

THE **LOADER**

Professional Loadmaster Association, P.O. Box 4351, Tacoma WA 98438
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Volume 9 Issue 2 July 2006



FRIENDSHIP THROUGH AIRLIFT



CABIN REPORT J.P. Salisbury, PLA President

“Welcome to the 2006 Gathering of Loads”. With these words, Mark Raymond, Vice President West Coast and President, Parker-Aguillon-Payne Chapter kicked off our best-ever biennial convention, the Gathering of Loads, at Fisherman’s Wharf, San Francisco, California. What a gathering! Mark and his team worked hard and made sure all attendee’s were treated royally, with a Sunday night Welcome Social to the never empty Hospitality Suite, to a wonderful finale at the Banquet. Of course in-between all this, we found time to hold both the Executive and General Membership meetings, catch a local baseball game, attend a luncheon where we heard from our founder and President-emeritus, Bill Cannon, and tour Alcatraz. For the second consecutive Gathering, we were fortunate to have numerous briefings on a variety of topics. MSgt’s Dan Webster and Brent Richburg from AMC Test and Evaluation briefed Airlift Enhancements; SMSgt Chris Dockery from HQ 19th Air Force briefed C-17 and C-5 Training Issues; Mike Welch of Boeing briefed the C-130 Avionics Modernization Program; Steve Johnson of AAR Mobility Systems briefed New Airlift Shelters to meet airlift requirements; and we were also fortunate to have Life Member, Ray Snedegar brief his remarkable account of the C-5 crash in Vietnam during Operation Baby Lift. The banquet was a huge success and a great ending to a great week. Our guest speaker, Lt Col (ret) Richard “Dog” Brenneman, USAF Pilot and Vietnam Prisoner of War, gave a touching, humorous talk on his experiences as a C-141 pilot flying around the world with Loadmasters and other crewmembers. He also came back to the hospitality room where he mingled and answered question on his time as a P.O.W. Of course none of these events would have taken place without the continued support of The Boeing Company and AAR Mobility Systems. Thanks again for their support and one more thanks to the members of the Parker-Aguillon-Payne Chapter!

We announced the re-election of both Mark Raymond and Doug McCuddin to VP West Coast and VP Central, respectively. We will be looking to all our Vice Presidents to help track down our Lost Loads. We announced the recipients of our 2006 scholarships. Look for the names in this issue. We are also looking for help with our website. Rich deLucia has done a fantastic job but now is ready to pass the duties on as he focuses on

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This C-141 Starlifter aircraft, known as the "Hanoi Taxi," flies over its soon-to-be new home at the National Museum of the United States Air Force adjacent to Wright-Patterson Air Force Base, Ohio, on Tuesday, Dec. 13, 2005. This particular aircraft gained fame when it was used to return American prisoners of war back home at the end of the Vietnam War. The aircraft is set for retirement and dedication at the National Museum of the United States Air Force in Dayton, Ohio, on May 6. (U.S. Air Force photo/John Rossino)

C-17 -- 1 MILLIONTH FLYING HOUR



Story on page 3

C-130 AIRCREW EVACUATES GIRL ON FATHER'S DAY

by Master Sgt. Orville F. Desjarlais
455th Air Expeditionary Wing Public Affairs

6/21/2006 - BAGRAM AIR BASE, Afghanistan (AFP) -- When Maj. Wayne Vaughn looked down at the injured 12-year-old girl clinging to life on a litter loaded in his C-130 Hercules, he thought, "How can they do this? How can they try and kill a little girl?"

Taliban extremists had bombed a girls school in Herat in eastern Afghanistan on June 18, killing four and injuring 11.

The girl had a broken back and collarbone, head injuries and was in critical condition.

Major Vaughn, a navigator, immediately thought about his three daughters at home. When he returned from the mission, he planned to call them because it was Father's Day.

For the 774th Expeditionary Airlift Squadron aircrew, all from an Air National Guard unit in Fort Worth, Texas, the day started much like every other day, with orders to fly distinguished visitors, soldiers, supplies and equipment around Afghanistan.

During the last leg of the mission, after loading half a dozen passengers, they cranked up their four engines and began to roll across the ramp when the control tower squawked a message over the radio.

The air traffic controller asked if the crew could wait five minutes for an emergency medical evacuation.

Try as they might, the aircrew couldn't reach any higher authorities to get authorization to fly the mission. They were also pressing the limit on the amount of time they were authorized to fly that day.

When they learned it was a 12-year-old patient, they looked at each other and knew what they had to do. The aircraft commander, Maj. Tim Gibbons, made the final call.

The father of two boys, ages 12 and 9, said, "Let's do it."

