

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 Holidays to all! As we near winter and the holiday season, I hope everyone finds time to spend with their loved ones. I know it has been a busy year for each of you and the same holds true for the PLA. In fact, I want to thank all of our volunteers for continuing to help us and for their selfless efforts in keeping this fine organization moving forward.

Our Secretary Rob Flori and his wife Lori led the way at this years Airlift/Tanker Association Convention. I was unable to attend but Rob and Lori worked out the details, made sure we had a booth, improved our graphics, and then set the whole thing up and "worked" the booth the entire time. They spoke with numerous commanders and supervisors, educating them on all the great things we do for the Loadmaster career field. A special thanks to Steve Johnson and AAR Corporation for the loan of a display for this event.

I voiced my concerns in the last LOADER about our scholarship program. I want to remind all that we still need applicants and also recommendations for scholarship names. This is a GREAT program designed to support Loadmasters and their family members. Please help me spread the word and keep this program going!

I want to thank Bill and Marion Cannon for their continued support and guidance of the association. They keep me straight with the legal aspects of the PLA and any other issue that I get confused about. Marion has been a big help working with our secretary to try and find "Lost Loads" but we still need YOUR help. Please review the list and if you know where someone is, let us know and contact the "Lost Load" too.

The Parker-Aguillon-Payne Chapter is working hard preparing for next years 2006 Gathering of Loads in San Francisco. I have talked often with their President, Mark Raymond, and they are making sure this Gathering will be the "best ever". That said, both Mark and I have fielded several questions on the location of the Gathering and its' cost. Since our first Gathering at McChord AFB, Washington, we have worked to improve what we offer every two years. Initially, we were tied in with the Air Mobility Command's Rodeo. That worked well, however, with the change in policy due to the war effort, past Rodeos were cancelled, requiring us to



LOUIS ARMSTRONG INTERNATIONAL AIRPORT, La. (AMCNS) -- Evacuees wait to board a Globemaster C-17 III at Louis Armstrong International Airport, New Orleans, Sept. 3. (Photo by Tech. Sgt. Ben Gonzales)



ON BOARD A C-17 GLOBEMASTER III (AMCNS) -- More than 140 evacuees from New Orleans, victims of flooding caused by Hurricane Katrina, are flown to Austin, Texas. (Photo by 1st Lt. Neil Senkowski)

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This information is from Bill Cannon, our PLA founder: When I started flying as a loadmaster in 1953 on C-124's, we had to "log" FC (flight clerk) time in order to get paid (flying pay) because a loadmaster was not listed in the base finance guidance on who gets flying pay. Look at the bottom of the page - its from August 1945.

BY CAPT. JOSEPH D. GUESS
Air Force Staff

"I've got the best job in the Army Air Forces," said the sergeant, an Air Transport Command flight traffic clerk.

The sergeant, red-headed Billy Hughes, had just returned from a 35-day special mission "hop" around the world. His itinerary, from Washington, D. C., included stops at Bermuda, Malta, the Crimea, Iran, India, Burma, Ceylon, Australia, the Admiralties, Leyte, Guam, Soipan, Kwajalein, Honolulu, San Francisco.

While it is true that not many flight clerks get to make globe-girdling missions, FTCs (flight traffic clerks) are the world's most-travelled enlisted men. Most FTCs are in the ATC overseas divisions and have more or less regular runs, such as from Karachi to Kunming, Casablanca to Cairo, San Francisco to Hawaii.

The job of an FTC is highly specialized, with responsibilities such as guarding cargo against damage; maintenance of cabin discipline; proper preparation of customs and border clearance forms; checking, loading and unloading cargo, passengers and mail; carrying important documents; caring for passenger comfort.

The service rendered to ATC passengers is both varied and important. A passenger, without help, might have to work two hours over customs papers; the flight clerk does the detailed work for him, and the passenger merely signs his name. Among his other duties, the FTC serves lunches, awakens sleeping passengers before descent so that they won't be troubled with popping ears, sprays the cabin with insecticides when his plane is in the tropics.

With the ATC's vast air traffic—including frequent unarmed supply missions into combat areas—there's bound to be an occasional mishap. Recently, Pfc. Erman Fountain was on a flight over the Red Sea when some trouble came along. The aircraft had to ditch. Flight Clerk Fountain, under orders from the pilot, took charge of all the cabin passengers. He was the last of 14 people aboard to get out of the ship; all survived. Out over the Atlantic, lightning struck an ATC freight carrier and knocked off the cargo door. Flight Clerk Pvt. Glenn Seaman had to struggle for hours to keep valuable freight from falling out. Sometimes, at isolated bases, the FTC has to pitch in and help the flight engineer and mechanics make quick repairs to engines.

On an average, flight clerks log about 110 hours in the air each month. A large number of the 1,247 ATC flight clerks have logged totals of more than 1,000 flying hours. Two Miami, Fla., brothers, Sgt. Roger Skillman and Pvt.



