

# THE **LOADER**

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



Volume 6 Issue 3 November, 2003

## FRIENDSHIP THROUGH AIRLIFT



### CABIN REPORT J.P. Salisbury PLA President-Elect

Wow! Where is the year going? I hope everyone enjoyed the summer and had a chance to spend a little time with family and loved ones. I know a lot of our airmen have been and are still deployed. We are all proud of the great work you are doing and are keeping you in our thoughts and prayers. Every time I watch the news, it seems all I hear is why are we "over there" and a lot of political bashing on all sides. What remains constant though is America's faith and good wishes for our airmen and other troops. Know that we support you 100 percent!

We are getting closer to welcoming another chapter to our ranks. The folks at Dover Air Force Base, Delaware, under the leadership of John Nason, are close to getting their chapter up and running. For you Loadmasters in the Delaware-Maryland area, contact John for more information.

I recently went to a wonderful ceremony at McGuire Air Force Base, New Jersey, designating Twenty-First Air Force as the Twenty-First Expeditionary Mobility Task Force (EMTF). This new EMTF, along with its' counterpart on the west coast, will provide a rapid, tailored, world-wide, air mobility response to combatant commanders needs. Both EMTF's will report to the newly formed Eighteenth Air Force, Scott Air Force Base, Illinois. I mention this because 21st AF held a special place in my heart. I served two tours there in Stan/Eval and had some of my best Air Force years there. But while I was at the ceremony, I started to think about all the other loadmasters who made 21st AF so great. Carl Sellers, Denny Fultz, Charlie Jackson, John Wyche, Mac McCommons, Dave Fincher, and Dave Tellers, who took a jeep Master Sergeant (guess who) and helped show him there was more to the Air Force than being in a squadron. And thanks to all the others, young and old, who kept the Stan/Eval and tactics standards high. As you read this newsletter, you will read about a real 21st AF legend. Back then it was called Eastern Transport Air Force, and Chief Sam Hanna was a Loadmaster's Loadmaster. Though I never had the privilege of meeting him, all of us in the Loadmaster arena would not be as well off without his vision.

It's getting close to another Gathering of Loads. The year 2004 promises to be a great reunion as we travel to Atlantic City, New Jersey to meet at the Trump Taj Mahal Casino•Resort. We will be getting information out shortly but see the article inside

**Continued on page 14**

### LOADMASTER TURNS 50!

No, not any one specific Loadmaster, but 2003 is the 50 year anniversary of the first recorded Air Force Specialty Code for "Aircraft Loadmaster and Aircraft Loadmaster Technician. HAPPY BIRTHDAY!

It all started many, many years ago at the outset of large-scale airlift operations in World War II. The need for someone to load and unload cargo properly, compute weight and balance, conduct airdrops, and supervise passengers was quite evident. Loadmaster duties, as we know them today, were performed

**Continued on page 6**



For the McCann family of Minneapolis, serving in the Minnesota ANG has become a family tradition for three generations. Jack McCann laid the groundwork by serving thirty years as a flight engineer, retiring as a chief master sergeant in 1983. Growing up with a father in the military made the decision to serve easy for the McCann sons, Lt. Col. Matt McCann, a C-130 pilot, and MSgt. Tim McCann, a Hercules loadmaster. Both are assigned to the 772nd Expeditionary Airlift Squadron at a forward-deployed location supporting Operation Enduring Freedom and Operation Iraqi Freedom. The family's love of flying is also what prompted their nephew, SrA. Jason McCann, a C-130 loadmaster also deployed to the 772nd EAS, to join. Though all three of them have deployed before, this mission is the first time they deployed together.