"We were going to do it no matter what, even if we got in trouble," Major Gibbons said. "We were tired, but we weren't exhausted. The (International Security Assistance Force) told us we were her last chance."

ISAF is a NATO organization whose goal is to help Afghanistan reach a self-sustaining peace and security.

For the C-130 aircrew, the ISAF involvement meant more communication problems.

"In the back of the plane, we had Italians, Spaniards and Albanians," Major Gibbons said, "and only the Italian doctor could speak English."

Also, loadmasters Master Sgt. Justin Vogel and Staff Sgt. Justin Bell had to reconfigure the aircraft so it could handle the litter.

The 90-minute flight to Kabul was uneventful. When they landed, an ambulance whisked the little girl away.

When the aircrew returned here, they made Father's Day calls home.

"It was good to call home and realize that my children are not in the same world as the kids here," Major Gibbons said, "but missions like that make these deployments worth it."

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C-5 STILL GOING STRONG AFTER 38 YEARS



A modernized version of the C-5 Galaxy, known as the C-5M, made its maiden flight at Dobbins Air Reserve Base, Ga., on Monday, June 19. Upgrades to the venerable airlifter include new, more powerful engines; a modern cockpit with a digital, all-weather flight control system, a new communications suite and enhanced navigation and safety equipment. (Lockheed Martin photo/David Key)

by Laura McGowan
Aeronautical Systems Center Public Affairs

6/20/2006 - WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFP) -- Thirty-eight years after the C-5 Galaxy made its maiden flight on June 30, 1968, it marks another significant milestone. At Dobbins Air Reserve Base, Ga., on Monday, June 19, the upgraded C-5M made its first flight right on schedule.

A rollout ceremony for the first of 111 C-5Ms was held at the Marietta plant on May 16. The modernization promised a more powerful, yet quieter airplane.

It's a big day for the Air Force, Air Mobility Command and the C-5 team. The C-5M will save more than \$20 billion. It pays for itself and then some, said Col. Kevin Keck, commander of the Aeronautical Systems Center's C-5 Systems Group.

The C-5 Systems Group oversees the aircraft's modernization process and supports the Air Force's modernization priorities while cutting costs.

"This new aircraft, unlike any other in the world, provides the United States with unmatched capability into the future and unmatched operational cost savings to enable the Air Force to divert operational savings to other high priority needs," said George Shultz, vice president, Lockheed Martin C-5 modernization program.

The new, commercially proven CF6 General Electric engine will deliver a 22 percent increase in thrust, a 30 percent shorter take-off roll and a 38 percent higher climb to initial altitude, which will allow it to carry significantly more cargo over longer distances.

The C-5 Avionics Modernization Program adds a modern cockpit with a digital, all-weather flight control system and autopilot, a new communications suite, flat panel displays and enhanced navigation and safety equipment to ease crew workload and enhance situational awareness.

It's a one of a kind aircraft in strategic airlift with the ability to carry twice as much cargo as other systems. It's a force multiplier, said Colonel Keck.

The C-5 has been used in every conflict since Vietnam, and this first flight marks another June milestone for the program and the Air Force since its June 1968 flight.

C-17 SURPASSES ITS 1 MILLIONTH FLYING HOUR

3/20/2006 - RAMSTEIN AIR BASE, Germany (AFP) -- AC-17 Globemaster III on a routine air evacuation mission from Iraq flew the Air Force transport fleet past the 1 millionth flying hour mark on its return to this airlift hub today.

There were no bands or dignitaries waiting for the plane -- from the Mississippi Air National Guard's 172nd Airlift Wing -- when it arrived after a more than 14-hour mission that started late on March 19.

"This was just a regular mission for us," wing commander Col. William Hill said.

The aircraft first delivered 43,000 pounds of cargo to Al Asad, Iraq. Then it flew to Balad to pick up 16 patients, including some critically wounded. It was the same type of mission four wing aircraft have been flying out of Ramstein since late last year. The turnaround at Balad went like clockwork, the colonel said.

"We were in and out of Balad quickly," he said. "Everything went real well."

On board, the aircrew and aeromedical evacuation team focused on the patients. The team was a mixture of active duty, Guard and Reserve Airmen. There was even a flight lieutenant from the Royal Air Force on board. For them, the mission did not end until the patients were safely aboard ambulances bound for Landstuhl Regional Medical Center, about six miles away.

"It was a good flight. There were no emergencies in flight. Even the one critical care patient did well," said nurse Capt. David Strickland, a guardsman from the Mississippi Guard's 183rd Aeromedical Evacuation Squadron. "The C-17 is made for this kind of mission -- it's the best plane for the job. It's very 'air evac' friendly."