Whether it's serving lunch aloft or preparing passengers for a ditching, these ATC flight traffic clerks are ready for the job

Prospective flight clerks are carefully selected; they must quickly absorb a lot of specialized training. To get a chance at the job, an enlisted man or woman in the ATC must make a request through channels for the training. If the applicant appears to have the qualities to make a flight clerk, his CO will take necessary steps. Enlisted men or women not in the ATC have little chance to get FTC training.

Of all the qualifications, the ability to think quickly is probably the most important. Although FTCs are encouraged to be honest in explaining mechanical difficulties to curious passengers, at least one FTC has been known to use his head to allay the fears of an obviously nervous passenger. A plane on a long overwater hop developed engine trouble and the pilot had to feather a prop. One important passenger, on his first flight of any kind, noticed the still propeller and with alarm asked the flight clerk if they were in trouble.

"Why no, sir," replied the quick-witted FTC. "You see, sir, we just noticed there is a very strong tailwind and the pilot decided to cut off an engine to save fuel."

"Oh," said the passenger, relaxing in his seat with vast relief, "Well, that's all right, that's just fine." ☆

Sky Clerks

John Skillman have traveled, between them, more than 1,300,000 miles and logged more than 8,000 hours in the air. Sgt. Leland B. Ross has flown across the Atlantic 25 times. Flight clerks are entitled to wear aircrew members' wings after 50 hours of air duty. Of course, they get flight pay. They wear Class A uniforms while flying.

The ATC flight clerk program was inaugurated in August, 1945. The school for training FTCs was recently moved to Morrison Field, Fla. There they take a six weeks' course, then get further training at an ATC port of aerial embarkation.

Because of a shortage of male flight clerks, Wacs may soon be handling the job on some routes. They will fly first on the ATC regular London-Paris run. If the experiment proves successful, there will be WAC FTCs on the other ATC "plus-line" short-haul flights. Men probably will continue to work on the more exacting, longer missions.

MILWAUKEE C-130 CREW EARNS FLYING AWARD

ROBINS AIR FORCE BASE, Ga. (AFPN) -- Six reservists earned the 2004 Air Force Association Outstanding Reserve Aircrew Award for safely landing their C-130 Hercules after it was damaged by enemy ground fire, officials announced July 13.

Maj. Rolf Breen and his crew from Milwaukee's 440th Airlift Wing saved not only themselves and their multimillion dollar airplane, but also 57 Soldiers on board.

It was a routine mission Oct. 26, 2004, to a forward-deployed location in northern Iraq for the reservists assigned to the 386th Expeditionary Airlift Squadron -- until the aircraft commander heard what sounded like a thud.

"I suddenly had a fire-warning light staring me in the face," said the major.

The aircraft had been hit by ground fire and was in trouble. The No. 1 engine was a "fireball," said Master Sgt. James Grigsby, one of the loadmasters.

The crew from Gen. Mitchell International Airport Air Reserve Station quickly assessed the damage. They lost fuel, oil, electrical power and structural components in the blast. Fire had spread from the engine, enveloped the wing and extended beyond the wing itself.

Major Breen guided the plane away from populated areas and toward an emergency airfield located by the navigator, Lt. Col. John Loranger.

Meanwhile, co-pilot Capt. Jason Schroeder and flight engineer Staff Sgt. Daniel Hayes shut down the affected engine while completing emergency checklists and notifying the air traffic control tower of the situation.

In the back of the plane, Sergeant Grigsby and the other loadmaster, Tech. Sgt. Robert Sczesny, kept the rest of the crew informed about the damage, briefed the passengers and prepared the aircraft cabin for emergency landing.

However, landing safely was not the only problem; the aircraft was still on fire.

"The fire didn't go out for (most of) the flight," Sergeant Hayes said.

Once the crewmembers completed the initial emergency procedures, they continued battling the blaze, he said.

"Because the fire was still going, we continued to keep an eye out for places to set the aircraft down if needed," Colonel Loranger said. He said it seemed like an eternity before they reached the airfield.

"It only took us about 10 minutes from start to finish, but it seemed like 45." (Courtesy of Air Force Reserve Command News Service)

REUNION INFO FOR 815TH TCS "FLYING JENNIES"

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

MARCH RECEIVES AFRC'S FIRST C-17

by Bo Joyner
Air Force Reserve Command Public Affairs

8/11/2005 - MARCH AIR RESERVE BASE, Calif. (AFPN) -- The 452nd Air Mobility Wing here received Air Force Reserve Command's first C-17 Globemaster III Aug. 9.

Maj. Gen. Robert E. Duignan, 4th Air Force commander, and an aircrew from the 452nd AMW made the flight from the Boeing's Long Beach, Calif., facility to the base.

"We're extremely proud and excited to receive Air Force Reserve Command's first C-17 here at March," General Duignan said. "It's an extraordinary aircraft that increases our ability to accomplish our total force, global-reach mission, which is critical to the war on terrorism. The 452nd is the first Reserve wing to receive the Globemaster III, and it will continue to demonstrate the capacity of our citizen Airmen to serve America."

This delivery marks the first time an AFRC unit will actually "own" a C-17. Associate units at McChord AFB, Wash. and Charleston Air Force Base, S.C., share C-17s, as well as flying and maintenance responsibilities with active-duty Airmen.