Reprinted from Lockheed-Martin, CODE ONE Magazine

## A TRIBUTE TO "SAM" HANNA

BY THREE OF HIS FRIENDS



Forward: Today, more than ever, it is imperative that we recognize the sacrifices and accomplishments of our Armed Forces, and in particular, that we recognize "one of our own!" After CMSgt (Ret) Samuel "Sam" Hanna passed away on June 8th 2003, we in the Professional Loadmaster Association (PLA) published his obituary in our newsletter ("The LOADER") which described who Sam was, who his parents were, including his wife and children, and a short summary of where he was assigned as a loadmaster. After reading his obituary, I had a "moment of remembrance" about CMSgt Sam Hanna and a few days later at a local PLA "Northwest Chapter" meeting I was in the process of mentioning a few of Sam's achievements and accomplishments when Harold Edvalds, one of our members stated, "Why don't you people who knew Chief Hanna write an article for the newsletter!" Thinking that was an excellent idea, I proceeded with the project. Writing a eulogy about a person often ends up being one person's opinion or impression of that person. To avoid that stigma, I have asked two other loadmasters who were quite close to Sam at different times throughout his career to "step up to the plate" and write a short review of how they knew Sam and the circumstances surrounding their relationship with him. First will be **CMSgt (Ret) Victor Fredlund**, followed by **CMSgt (Ret) Vern Devitt** and taking up the finish will be myself, **CMSgt (Ret) Bill Cannon**.

### My USAF Mentor, Samuel Hanna, by Vic Fredlund, CMSgt, USAF (Ret)

A few words about Sam; first, he was the initial leader of the movement to recognize loadmasters as valid aircrew members, not just box pushers from Air Freight. In the mid fifties, Sam was influential in opening up the loadmaster career field to the "seven" skill level AFSC, a level that was previously achieved only by an Air Freight Specialist. This was a major advancement and motivator for those in the loadmaster career field. Prior to that period, the loadmaster career field AFSC was limited to a maximum of "five level" which greatly hindered progression and rank achievement. Sam was a man of integrity who always strived for recognition of the loadmaster position.

Praise did not come easy from Sam; you had to prove yourself! For example, he gave me the responsibility of handling the entire research on a material failure resulting in a loading accident on a C-124 aircraft. His rationale was that I was a rookie Flight Examiner who was ultimately responsible when the accident occurred. It turned out well and was quite a learning experience. My respect for Sam continued as he moved up the ladder to EASTAF (now 21st Expeditionary Mobility Task Forces- EMTF) and ultimately MATS HQS. (now Air Mobility Command-AMC). He assigned me to some difficult projects that greatly tested me and ultimately led to my success in the loadmaster career field. The projects included, but were not limited to, initial operation of pure jet transports (C-135) into MATS (AMC) at McGuire AFB, New Jersey, and later as Initial Cadre in the C-141 program at Charleston AFB, South Carolina, which included initial airdrop and loadability testing of the C-141 aircraft at Pope AFB, North Carolina. Following my C-130 assignment in Southeast Asia in the late sixties, CMSgt (Ret) Sam Hanna again challenged me to oversee and manage a special weapons handling project. He delegated projects to a subordinate and indicated that along with the personal responsibility of the project that the person will act responsibly. It was indeed a great and pleasurable experience to have worked with one of the most knowledgeable loadmasters of his day, and someone who had such a positive effect on my career.

On a personal note, I spoke with Sam by telephone a few days before he passed away and reiterated his great impact on my career. My only regret was not personally seeing him in those final days, a visit advised against because of his seriously deteriorating medical condition. Sam, may you rest in peace and enjoy the legacy you created, "The Loadmaster's Loadmaster". Thanks from all of us all!!

### Sam, by Vernon L. Devitt, CMSgt, USAF (Ret)

I first met Sam Hanna in early 1952 while we were both classroom and in-flight instructors at the B-29 Gunnery School at Lowry AFB, Denver, Colorado. With the advent of the B-52 aircraft many of us gunners were declared surplus. In the latter part of 1952, Sam along with about thirty of us NCO instructors were transferred to Donaldson AFB, Greenville, SC to be cross trained into Air Transportation Career Field. This was the time that the Air Force decided that it wanted to replace the Army personnel that were making parachute deliveries from Air Force aircraft with Air Force personnel. The surplus gunners provided a ready pool for this purpose. After arriving at Donaldson AFB, Sam and the other MSgts assigned the personnel to each of the three units being formed: 4th, 5th, and 6th Aerial Port Operation Squadrons. I was fortunate enough to be assigned to the 5th APORON with Sam. This was when I started to get to know Sam Hanna.