The captain has been with Ramstein's 791st Expeditionary Aeromedical Evacuation Squadron for 90 days and has flown on 16 missions. Many of those flights return with an average of 25 to 30 patients, most wounded in combat. Last week he was on a mission that lasted 26 hours.

But on this mission, Captain Strickland said, "We didn't have nearly the patient load today we had last week. This was a much shorter flight -- we're back early."

The mission went as planned, said aircraft commander Lt. Col. Jim Conway of the Mississippi wing. He said it was a perfect example of the C-17's direct delivery capability. That's when an aircraft picks up cargo on the East Coast of the United States and flies to Ramstein, where a fresh crew can continue the flight, or it could spend the night.

The C-17 arrived nearly fully loaded, he said. It picked up more cargo at Ramstein. Also on board were nearly a dozen members of the media and their escorts.

"The flight was pretty routine," Colonel Conway said, "We had a couple of minor changes, but nothing major. All in all, the mission went as planned."

Loadmaster Senior Airman Sarah Zehringer said one reason the mission went without a hitch "is because these aeromedical evacuation folks really know their stuff." The Airman deployed here from the 17th Airlift Squadron at Charleston Air Force Base, S.C. She said the working relationship between aircrew and medics is a good one.

"We pretty much try to stay out of their way once they get their patients on board," she said.

Once the aircraft landed and medical teams unloaded the patients, the significance of the flight sunk in for some of the crew. They were well aware they would be on an historic flight.

HIGHLY MODIFIED C-130 READY FOR WAR ON TERRORISM

by Damian Housman

Warner Robins Air Logistics Center Public Affairs

6/29/2006 - ROBINS AIR FORCE BASE, Ga. (AFP) -- The beginning of an era for Robins Air Force Base and the warfighters of Air Force Special Operations Command was marked June 28 as the first-of-its-kind MC-130W was presented to Lt. Gen. Michael W. Wooley, AFSOC commander, in a ceremony here.

"A lot of work went into this aircraft," said Maj. Gen. Michael A. Collings, Warner Robins Air Logistics Center commander. "Sweat, hard work and brains brought about this large initiative in support of the global war on terror. My challenge is that the need for these aircraft is today, and I challenge our own people to turn out these aircraft in 150 days or less."

General Wooley praised the effort.

"I want to focus on the folks who have grease under their fingernails," he said. "You are the warriors. The speed at which this was put together is indicative of the people here at Robins. Yours is truly a warrior attitude in taking airplanes, keeping flow days down, and giving us the aircraft we so desperately need."

General Wooley said that this aircraft and the ones that follow will be put to good use.

The highly modified C-130, the first of a dozen such modified aircraft, will replace combat losses experienced over time by special operations aviators. Four MC-130H aircraft and one MC-130P have been lost in the war on terrorism. The new aircraft will be able to accomplish many of the same missions as the previous ones, plus they have the ability to air-to-air refuel special operations helicopters, according to Scot Pirc, combat loss replacement program manager with the 572nd Aircraft Sustainment Squadron.

"This aircraft, and the ones that follow, will be able to perform infiltration, exfiltration and helicopter refueling missions, as well as resupply special operations forces," Mr. Pirc said. He said the new aircraft also will be able to help train AFSOC crews in the air refueling mission.

According to Mr. Pirc, the program modifies C-130H aircraft from the 1987 to 1990 year group, which is the same time period as the Combat Talon fleet currently in AFSOC service. Modifications include a basic electronic warfare capability to avoid potential threats, ability to work in special light conditions and strengthening of the tail.

Perhaps most importantly, the aircraft is equipped with air refueling pods for in-flight refueling of Special Operations Forces aircraft and combat search and rescue helicopters. The aircraft can also take fuel from other refueling aircraft.

"This is a partnership between the program office of the 572nd ACSS, the 402nd Maintenance Wing, and the contractor, TCS Design and Management," Mr. Pirc said. The 402nd MXW performed the modifications, while TCS did the engineering.

"All three partners have worked very hard on this project, and we're all very excited," Mr. Pirc said. "Every step of the way we kept in mind who this aircraft was meant for, and we're sure the warfighter will be happy with the result."

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

'HANOI TAXI' ARRIVES AT NATIONAL MUSEUM OF THE AIR FORCE



5/9/2006 - DAYTON, Ohio (AFPN) -- The first aircraft to return Vietnam prisoners of war to the United States arrived at the National Museum of the United States Air Force at 9:30 a.m. May 6.

The C-141 "Hanoi Taxi" was the first aircraft to arrive in Hanoi in February 1973 to pick up POWs returning to the United States. The "Hanoi Taxi" was one of several aircraft involved in repatriating more than 500 American POWs held by the North Vietnamese.