Eight more C-17s will be delivered to the unit by January to replace the wing's aging fleet of C-141 Starlifters, the last of which was retired earlier this year. The base is undergoing a \$50-million facilities upgrade and infrastructure improvement to accommodate the new aircraft.

"When these airplanes hit the ramp in March, they won't be there for long. They will be off taking the fight to the enemy in the war on terrorism," General Duignan said. "This aircraft allows us to get to the fight much quicker with bigger payloads, which allows those Soldiers, Sailors and Airmen fighting on a daily basis to get the job done."

"We are open for business," said Brig. Gen. James Rubeor, 452nd AMW commander, explaining that wing aircrews and maintainers have been training for this day for the past several years. About half of the 452nd's aircrews and maintainers are already fully qualified on the C-17, said.

The C-17 fleet has amassed more than 850,000 flying hours and in the global war on terrorism and has flown combat missions for more than 1,400 consecutive days with record-setting reliability rates. With a payload of 160,000 pounds, the C-17 can take off from a 7,600-foot airfield, fly 2,400 nautical miles and land on a dirt runway in 3,000 feet or less.



LOADMASTER BOOTH AT ATA



This is the Professional Loadmaster Association Booth at the Airlift Tanker Association Convention in Nashville, TN. Rob and Lori Flori manned the booth and really showcased our organization.



LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT, La. (AMCNS) -- Tech. Sgt. Arthur Reyes directs the offload of support equipment for fire and rescue personnel from a C-5 Galaxy here on Sept. 8, 2005. Defense Department units have mobilized as part of Joint Task Force Katrina to support the Federal Emergency Management Agency's disaster relief efforts in the Gulf Coast areas devastated by Hurricane Katrina. Reyes is a loadmaster assigned to the 68th Airlift Squadron, Lackland Air Force Base, Texas. (Photo by Staff Sgt. Jacob N. Bailey)

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

2006 GATHERING RESERVATIONS

INDIVIDUAL RESERVATIONS: Each individual guest must make their own reservations by calling 1-888-627-7024 by Tuesday, March 28, 2006. The group must identify themselves as members of Gathering of the Loads. All reservations must be guaranteed and accompanied by a first night room deposit or guaranteed with a major credit card.

Single/Double Occupancy: \$125.00
Additional Person: \$ 20.00

PARKING: The current published parking rates are \$32.00 per 24 hours with in and out privileges for hotel guests. However, a group rate of \$10.00 (self-park) per car, per day has been agreed upon by the hotel. Please identify yourselves as attendees of Gathering of the Loads, so that the parking attendant will extend to them the exclusive parking rate.

ESTIMATED OTHER CHARGES: Other costs for the conference have not been finalized, but an estimated costs are as follows:

Conference Fee: \$ 50.00
Luncheon Fee: \$ 10.00 – \$15.00
Banquet Fee: \$ 35.00 - \$45.00

SOCIAL EVENTS: Reception on Sunday: No Charge
Hospitality Room available all week: snacks/drinks -No Charge

Alcatraz Tour: Est: \$12.00 per person
Giants Baseball Game Est: \$ 15.00 - \$25.00
Other tours and events still in planning stage

NEW INFORMATION WILL BE POSTED ON THE WWW.LOADMASERS.COM WEBSITE AND ALSO EMAILED TO CHAPTER PRESIDENTS. IF YOU HAVE ANY QUESTIONS PLEASE DIRECT THEM TO THE EDITOR - FRANKM@LOADMASTERS.COM OR 2006GATHERING@LOADMASTERS.COM



FRESNO AIR NATIONAL GUARD BASE, Calif. (AMCNS) -- Chief Master Sgt. Johnny Leal, Senior Airman David Campbell and Tech. Sgt. Michael Yamamoto guide a P-19 fire engine into a C-130 Hercules at Fresno Air National Guard Base, Calif., on Sept. 8. The Airmen and P-19 are from the 144th Fighter Wing here. The C-130, from Kulis ANGB, Alaska, will transport the P-19 and a six-man fire fighting crew to Stennis International Airport, Miss., to support Hurricane Katrina relief efforts. (Photo by Senior Master Sgt. Chris Drudge)

Professional Loadmaster Association



2006

Gathering of The Loads
April 30 through May 4, 2006



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

C-17 GLOBEMASTER HELPS TEST U.S. MISSILE DEFENSE SYSTEM

By Tech. Sgt. Mark Diamond
AMC Public Affairs



SCOTT AIR FORCE BASE, Ill. (AMCNS) -- A C-17 Globemaster III from McChord Air Force Base, Wash., recently participated in what U.S. Missile Defense Agency experts called "the successful completion" of an exercise to test America's Ballistic Missile Defense System.

The exercise specifically tested the Ground-based Midcourse Defense element and the Cobra Dane radar located at Eareckson Air Station in Shemya, Alaska.

According to MDA officials, the Ground-based Midcourse Defense element is a system designed to protect the U.S. against a limited long-range ballistic missile attack. The Cobra Dane radar has been used for missile surveillance for nearly 30 years, and was upgraded for use as a missile defense radar.