Sam was assigned duties as Operations NCO. Although the 464th Troop Carrier Wing (as it was called at that time, later was redesignated Tactical Airlift Wing.) was equipped with C-119 aircraft, Sam and a couple of others in each of the three squadrons were sent to the C-124 aircraft weight and balance school in West Palm Beach, Florida. Upon their return to their respective squadrons, they trained others in basic fundamentals of computing weight and balance and the proper preparation of the "Form F" who then trained others.

In late 1953, Sam along with the 5th Aerial Port Squadron, moved lock, stock and barrel on the US Hodges to the Squadron's new headquarters at Wheelus AB, Tripoli, Libya. At Tripoli, Sam was instrumental in selecting and assigning personnel to detachments in

Continued on page 2

Sam Hanna continued from page 2

Turkey, Greece, Italy and Germany to operate air cargo and passenger terminals. Eventually, Sam along with the 5th Aerial Port Squadron, moved to the squadron's new headquarters at Neuberg AB, Neuberg, Germany. In November 1957, the squadron was moved again, this time to Evereux-Fauville AB, France. At Evereux-Fauville AB, we transitioned into the C-130 aircraft with the 463rd Tactical Airlift Wing. Sam returned to the states from there and I can't recall his next station.

Sam fought many a battle to establish safety and operational procedures for the loadmasters. Sam stood up to the mightiest of them. If Sam thought that he was correct, which was the majority of the time, his devotion to duty, integrity, determination, will power, knowledge, and skill determined the basis for what the Loadmaster career field is today. Sam was also instrumental in making the loadmaster a respected aircrew position. Sam Hanna was the loadmaster's loadmaster.

On the lighter side of Sam, it must be said that Sam was a happy airman. He liked a good joke as much as the next person. Periodically as I entered the operation office, and things were getting to him or things were slow, Sam would say "Devitt, I can beat you in a foot race any day", we would go outside, determine how far we would run and then run. Sam never won, but the same challenge was made at different times with the same results. One of Sam's favorite sayings was "stick with me kid and you'll be farting through silk."

I wouldn't mention this if Sam had not brought up the subject the next to the last time that I spoke with him before his passing. The routine at the inception of the 5th Aerial Port Squadron was a very strenuous basic training program, roll-call formations, spit shines, starched fatigues with military crease, bloused boots and the works, and loadmaster training including the preparation of supplies and equipment for parachute delivery. As operation NCOIC, during roll-call formations, Sam would take attendance report from the flight leaders and then report to the officer-in-charge of the formation. On this particular day, who knows why, when Sam did an about-face to give his report, he about faced in the wrong direction. He asked me if I remembered the incident and I told him that I did. He said that it was always in the back of his mind. I told him that most of us had some such occurrence in our lifetime.

Sam and I became very close friends, more than that, we are family friends. I visited him twice in his office at Scott AFB, IL and "Babe" (my wife) and I made three visits to see him and his family at their home at New Baden, IL., once with our great granddaughter, Dakota. Although at our last visit with Sam and his family, Sam was in poor health, his spirits were high.

Babe and I extended our sincere condolences and deepest sympathy to Louise and family, and we talk with Louise on a pretty regular basis. Sam Hanna will be missed by many, but more than that, Sam Hanna will be remembered by many.



*This photo was taken at the Loadmaster School, Donaldson AFB Greenville S.C., Dec 1953 by D.L. Underwood. He was in the 1st Aerial Port Sqdn and later assigned to the newly formed 5th APS.*

## CMSgt Sam Hanna - a legend, by Bill Cannon, CMSgt, USAF (Ret)

I worked directly for CMSgt Sam Hanna for four years (1970-1974) and following his passing I had hundreds of flashbacks about Sam; his habits, character, views, guidance lessons, loyalty, and his caring attitude toward loadmasters.