The Hanoi Taxi -- the last C-141 Starlifter still serving in the Air Force -- made two of its final three flights May 5. Former POWs gathered for a reunion and to take part in a weekend of activities created by the Air Force Reserve Command's 445th Airlift Wing here that included retirement of the famed aircraft.

The aircraft made several passes before its final landing on the runway behind the museum May 6. Crewmembers from the 445th AW flew the aircraft from nearby Wright-Patterson Air Force Base to the museum.

A ceremony was held following the aircraft's arrival at the museum. Speakers included Gen. Duncan J. McNabb, commander of Air Mobility Command; Lt. Gen. John A. Bradley, commander of Air Force Reserve Command; and retired Maj. Gen. Charles D. Metcalf, museum director. Former Vietnam POWs and past crewmembers were in attendance to witness the event.

During the ceremony, Lockheed Martin presented the museum with a painting of the Hanoi Taxi flying over the museum. The painting is titled "The Airlift Legend: Celebrating the 43-Year Career of the C-141 Starlifter."

The museum plans for the Hanoi Taxi to be on public display this summer.



Airman 1st Class Michael Wilson waits for passengers to board a C-130 Hercules at Ramstein Air Base on Monday, June 5, 2006, for the day's mission to Stuttgart and Grafenwoehr, Germany. Airman Wilson is a loadmaster with the 37th Airlift Squadron at Ramstein. (U.S. Air Force photo/Master Sgt. John E. Lasky)

17 AIRMEN SURVIVE DOVER C-5 CRASH



Emergency responders are on the scene of a C-5 Galaxy crash today, April 3, 2006 at Dover Air Force Base, Del. (U.S. Air Force photo/Doug Curran)

4/3/2006 - SAN ANTONIO (AFPN) -- The 17 Airmen aboard the C-5 Galaxy that crashed near Dover Air Force Base, Del., today all survived, a 436th Airlift Wing spokesman said. However, there is still no official word on the condition of the survivors, wing spokesman 1st Lt. Jamal Beck said.

"We're still gathering information," he said. As of 11 a.m. EDT, firefighters, medics and security forces were still on the scene.

The huge cargo plane crashed at 6:30 a.m. EDT today. The Airmen on board are members of the 436th Airlift Wing and the Air Force Reserve's 512th Airlift Wing. Television news reports of the crash show the aircraft's tail a distance from the main wreckage, where the fuselage and nose are adjacent but separated.

The last C-5 crash was on Aug. 28, 1990, during Operation Desert Shield. A C-5 crashed after takeoff from Ramstein Air Base, Germany, killing 13 of the 17 people on board.

The C-5 is the Air Force's largest transport and has been in the fleet since 1969. The plane stretches almost the length of a football field and stands as high as a six-story building. The cargo compartment is 143 feet long, 19 feet wide and 13 feet high.

The aircraft has a tremendous airlift capacity. The Berlin Airlift required 308 aircraft of the C-47 vintage, the military equivalent of the DC-3. Seventeen C-5s could have completed the same operation, according to a fact sheet on Dover AFB's Web site.

A board of Air Force officers will convene to investigate the cause of the accident, officials said.





An Airman from the 291st Combat Communications Squadron uses a forklift to load a water pump onto a C-17 Globemaster III at Hilo International Airport, Hawaii, Thursday, March 16, 2006. The C-17 delivered recovery equipment to the island of Kauai, Hawaii, after a dam burst, isolating thousands of people along the island's north shore. (U.S. Air Force photo/Tech. Sgt. Shane A. Cuomo)



Aircrew and maintainers go over final pre-flight checks on a C-130 Hercules before a mission at a deployed location in Southwest Asia on Tuesday, June 20. The Airmen are with the 386th Air Expeditionary Wing. (U.S. Air Force photo/Staff Sgt. Ryan Hansen)



3/20/2006 - SOUTHWEST ASIA (AFP) -- A single Air Force C-17 Globemaster III airdropped 32,400 pounds of humanitarian aid within 40 minutes to four locations in central and eastern Afghanistan March 16.

This feat marked the most cargo airdropped to this many drop-zones in the shortest amount of time from a single aircraft in the history of U.S. airdrop operations, said Lt. Col. Charles Ciuzio, chief of the Air Mobility Division at the Combined Air Operations Center here.

The C-17 and accompanying aircrew are deployed to the 379th Air Expeditionary Wing from McChord Air Force Base, Wash.



The first-of-its-kind MC-130W was presented to Air Force Special Operations Command in a ceremony at Robins Air Force Base, Ga., on Wednesday, June 28. The highly modified C-130 will replace special operations aircraft lost in combat. (U.S. Air Force photo/Sue Sapp)

C-17s DELIVER RELIEF TO KAUAI

by Tech. Sgt. Shane A. Cuomo
Air Force Print News

3/20/2006 - HICKAM AIR FORCE BASE, Hawaii (AFPN) -- "The Spirit of Hawaii - Ke Aloha," Hickam's first C-17 Globemaster III, delivered 27,000 pounds of recovery equipment to Kauai, Hawaii, after a dam burst, isolating thousands of residents and tourists along the island's north shore.