During the Sept. 26 exercise, the McChord C-17 dropped a Long Range Air Launch Target, or LRLAT, over international waters about 800 miles from Shemya Island.



New Members since December 2004

Life Members are underlined

June

JOSHUA PIPER

July

JOHNNY VALDIVIEZ
ANDY MILLER
MIKE CUMBERLAND
MARK GAITHER
SUSAN KOCH
CHRISTOPHER WORTHY
RICHARD HAUGHIAN
PETER TURLEY
KEN THOMPSON
DAVID PETERSON
BRAIN MILLEFSKY
STEVEN LEWIS
RACHIO TEMIMI

August

MICHAEL DAVIS
GARY SPEER
JAMES WYTTENBACH
RANDY CULVER
FRED BUDLONG
WILLIAM TAYLOR
RICHARD HUMPHREY
DAVID MANN
JOHN SINDORA
CHARLIE SWANEY

September

TERRY WILLIAMSON



10/24/2005 - MANAS AIR BASE, Kyrgyzstan -- Airmen board a C-5 Galaxy at sunset here. The giant transport, from the 105th Airlift Wing of the New York Air National Guard arrived here Oct. 21 full of cargo to support Operation Enduring Freedom and relief efforts in Pakistan. (U.S. Air Force photo by Airman 1st Class Dayton Mitchell)

“PATCHES” CONTINUES C-130 LEGACY



POPE AIR FORCE BASE, N.C. (AMCNS) -- “Patches” sits on the Pope flightline sporting a new paint job. The aircraft got its name from the paint that peeled from the body of the plane while it was deployed to Southwest Asia. The C-130E returned here recently after getting a new paint job. No longer patchy, the plane flies regularly for Pope AFB crews. (Photo by Lisa Terry McKeown)

By Lisa Terry McKeown
43rd Airlift Wing Public Affairs

POPE AIR FORCE BASE, N.C. (AMCNS) – For more than 40 years, the C-130 Hercules has carried troops, vehicles and armaments into battle. It has dropped paratroopers and supplies from the sky and provided humanitarian relief around the world. Despite the tough flights, rough landings and combat environments, the C-130 is still considered by many as one of the hardest working aircraft in the Air Force.

“These planes are really a testament to our heritage and a great product,” said Capt. Jannell MacAulay of the 41st Airlift Squadron. “Most of the planes are older than their pilots. I feel honored to fly some of these planes knowing what they’ve done in the past, what they were capable of.”

One such plane is tail number 2-1817, more recently known as “Patches.”

“Born” in 1962, one of Patches’ first homes was Pope Air Force Base, in 1964. It returned to the base in February 2005.

In the 41 years [aircraft No. 1817] spent away from North Carolina, it created quite a legacy. One of the aircraft’s missions that made the history books took place in Khe Sanh, Vietnam, Feb. 5, 1968.

Khe Sanh was only a few miles from the Demilitarization Zone, or DMZ, in South Vietnam and the Marines who held the base found themselves surrounded by enemy forces in January 1968. Airlift was the only means for bringing supplies in and out of the base. C-130s handled most of the missions that kept Khe Sanh alive despite the barrage of artillery that came with every landing.

Lt. Col. Howard Dallman and his crew, assigned to the 345th Tactical Airlift Squadron, were scheduled to bring in 35,000 pounds of ammunition and a medical evacuation team from Da Nang to Khe Sanh Feb. 5. The guidance and control system at Khe Sanh was out, but the navigator believed they could make it in with an airborne radar approach. He was right — “1817” and its crew found the runway and landed, but only moments after touching down, the aircraft was hit by a shell that ignited the ammunition

boxes in the cargo hold.

The crew began fighting the fire, hoping the entire load would not explode and take a large piece of Khe Sanh with it. Colonel Dallman backed “1817” to a safer area on the runway, and with the help of the fire crews on the ground, the fire was extinguished.

The crew quickly unloaded the cargo and medical team. As they completed their task, the aircraft began to draw enemy fire once again. One of the tires was blown by a sniper’s bullet and mortars rained in from all directions. The crew stayed with the plane, changed the damaged wheel, loaded a Marine corporal and his out-of-commission bulldozer and experienced engine trouble all before taking off from the battered position.

“1817” was hit again as it left Khe Sanh, but was able to continue its flight. Colonel Dallman was awarded the Air Force Cross and his crew received silver stars for their actions that day.

Since that time, “1817” has spent time at Dyess AFB, Texas, at Langley AFB, Va., and with the Air National Guard in Boise, Idaho.

Upon returning the Pope AFB this year, “1817” had just received a new paint job. Maintenance crews thought it odd that some paint had started to peel back around the windows, but the plane was needed overseas, so the unrestricted C-130 took the long jump “across the pond.”

The C-130 that arrived in Southwest Asia looked like a different aircraft than the one that left the United States only days earlier. The paint had not only peeled off around the windows, but in almost every other section of the plane.

“The ground crews were calling it ‘Spots’ and ‘The Cheetah Plane’ and all kinds of names,” said Maj. Chip Brown, 41st AS. “But the name that ended up sticking was the one Lt. Col. Polly Montgomery gave it — ‘Patches.’”