I first met the "Chief" in the early sixties at a C-124 "dash nine" conference at Travis AFB, CA. Prior to that period I had only heard through the grapevine about Sam Hanna. He was sort of a legend that you heard about but never actually met. But on that day I happened to be sitting opposite Chief Hanna at a this large conference table while we worked our way through numerous "dash nine" proposals, changes, ideas, etc. Shortly into the discussion, I let loose with a negative opinion about a proposal someone submitted concerning putting step-by-step procedures in the "dash nine" on how to tie knots. Well, the room got real quiet and a loadmaster from McChord AFB, WA by the name of Thor Hanson said; "Bill, Sam Hanna suggested that!" Things got real quiet then! After I finished my thoughts on the subject I felt my status with Sam Hanna was at a "zero level" and that I would never get out of the doghouse. But, eight years later Chief Hanna offered me a job at Scott AFB, IL in Command Hqs Stan/Eval, so I guess he probably raised my status level with him to at least a "five". But, I will never forget our first encounter. To describe Sam Hanna is like trying to describe someone who had all the qualities of greatness. He had deep faith, integrity, complete confidence, influence, human sympathy, and a broad vision on true values of freedom including what loadmasters should and shouldn't do. He was a man who stood out in a crowd not because of his size, which was medium, but by his full head of thick gray hair and his voice, which was gentle and unmistakable.

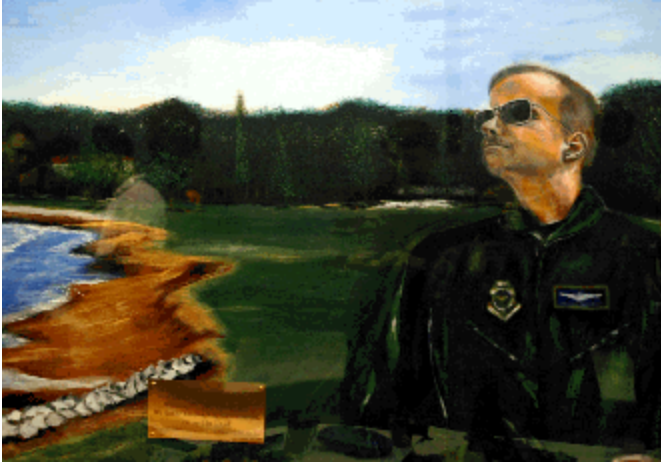
Working for "Sam" was quite an experience! I observed him on a daily basis when I was at Scott AFB, IL (when not flying or participating on Stan/Eval visits) and all I can say is, he was "The Man" of that era. Many of the MAC Commanders in that period were WWII people and knew Sam was a B-24 gunner during that war and remembered his background; Generals such as General Howell M. Estes, General Jack J. Catton, General P.K. Carlton and others. Some also called Sam by his first name and whenever there was a loadmaster problem in the "system", they would call down to Stan/Eval and inform the boss to send Sam up to the Commander's office for a rundown on the problem. But being at HQ level sometimes creates problems in trying to figure out what the real problem is and what caused the problem. We (loadmasters) always knew that it only took a phone call to our East or West Coast counterparts to get an answer. Good thing we all could communicate with each other as loadmasters. Sometimes the "story" (problem) was totally different from when initially presented to the final summary.

In order to speak with credibility about someone, we look at who the person is, the person's character and their ability to paint a picture of something positive or negative. Chief Sam Hanna was that person for he had exceptional reasoning ability. He evaluated each challenge presented to him and asked his self "how is this going to influence the line loadmaster?" Is it safe or is it dangerous? Right or Wrong? Without doubt, he "fought" for us (loadmasters) especially in manning authorizations, promotions, assignments and cross trainees input allocations coming into the career field. He was adamant on the standardization of duties

Continued on page 5

## MASTER SERGEANT REMEMBERED FOR HARD WORK, DEDICATION

BY AIRMAN 1ST CLASS CASSANDRA J. LOCKE  
43RD AIRLIFT WING PUBLIC AFFAIRS



POPE AIR FORCE BASE, N.C. (AMCNS) - A fighting loadmaster lost the battle against cancer before he was to be presented a mural in his name for his dedication and accomplishments. Master Sgt. Gary Chancellor passed away Aug. 22 in his sleep less than a week before his 42nd birthday. "He was ready to meet the Lord," said retired Master Sgt. Henry Britton, a close friend of Sergeant Chancellor.