What was intended to be a routine training mission turned into a relief effort after state civil defense officials asked for help getting relief equipment from the island of Hawaii to Kauai.

"This is the first time we have used a C-17 in the state of Hawaii to support a state need like they have on Kauai. I think that is one of the greatest things for me," said Lt. Col. Woody Woodrow, a pilot from the Hawaii Air National Guard's 204th Airlift Squadron.

The Hawaii Air National Guard's 291st Combat Communication Squadron helped load four industrial high-output water pumps and associated pipes onto the C-17 at Hilo International Airport, Hawaii.

"I was on Kauai during Hurricane Iniki, and being part of helping Kauai again to recover from some other disaster going on over there is a tremendous opportunity," said Master Sgt. Bruce Hara, who oversees logistics for Hawaii Air National Guard's 291st Combat Communication Squadron.

With a mix of active duty and Guard Airmen this is the fourth operational mission for the Air Force's new total force structure combining Air National Guard and active duty components for the C-17 mission at Hickam.

"A lot of people have an image of a fighter pilot blowing stuff up, but really it's about helping people and it's the humanitarian aspect that makes the mission worthwhile," Colonel Woodrow said.



Staff Sgt. Joleen Manuia and Master Sgt. Mike Cumberland review publications before departing from Hickam Air Force Base, Hawaii, on Thursday, May 25, 2006. Sergeant Manuia is with the Hawaii Air National Guard's 204th Airlift Squadron. Sergeant Cumberland is with the 535th AS at Hickam. Both are C-17 Globemaster III loadmasters. They are two of the Air Force crew members helping move equipment and troops from the Solomon Islands to Australia, repositioning Australian Defense Forces to support peace operations in East Timor. (U.S. Air Force photo/Tech. Sgt. Shane A. Cuomo)

Parker-Aguillon-Payne Chapter

The Parker-Aguillon-Payne Chapter was proud to sponsor the 2006 "Gathering of Loads" in San Francisco this April and fun was had by all. The four day gathering included a trip to Alcatraz, a Giants Baseball game, association meetings, a dinner at the famous Bubba Gump's restaurant on Fisherman's Wharf, a great Asian luncheon, and a grand banquet the final evening.

A special thanks to MSgt Brent Richburg, MSgt Daniel Webster, and Mr. Mark Davis from AMCTES at McGuire; and SMSgt Chris Dockery, from 19AF/DOM for their outstanding briefings.

Also our briefers from the commercial side of the house, Mike Welch, Boeing; Steve Johnson, Cadillac; and Ray Snedeger, ABX Air gave us a great insight into airlift programs and airlift support activities.

During our general membership meeting, Ray Snedeger gave an outstanding overview of the C-5 Crash in Saigon. He definitely had everyone's attention the entire time he was briefing.

We were also very proud to have Lieutenant Colonel (Retired) Richard Charles Brenneman as our guest speaker. On November 8th, 1967, the Colonel was shot down over North Vietnam...becoming a Prisoner of War until his release on March 14th, 1973. Everyone enjoyed his look back at his role in the airlift mission and the numerous stories he told that we rarely shared with anyone else but air lifters.

I would also like to thank all our chapter members that stood up and helped in the planning and execution of the Gathering. Everything went smoothly and comments such as "Best Ever" were mentioned numerous times.

Once again our chapter participated in the annual American Cancer Society "Relay for Life". Members of our chapter went out and collected over \$13,000.00 for this special event. Al Horwedel

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LOADMASTERS HELP REPOSITION AUSTRALIAN DEFENSE FORCES

5/30/2006 - TOWNSVILLE, Australia (AFPN) -- The U.S. Pacific Command is using its strategic airlift capability to help the Australian Defense Force. At the request of the Australian government, two C-17 Globemaster IIIs from Hickam Air Force Base, Hawaii, are moving equipment and troops from the Solomon Islands back to Australia. This will help Australia position its forces to respond more rapidly to unrest in neighboring East Timor.

The biggest part of the mission involves the loading and unloading of passengers and cargo.

We're in charge of passenger safety (and) ensuring the cargo is loaded correctly ... the weight and balance (must be) correct so that the aircraft will fly safely, said Master Sgt. Mike Cumberland, a loadmaster with the 535th Airlift Squadron.

Weight and balance, input incorrectly, can cause an aircraft to crash, so we have a tremendous responsibility on our shoulders, he said.