“We were going in to Balad (Iraq) and we received some anti-aircraft artillery fire. Then, as we were putting the gear down and trying to accomplish checklists, a rocket propelled grenade went across the nose of the aircraft. We were the first plane coming into land after the field had been under attack. They thought they had calmed the attack down, but apparently it was still relatively hot.”

“Patches” flew thousands of hours in Iraq and although maintainers tried to cover up the yellow spots left by peeling paint, it was a losing battle – the paint just wouldn’t stick. What mattered most was how “Patches” flew and there was no denying the aircraft’s excellence. “Patches” was the most effective, least broken and most flown aircraft at the base for two consecutive months.

“We knew what was going on with the paint in the desert, but I was very surprised to see the extent of it,” said Senior Master Sgt. Gregory House of the 43rd Aircraft Maintenance Squadron. “I was expecting to see leading edges and for the tail to be pretty yellow, but I never expected to see the back end of the plane completely yellow.”

“Patches” was inspected and sent off for a face-lift. The new and improved paint job made a world of difference.

“When she got back she was ugly,” said Sergeant House. “Now she’s a lot better looking and it’s harder to pick her out in the crowd.”

No longer patchy, the aircraft was up in the sky carrying on its legacy only hours after it returned from the depot.

“It’s amazing what these planes have been through and they are still flying,” said Captain MacAulay. “As much as the Air Force says that they’re building newer planes to replace the C-130E models, they are still the workhorse of the Air Force. They do a lot of the work out there in the war zone ... I’m honored for the experience I’ve had to fly them. It’s been very rewarding and made the reason I joined the Air Force worthwhile. This is what I wanted to do – this is why I wanted to be a pilot.”

BIG COUNTRY CHAPTER 40 YEAR LOADMASTER REUNION FOR 44, A3C(s)



A copy of the original orders looked like a basic training squadron with 44 names, all A3C. These 44 new Loadmasters attended a C-130 FTD at Dyess AFB, TX. Even though all 44 were in the same FTD class, only 32 of the 44 were able to attend the reunion. After completing the FTD class these new Loadmasters were assigned to the 346th and the 347th Troop Carrier Squadrons. Shortly after their training both squadrons deployed to South East Asia in support of the Vietnam War. Two of the original group, were lost in plane crashes in Vietnam.

Prior to the squadron's deployment one of the 44 was killed during a night formation training mission. The other Loadmaster on board was the only survivor of the crash. He was the Honored Guest during the reunion: Gary Speer of Wichita, KS. He stated, "There was no way that I was going to miss this reunion; this event is more than I could have hoped for."

Members of The Big Country PLA Chapter were invited guests for the reunion and presented A2C Gary Speer with a Life Membership to the PLA. There were a lot of high and low emotions at the first gathering of the day, but the event will long be remembered by all of those that attended.

Yes, 44 new C130 Loadmasters in the same FTD class; 44 new, young C130 Loadmasters that grew up fast.

REUNION IN TENNESSEE



Three remnants of 5th Aerial Port Sq: Loadmasters (l-r) Paul Lovrencic, Ernie Soto and Dan Reider at the 2nd Aerial Port Sq. reunion in Symrna, TN, September, 2005. 5th Aerial Port Sq. provided Loadmasters/Dropmasters for 322nd Air Division's C-119s, C-123s and C-130s in Europe in the 1950s and 1960s. 2nd Aerial Port Sq. provided the Loadmasters for the two Wings of C-130s based at Sewart AFB, TN at that time.

MEMBERS OF THE NORTHWEST CHAPTER ENJOYING A PICNIC THIS SUMMER AT MCCHORD AFB.





ANDREWS AIR FORCE BASE, Md. (AMCNS) -- Senior Airman Craig White, a loadmaster from the 14th Airlift Squadron, ties down Navy submarine rescue equipment Aug. 5 prior to departing Andrews AFB, Md., for Russia.

AMC 'TOTAL FORCE' RUSHES TO AID OF RUSSIAN SAILORS

By Tech. Sgt. Mark Diamond
AMC Public Affairs

SCOTT AIR FORCE BASE, Ill. (AMCNS) -- Air Mobility Command active-duty, Reserve and Air National Guard units pulled together Aug. 5 in a Total Force effort to rescue seven Russian sailors trapped in a submarine 625 feet below the ocean surface. The Russian sub became tangled in a fishing net Aug. 4 during a military exercise off Russia's Pacific coast, near the Kamchatka peninsula, Siberia.

The Tanker Airlift Control Center here coordinated multiple airlift and air refueling missions during the deployment phase of the rescue operation. Under control of the 18th Air Force, TACC is AMC's hub for planning and directing tanker and transport aircraft operations around the world.

A C-5 Galaxy assigned to the 60th Air Mobility Wing at Travis AFB, Calif., supported the deployment, carrying nearly 160,000 pounds of equipment and personnel out of Naval Air Station North Island, Calif.

The C-5 was used to transport two U.S. Navy rescue subsersibles along with associated equipment and personnel.

