s, and C-5s.

Chief Scott retired from the USAF in 1979 after 31 years of service to his country. He owned and operated the Dixon and Winters Travel Agency's for 16 years finally closing the doors in 2003 due to his illness. He loved to travel and had been all over the world. In the civilian community, he had been a Scoutmaster, Girl Scout Advisor, Little League coach and umpire, and an instructor of communicative skills for federal prisoners. He also served on a local school district Scholastic Attendance Review Board, and taught at a continuation high school. He was active in community activities including rotary International, Toastmasters International, and was a 48-year member of the Masonic Order.

Other organizations Chief Scott belonged to include; The Air Force Association, The Air Force Sergeants Association (served as the international President for two terms), a member of the Professional Loadmaster Association, Travis Air Museum, Aerospace Education Foundation (President and Chairman of the Board), and the American Legion.

Chief Scott unparalleled dedication to aerospace and his unique articulative capabilities lead him to be the first enlisted member to be chosen as the keynote speaker at the Air Force Association (AFA) convention in 1977. Chief Scott received many honors from the AFA to include; California AFA NCO of the year and California AFA Man of the Year. He also received the Airlift Associations Outstanding Airman of the year in 1978.

Chief Scott was an icon in USAF Loadmaster career field, an outstanding professional and military leader, eager to serve in the civilian community, and devoted to his family and friends. Chief Master Walter E. Scott will truly be missed.

OFFICIAL BALLOT

The following individuals are nominated for the position of Vice President, West Coast, of the Professional Loadmasters Association

Mark Raymond

The following individuals are nominated for the position of Vice President, Central, of the Professional Loadmasters Association

Doug McCuddin

Vote for each category. Mail this ballot to Dave Tellers no later than April 21, 2006. E-mails will also be accepted but your name must be on the e-mail. Send your emails to: david.j.tellers@boeing.com Results will be announced at the Gathering of the Loads in San Francisco.

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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In This Issue....

C-130 OPS
LIFE OF A LOAD
GATHERING 2006

Professional Loadmaster Association Registration Card/Personal Data Change

(Please Print)

NAME _____ DATE _____
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