With a full tank of fuel the C-17 can carry about 165,000 pounds of cargo and passengers. With its flexibility the aircraft can get to just about any airfield in the world and transport just about anything in the Department of Defense inventory. So far Trek 21, the call sign for one of Hickam's C-17s, has hauled approximately 100,000 pounds for the Australians.

Being a loadmaster is great. There's a lot of responsibility in it, there's a lot of travel, transporting the troops and cargo -- it's very satisfying to be able to get everything in the plane on time and take off on time and just get things done, said Airman James Ngo, a loadmaster with the 535th AS.

C-17 GLOBEMASTER III CREW DOING ITS PART

by Staff Sgt. Paul J. Gonzalez
U.S. Central Command Air Forces News Team

SOUTHWEST ASIA (AFPN) -- A long day of loading and unloading cargo off of the C-17 Globemaster III is nothing new to the 816th Expeditionary Airlift Squadron aircrew. On this day the crew was able to fly in more than 80 aircraft pallets full of supplies to Balad, Iraq, in support of Operation Iraqi Freedom.

"The deployed environment is very tasking and very busy," said Capt. Steven Campbell, aircraft commander in training. "Flying tactical missions in and out of Iraq and Afghanistan is a great environment to learn what the C-17 can do and see what it is capable of."

Master Sgt. Bryan Beaty, a 21-year loadmaster, began his career on the C-130 Hercules, moved to the C-141 Starlifter, C-5 Galaxy and most recently to the C-17. So he knows a little something about cargo missions.

"OIF missions are typically three to five stops a day, with almost two hours between flights," Sergeant Beaty said. "Making the upload happen as fast as you can and then waiting is very fatiguing."

OIF missions are different from regular cargo missions that crews are more used to. It involves quicker reaction times and less time to take in what they are actually accomplishing.

"Here you don't have much time; you do the upload, go out start engines and begin the take off process then your doing paperwork or getting ready for the next upload," Sergeant Beaty said.

In the cockpit of the C-17 sits Captain Campbell, who traded in an office job for a seat with a view from 20,000 feet.

"I joined the Air Force specifically to fly the C-17. I was working an office job in New Hampshire, and I got sick of working there so I started getting my private license," he said. "I had a manager who was a B-52 (Stratofortress) weapons officer, and he pushed me to join the Air Force. I got lucky enough to go through OTS and become a pilot."

Recently, the 816th EAS expanded its rotation in Southwest Asia to 120 days. The extended rotation has brought more of a home station atmosphere while being deployed.

"When we moved as a whole squadron we brought the whole family along," said Sergeant Beaty. "It just has a bigger family feel than last time. That's what I like about this deployment."

Another highlight for Sergeant Beaty during the deployment is the fact that after training for 20 years on combat air drops, he was a finally able to take part in one.

"This deployment we got to do something most of us here only (do) in training," he said. "For Operation Enduring Freedom we did combat air drops in Afghanistan, and I got to be a part of that. It was very exciting. That's the highlight of my career."

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Master Sgt. Bryan Beaty prepares cargo before takeoff at a forward operating base in Southwest Asia on Aug. 5. Sergeant Beaty is a C-17 Globemaster III loadmaster with the 816th Expeditionary Airlift Squadron. (U.S. Air Force photo/Staff Sgt. Paul J. Gonzalez)



Airman 1st Class Darrick Maloney prepares the cargo floor for a full load of pallets destined for Balad Air Base, Iraq, on Aug. 5. Airman Maloney is a C-17 Globemaster III loadmaster with the 816th Expeditionary Airlift Squadron. (U.S. Air Force photo/Staff Sgt. Paul J. Gonzalez)

GATHERING 2006 - PICTURES OF SOME WHO ATTENDED - AT THE BANQUET



Bill Cannon



Mark Raymond



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

BOEING



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



July 12 - Pat Callahan's day job is Rotorcraft Systems facilities planner, SSG Site Services in Philadelphia. Lately, however, Pat has been on extended active duty with the Air Force, serving as a C-17 loadmaster based at McGuire AFB in New Jersey. Pat just returned from an assignment in Iraq for his latest mission, loading completed V-22 Osprey fuselage number 81 onto an Air Force C-17 at Philadelphia International Airport for transport to Amarillo, Texas. On arrival, Bell Helicopters will install the aircraft's wing and tail assemblies at its Amarillo completion facility. Pat worked with Jim Hughes, Philadelphia Packing & Transportation Specialist, to ensure the fuselage was properly loaded for its on-time delivery to Texas. Photo by Jim Hughes

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

Big Country Chapter

The Big Country Chapter had their annual picnic June 10th at Frank Martindales place. Frank barbecued a briske and others brought covered dishes. The food was great and everyone enjoyed the get together.