"When we received the request for a C-5 at North Island, we started looking for the quickest option," said Col. Richard Richardson, TACC senior director of operations. "TACC controllers looked at all possibilities and determined our best choice

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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

Trailblazers Chapter

Hey ya'll from the southwest! Without a doubt this has been the busiest summer for Altus AFB loadmasters for a very long time. Within the 56th Airlift Squadron aircraft loading has now become an emphasis. The 58th Airlift Squadron have had some instructors flying four times a week with an increase in our student load by approx 69% with the new fiscal year. And as always both squadrons have accepted the challenge and performed flawlessly! In addition to the increase in training, loadmasters are putting in extra time to make sure all "t's" are crossed and "i's" dotted for our future ORI in March.

During our last PLA meeting it was unamously voted by all present to recognize not only the top graduate of the Basic Loadmaster School (BLM) course but to recognize all that performed 95% or better in their academic achievements. Our Vice President, Doug Gardner, has started new innovative ideas to increase our membership within our chapter. Elections for new officers will be held in November which promises to bring new ideas to our chapter. With that said it has been an honor and privilege to lead the Trailblazer Loadmasters during the last two years.

We are always soliciting for any squadron patches or loadmaster memorabilia for Heritage Hall. The Heritage Hall is located at the BLM, and encompasses the heritage of the loadmaster force. With your help, the hall will be a great memorial for all loadmasters and spark new loadmasters in their training at BLM.

With the new fiscal year now started, we continue to have a BLM graduation every two weeks here at Altus and it's great to be part of this experience. We have a loadmaster guest speaker at each event, and they tell loadmaster stories or emphasize the training the graduates just received.

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
Chapter President

Golden West Chapter

The Golden West Chapter of Southern California is looking forward to the last months of 2005 and to a great 2006 with the gathering of the Loads in San Francisco sponsored by the Parker-Aquillon-Pane Chapter at Travis Air Force Base.

March ARB museum is celebrating it's 25th anniversary with an open house on November 12th and 13th 2005 and Paul Phifer is working on a project to schedule a tour of the C-17 simulator at March ARB.

Our blood donations continue to climb with Jack Gregory leading the way followed by Steve Collins, Joe Ward and Paul Pfeifer.

We continue to collect pull tabs from beer and soft drink cans for the Ronald McDonald house in Loma Linda. There are other Ronald McDonald houses located near other chapters if others would like to get involved with this project.

The second Saturday of each month, at 8:00 a.m., Paul Pefifer and Golden West Chapter members join with American Legion Post 421 to clean the 30 freeway that runs from Redlands thru Highland. This month Richard Tilton was inducted as a new crew members. They welcome anyone wanting to pitch in.

Walt Byrns
Chapter President

LOADMASTER WINS AT POWERBALL



KIRTLAND AIR FORCE BASE, N.M. (AFPN) — A master sergeant here got a whole lot more than milk during a recent trip to the supermarket. In fact, Master Sgt. John San Cartier, a special operations loadmaster instructor with the 58th Training Squadron, "got" a lottery ticket that ended up winning the \$93.4 million jackpot. The 15-year Air Force veteran purchased the winning ticket Aug. 9 after making an emergency trip to the supermarket to purchase a gallon of milk. The occasional lottery player saw the winning jackpot amount and decided to purchase 10 quick-pick tickets where the numbers were randomly generated. On his way to work the next morning, Sergeant San Cartier heard on the radio that the winner was from New Mexico and thought to himself, "Wouldn't that be something if I went to work and didn't know I was a millionaire all day?" After work, he checked, and rechecked, and triple-checked his numbers against those posted on the Web, running through a variety of sites in disbelief before finally calling his wife to verify the numbers. Finally, he stored the numbers in a safety deposit box, which is a standard recommendation for future lottery winners. At that point, it was time to get his affairs in order. The ensuing weeks saw Sergeant San Cartier meeting with financial and legal advisers to plan his future. Sergeant San Cartier chose to take a lump sum of \$52.2 million, rather than spread the payments out in annual installments. According to lottery officials, after taxes, he will receive a one-time wire transfer of about \$36 million. This windfall has presented the sergeant with many choices. For the time being, Sergeant San Cartier is keeping his options open. "The Air Force has been very good to me and my family," said the father of two. "I've had an exciting career and been to places that I never would have if I hadn't joined." "He's a hard worker, a dedicated worker," said Lt. Col. Tom Marocchini, 58th TRS commander. "It couldn't happen to a nicer guy. He is liked by everyone. ... We have a great team and everyone was excited to see one of our own win big." Sergeant San Cartier, 33, joined the Air Force in 1989 after graduating high school. Recently, he focused his career on becoming a chief master sergeant. "I always look for and enjoy opportunities to mentor our young Airmen," he said. "He always took on a lot more responsibility than was typically expected of his rank," Colonel Marocchini said. This sense of responsibility carries over into Sergeant San Cartier's future plans. "This money has been a great opportunity for my family and me, opening many doors for us. Ultimately, we will do what's in the best interest of ourselves and the Air Force," he said. The prize is the second largest in New Mexico history and the largest claimed by a single person.

CHAPTER REPORTS

Parker-Aguillon-Payne Chapter

The Parker-Aguillon-Payne Chapter is proud to sponsor the 2006 "Gathering of the 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 the Gathering information on the hotel in this issue.

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. The registration and planned agenda will be sent out soon to the Chapters and posted on the web. Start making your plans now to attend. Some of the activities in the planning stages are, a trip to Alcatraz, pay as you go dinner at Bubba Gump's on Pier 39, Giants baseball game (if their in town), 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 picnic this year at the Eucalyptus Park on Travis. Bob Cosgrove again cooked up some great Tri-tip, which was supplemented with everyone's side dishes and desserts. We had a great turn out fun was had by all. In addition, we all got together at the new King's Chinese Buffet in October. Great food and great company.

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

Liberty Chapter

Hello again from the Garden State!

Wow, it's been a year now since the magnificent C-141B honorable and gracefully departed McGuire AFB and I still miss seeing her silhouette cutting through the New Jersey sky! We continue to uphold the reputation established by the "Starlifter" here with the C-17A and can only hope to have such successes! The Chapter rallied the other day for our general membership meeting and it was voted that we would return to monthly meetings to ensure a sense of continuity and a free flow of ideas and information for our membership. J.P. volunteered his home for our annual Holiday party (sorry Barb!) and plans are in the works for the celebration in early December! Mark Raymond and the Parker-Aguillon-Parker Chapter, the Liberty Chapter looks forward to your "Gathering of Loadmasters" on the Fishermen's Wharf next year!

I hope it goes as well as the 2004 gathering in Atlantic City!! Well, back to the grindstone! I hope all the chapters have a safe and wonderful Holiday season. Load Clear!!

Karl R. Eckberg
Chapter President

Northwest Chapter

Once again, Greetings from the Great Northwest. Mother nature has blessed us with another beautiful summer, but that's over and would you believe it, there is rain in the forecast. No hurricanes, just rain.

Since the last loader we made the most of July and August. In July we'd barely recovered from the Rodeo when the McChord airshow was upon us. This proved to be another opportunity for us to educate both our military and civilian populations on who the PLA is and what we do. As usually happens we even had a couple of retired Loadmasters wander through and join the PLA. Even though they live in the area they didn't know the PLA existed. This simply proves that we have to keep our local recruiting programs active. There are a lot of loadmasters out there, we just haven't located them yet. Thanks to Bill Cannon, Walter Baade, Al Hanson, Harold Edvalds, Ron Campeau, Norm Keppler, JD Darden, Bob Viguers, Ron Pierce, Dick Carrig, Vic Fredlund, Tom Koon, Rob Flori and JD Bartelmus for their time manning our booth.

August 14th was our annual family picnic which was held at McChord's new heritage park overlook which features the C-124 and C-141 static display aircraft. Harold opened both planes so our members and their families could tour both aircraft. It sure helps when you have folks who also work at McChord's Air Museum. Thanks Harold. Not to be out done by Harold, Ron Pierce used his contacts with the 4th AS and borrowed their jump-house which was a huge hit with the kids who come out for a hot dog.

Our raffle at the picnic included items ranging from a set of C-17 embossed golf balls to a Mexican water pitcher with its own cup, to 4 drawings for fresh caught Salmon. Everyone went home well fed on both good food and fellowship.

Our last annual event is our Christmas dinner which is scheduled for December 17th at the McChord Club's Rainier Room. Reservations can be made by contacting Ed Carmody or JD Welch.

Last but certainly not least, to all those loadmasters out there, regardless of the plane you're serving on, or the mission you are flying, you are in our thoughts and prayers. Your achievements are making history so be proud, be Safe and Be Your Best, because the world is watching.

J D Welch
Chapter Vice President

**LOOKING FOR YOUR CHAPTER REPORT
BUT DON'T SEE ONE? NOT ALL
CHAPTERS SUBMITTED ONE - IF YOU'D
LIKE YOUR INFO IN HERE PLEASE WRITE -
I'LL ACCEPT A SUBMISSION FROM
ANYONE IN THE CHAPTER**

Cabin Report continued from page 1

hold a stand-alone event. We still hosted the Gathering outside a military base but it was more a reunion of Loadmasters with executive and general membership meetings included. In 2004, we celebrated our Gathering at Atlantic City, NJ and included briefings from numerous military organizations and civilian companies relating to Loadmaster duties and careers. We were also able to receive corporate sponsorship of our Gathering as it was now not "just a reunion" but more of a "symposium" where professional Loadmasters exchanged ideas about the past, present and future. And because of this "symposium" mentality, more of our members are excited about joining us and attending the briefings. Of course, we still structure all this around our General Membership meeting. Additionally, by hosting the Gathering at a location with sights to see and things to do, more of our spouses are interested in joining us. The downside? Cost. Yes, it is a little more expensive to stay at the Sheraton but we are the Professional Loadmaster Association, with emphasis on the word "Professional". If we wanted to simply have a reunion, and I

accept the fact that this is why some attend, then an inexpensive motel would work. But to attract sponsors and more importantly, military and civilian Loadmaster briefers for the symposium, we need to put our best foot forward. The folks at the Parker-Aguillon-Payne Chapter have been working fund raisers in an effort to keep all ancillary cost to a minimum. They have worked with the Sheraton to lower room rates and parking fees. We are getting our conference rooms and hospitality room at no cost. At other locations with lower prices, we would pay for these services and have to pass those costs to our members via larger conference fees. I hope this helps explain our thought process concerning our Gatherings and I hope to see you all there next year. I know my wife Barb and I are looking forward to spending a few days next spring at Fisherman's Wharf and seeing old friends and making new ones.