Our chapter lost a member and great friend this month with the passing of Claude "Frenchy" Ferrand. The membership has agreed to purchase a brick in his honor to be placed at the Dyess AFB memorial facility.

Members of the Big Country Chapter prepared and served breakfast on Main Street at the First Christian Church in Abilene May 30th, which is our community service project.

Our next meeting is July 8th at VFW Post 6873, so if any of you loads are in the area stop and see us.

Mike Lutzko
Chapter President

First State Chapter

The First State Chapter here in Dover is working on a design for a Memorial at Dover's AMC Museum to remember and pay tribute to all Aircraft Loadmasters, past, present and future. Inputs from all chapters are appreciated and you'll get to see the choices as soon as we complete the drafts. The NASCAR weekend also just passed and now Dover is back to it's normal pace, if you've never seen a NASCAR race in person stop by Dover on one of the two yearly race weekends. We also invite inputs to our on-going museum displays to help explain Loadmasters and our critical function on Transport Aircraft. Fly safe.

John Nason
1st State Chapter President

Liberty Chapter

Greetings from the Liberty Chapter! We have had a productive summer here in lovely New Jersey. The proud professionals at McGuire AFB have relocated our C-141B Tail # 67-7947 to its permanent static location adjacent to the McGuire AFB BX/Commissary. The Liberty Chapter has taken on the opportunity to finish the landscaping duties and will ensure this area will showcase the venerable "Starlifter" for future generations! We have started a tradition here by having a monthly "Wings Night" at a local eatery and have had a huge turnout of both "Past; Present and Future" members! Polo shirt with the Liberty Chapter logos have been designed (also showcased by our members at the National Gathering) and our available for all members. Matt Jantz has ordered the official C-141 retirement coins (\$10) from the "Starlifter Farewell" committee and we are ordering more based on an overwhelming demand. Plans are place for the annual picnic in September and we are looking forward to a similar turnout as the previous year's event. Members are encouraged to visit the liberty Chapter website for timely updates and a calendar of future events (thanks Mitch Powell!!). We have had a couple of members experience setbacks but are currently well on the way to recoveries. Phil Julia had an unfortunate motorcycle accident and is recovering well. Shem Miller had complications during a minor surgical procedure but is also on the road to recovery. Our thoughts and prayers are with our brethren and hope that fellow PLA members can take the time to extend their best wishes! Finally I'd like to thank all our members who have stepped up to make my role as President a definite joy! Load Clear!!

Trailblazer Chapter

The Trailblazers Chapter is as strong as ever. We have been having quarterly events for our local membership with our first chapter event hosting CMSgt (retired) Ray Snedegar, 24 Feb 2006. Ray came and gave his world renowned C-5 Babylift presentation to those who couldn't make the A/TA convention. We also had a dinner with some old yet familiar faces Ray Snedegar, TR Reeves, Doug Gardner, Wes Spainhower, Robert (Duce) Dusenberry, Benny Wiggley, and 14 of Altus' finest C-5 and C-17 loadmasters. Capping the two day event we had our PLA quarterly party in Spot 9 (58AS).

This quarter one of our newest Trailblazer Chapter members (Jim Athens) hosted (Trevor Smith) organized an incredible gathering of the loads party at his five acre Altus OK estate, 3 Jun 2006. We were honored with the six Australian C-17 loadmaster contingent led by CMSgt John Madigan (AAF). This event is sure going to be a hard one to top, however we will have another gathering in September.

The Trailblazers Chapter has really come far in such a short time. I wanted to give some kudos to Trevor Smith (design) and Bob Hoepfner (procurement) for the new chapter coin. We have also branched out into our own Chapter T-shirt with Trevor's design logo and it is our catalyst for raising funds for our quarterly events.

Mark Ippolito
Trailblazers Chapter Member





Bill Cannon and Walter Baade checking out the ship



Bill and Walter with Alcatraz Island in the back ground



Mindy Baade and Bill Cannon



Dinner at Bubba Gumps



Lunch at the hotel before the briefings

Cabin Report continued from page 1

his Air Force duties. We are looking for a couple dedicated, knowledgeable members who are interested in sharing webmaster duties. Please let me know if you are interested and have the time to dedicate to this important project.

Next year will be our tenth anniversary! We are planning a small event in conjunction with the 2007 AMC Rodeo at McChord AFB, Washington. Look to future issues for information as we firm things up.

In closing, most of you have heard by now that Life Member, Dan Reider passed away recently. Dan was a strong supporter of the PLA, in fact, he was our Editor of The LOADER for several years. After passing the reins to Frank Murphy, Dan stayed involved, helping us proof read and publish each issue. Dan was a huge help to me as I took over as President and I will miss his insight and humor.