As I end my comments, please join me in wishing all our deployed Loadmasters, as well as all our service men and women a safe return home. Everyone have a safe and fun holiday and I hope to see you soon. LOAD CLEAR

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



"The Loader" is available by e-mail. Contact: frankm@loadmasters.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.

Robert G. Schippers, 65, of Mt. Laurel, NJ, died Thursday, July 14, 2005 at Temple University Hospital in Philadelphia, PA. Bob was born and raised in Easton, PA and lived in Vincentown, NJ for three years before moving to Mt. Laurel 30 years ago. He was a New Jersey State Trooper in the Aviation Department at Mercer County Airport, retiring in 1995. Mr. Schippers honorably served his country in the U.S. Air Force during Vietnam and retired from the Reserves after 33 years of service. He was assigned to the 702 AS as a C-141 Loadmaster. Mr. Schippers was preceded in death by his wife Sandra L. (nee O'Dell) in 1996. He is survived by his daughter Kegan T. Grimes and her husband Robert of Medford, NJ; son Kyle T. and his wife Christie of Mount Laurel and sister Dolores Inderlist of Easton, PA. Also surviving are many nieces and a nephew.

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PUBLISHED? SEND THEM TO
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was a C-5 over South Dakota that was returning from Spain. We contacted the crew and instructed them to divert to North Island. In approximately three hours, that C-5 was on the ground at North Island preparing the aircraft for loading."

But that would only be the first of several missions, giving TACC personnel little time to enjoy their success.

"As requirements continued to flow into TACC throughout the day, everyone on the TACC floor felt a sense of urgency and pride in the role they were playing in trying to rescue the trapped Russian sailors," added the colonel.

By the end of the day, TACC had coordinated three additional airlift missions and associated tanker requirements.

A second airlifter, a C-17 Globemaster III assigned to the Mississippi Air National Guard's 172nd Airlift Wing, Jackson, Miss., flew to New Orleans NAS and uploaded approximately 95,000 pounds of equipment and personnel before flying non-stop to Russia.

A C-17 assigned to the 437th AW, Charleston AFB, S.C., flew to Andrews AFB, Md., and picked up a Deep Drone 8000 Remotely Operated Vehicle and associated equipment weighing nearly 71,000 pounds. The aircraft stopped at McChord AFB, Wash., for a fresh aircrew before delivering the life-saving cargo to Russia.

A third C-17, assigned to the 62nd AW at McChord AFB, was tasked to move a 60K loader, a 10K forklift and ground command and control personnel from Yokota Air Base, Japan, to Yelizovo, Russia.

AMC officials said the airlift missions could not have been accomplished as quickly as they were without the support of aerial refueling aircraft. According to a TACC senior controller, the refueling aircraft were used during each airlift mission to extend the range of the airlift aircraft and expedite the delivery of the rescue equipment.

Four refueling aircraft were used to support the operation: A KC-10 Extender from Travis AFB (60th AMW); a KC-135 Stratotanker from Portland, Ore. (939th Air Refueling Wing); and two KC-135s from the Alaska Air National Guard (168th ARW).

Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command, said he was impressed with AMC's response to the Russian sub crisis. "This potentially tragic

event showcased the flexibility and unique global-reach capabilities of Air Mobility Command," the general said.

"We once again demonstrated the world-class training and skills America's Airmen display day in and day out.

"During a time when our command is operating at a high operations tempo supporting the Global War on Terrorism, AMC members were still able to execute this rescue operation quickly, safely and professionally.

America should have no doubts about its Air Force's global mobility mission."

Colonel Richardson said all AMC units leaned forward in supporting the massive rescue mission. He said the command used aircraft from a variety of sources, including aircraft currently on operational missions and training missions, Homeland Defense tankers, and a C-17 sitting alert.

"This was truly an impressive effort and the overall support was outstanding," added the colonel. "Our ability to respond to a crisis event anywhere around the world was once again validated. In less than 21 hours from initial notification, a C-5 was landing in Yelizovo, Russia, after completing a double aerial refueling."

General Handy also discussed the superb teamwork demonstrated by AMC people.

"Our mission planners, aircrews and support personnel worked non-stop together with other services and nations to ensure vital rescue equipment reached its destination as quickly as possible," General Handy said. "After all my years in the service, the men and women in this command never cease to amaze me. I'm very proud of AMC's role in this rescue mission."

He said the rescue operation also showed AMC's Total Force capability, as active-duty and Guard personnel worked side-by-side to ensure operational success.

"This command can not do what it does without our partners in the Guard and Reserve," General Handy said. "This operation was no different."

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CORPORATION, ABX AIR, AND THE
MCGUIRE C-141 LOADMASTERS.**

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