To all our members, please keep those in harms way in your thoughts and prayers. LOAD CLEAR!

Million Hour C-17 continued from page 3

And they had even put a poster in the aircraft that commemorated the flight.

Being on the flight "was an exciting and humbling experience," Colonel Conway said.

Airman Zehringer said being on the historic flight was a privilege.

"I represent everybody I fly with," she said. "And being a woman, I get to represent all the women who do this job -- and there aren't many of us. So this is pretty cool."

But like most of her crewmates, she said it was more satisfying to accomplish a safe mission.

"It's always a relief -- and it fills you with pride -- to be able to bring home wounded troops," she said. "I just hope they get the care they need so they can be with their families real soon."

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

\$Scholarship 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 \$Scholarships

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.

Monty "Bob" Auxier, SMSgt (Ret) passed away on 14 May 2006 at his home in Puyallup, Washington. Monty started his flying career as a "Flight Clerk" on C-74 aircraft at Brookley AFB, AL. From the C-74 assignment, he flew on C-124's aircraft at Tachikawa AB, Japan and Hickam AFB in Hawaii. During the Vietnam conflict period, Monty was assigned to McGuire AFB, NJ flying on C-141 Starlifters. He was with the Air Force for 23 years and following his retirement he worked with the Boeing Company in Seattle WA., as an Industrial Specialist for the Air Force Program Office. He was married to his wife Dee for 55 years, and they had 5 children, 18 grandchildren and 3 great grandchildren. Our thoughts and prayers are with the family.

Archie W. Graham MSgt (Ret) passed away on May 6, 2006 after a four year battle with colon cancer. Archie lived in Farmerville, Louisiana following his retirement with his wife Barbara. He spent most of his AF career as a loadmaster on C-130 aircraft; during the Vietnam period he was assigned to the 374th Tactical Airlift Wing at Naha AFB, Okinawa. In his retirement years he raised livestock, was a charter pilot and instructor, also a truck driver. However busy he was, his family was always first in his actions and heart. He will be missed by all who knew him

Dan Reider passed away last Friday, 21 April 2006. For those who did not know Dan, he was a Loadmaster in the 50's and 60's flying on C-119s, C-123s, and C-130s. He was a Life Member of the PLA and was our Editor of The LOADER for several years. He was a good man and a great help to me personally with the PLA. Please keep his family in your prayers.

The Professional Loadmaster Association is saddened to announce the passing of Life member Rufus J. Bigford who died 1 October 2005 at the age of 72. Rufus served in the North Carolina National Guard and the US Navy before joining the USAF in 1956 where he was a Loadmaster on C-82, C-119, C-124 and the C-130 aircraft. He participated in the first airdrops at the South Pole in 1956 and the first airdrop on the South Pole during the 1960 International Geophysical Year. While assigned to Pope AFB, NC MSgt Bigford was assigned as NCOIC of the loadmaster training school where he was referred to as "The Professor". Rufus was described as a real outgoing person who loved his family, history and classic cars. He definitely will be missed by all who knew him.

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personally collected over \$7,500.00. Thanks to all of our chapter members for there outstanding support.

We have our annual Picnic scheduled for the 9th of September at the Eucalypts Park on Travis. Come out and enjoy the fun.

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

PLA Financial Statement 1 April 2005 through 31 Mar 2006*

Income			
Dues	-		\$12,498
Loader Ads	-		\$2,000
PLA Gear sales	-		\$30
Total Income \$14,798			
Expenses			
Printing/Mailing/Supplies	-		\$6,589
Donation to Assorted Memorials	-		\$50
Scholarships	-		\$2,000
A/TA Booth	-		\$1,262
PLA Patches	-		\$565
Total Expenses \$10,466			

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

Signed - Chris Dockery, PLA Treasurer

SCHOLARSHIP WINNERS!

**CHRISTOPHER PATRICK BERG ATTENDING
UNIVERSITY OF TEXAS
AWARDED A \$1000.00 SCHOLARSHIP IN
HONOR OF JOHN L. LEVITOW**

**AMANDA LEIGH SMITH ATTENDING PENN
STATE UNIVERSITY
AWARDED A \$500.00 SCHOLARSHIP IN
HONOR OF TSgt DANIEL L. REIDER**

**RYAN BOMBERGER ATTENDING LANSING
COMMUNITY COLLEGE
AWARDED A \$500.00 SCHOLARSHIP IN
HONOR OF THOMAS K. "TK" DAVIS**

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-141 HANOI TAXI
C-17 - 1 MILLION HOURS
GATHERING 2006 PICTURES**

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

Please enclose Check or Money Order. Send to:

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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