In December 1999, a lump formed between Sergeant Chancellor's cheek and gum and he woke up not knowing what it was. A biopsy showed it was cancer. He then went to Walter Reed in Washington and had three surgeries. His jaw was pulled out while the cancer was chiseled out of it. The doctors thought they had removed the cancer. After six months of surgeries and treatments, Sergeant Chancellor was ready to go back to work. He deployed to Southwest Asia in March 2001, but soon after, lost feeling in his neck and head. He knew something was wrong and made arrangements to come home. When he returned to the U.S. he was tested and his situation had worsened. He still had cancer. He went back to Walter Reed and found out cancer cells had dislodged and traveled to his head and attached to his brain stem. That blocked his nerve pathways. Doctors gave him three months to live. Ever the fighter, he opted an experimental surgery in Boston called proton radiation therapy.

While waiting to go through the treatment, he was assigned to the 43rd Operations Support Squadron training section and was in charge of the C-130 Part Task Trainer, also known as the HULK. He worked directly with Army airborne units to increase the usage of the trainer. He developed a rapport with Army paratroopers and increased HULK usage more than 100 percent while decreasing the need for an actual flight line airframe to zero, according to Senior Master Sgt. Alex Madrigal, 43rd Operations Group. His program came to life and new loadmasters began training there on a regular basis. "His commitment to the HULK trainer has ensured Pope loadmasters, maintenance personnel, aerial port transporters and Fort Bragg Army paratroopers have one of the best training facilities in the Air Force," said Sergeant Madrigal.

Sergeant Chancellor continued therapy in Boston for four months. The cancer was gone, but the right side of his face was paralyzed. The treatment damaged the cranial nerves on the right



Northwest Chapter members enjoy their annual picnic. Read about their Chapter activities on page 7.

## Parker-Aguillon-Payne Chapter Raises Over \$5500 for Cancer Society

The Parker-Aguillon-Payne Chapter participated as a team in the American Cancer Society, "Relay for Life" walkathon on the 21<sup>st</sup> and 22<sup>nd</sup> of June. Each team member participated not only in making sure we were able to walk the entire 24-hour period but also in securing donations to support the event. Our team reached Diamond status with donations over \$5500.00. We came in third place for total donations in a field of over 100 teams. All team members were probably a little sorer at the conclusion of the 24-hour walk but we sure proud that our contributions will provide Hope and one day a Cure for all those who have been touched by cancer.

Mike See did an outstanding job of organizing this event and making sure our chapters support went smoothly. Al Horwedel was by far the champion of the entire event by not only staying the entire 24 hours but also by collecting over \$4500.00 in contributions. Our hats go off to both of these outstanding members of our team and all those that participated in the walk and the contributions they received.



Left to right: Stu Russell, Al Horwedel, Mike See, & Mark Raymond

**Sam Hanna continued from page 3**

throughout the different aircraft in MATS (AMC) and above all he was concerned for our well being, our families and morale.

Chief Hanna worked on numerous high level projects and would fly on the test missions to validate the requirement whether it was a 463L project, missile or nuclear airlift requirement or airdrop test. He was not a "slacker" person, but just the opposite, an aggressive, knowledgeable and competent Chief Loadmaster.

He was a loadmaster who never really "flew the line" or loaded a tank on a cold night in the middle of nowhere and alone, but he was a loadmaster. He rarely flew as a basic "Load" because he was more effective to the United States Air Force as a "Chief" observing, evaluating and listening.

Well, this brings to a close our three person input "Tribute to Sam Hanna" eulogy. All we can say is; it's original, full of truth, honor and respect for a fellow loadmaster. He was our "Leader" and we respected him. We all feel the depth of his loss and remember it's not how much you know, but how much you care. We will miss him because he cared about helping others followed by his own needs.

## COMBAT SHADOWS HELPING WITH LIBERIA



LUNGI, Sierra Leone, (AFPN) — Airmen from the 398th Air Expeditionary Group embarked on a refueling flight Aug. 6 in an MC-130P Combat Shadow, originally from Royal Air Force Mildenhall, England, now supporting operations in Liberia. The mission was to refuel three HH-60G Pave Hawk helicopters, also part of the 398th AEG, from Naval Air Station Keflavik, Iceland, that were on an infiltration mission to the American Embassy in Liberia. The helo mission is greatly enhanced by the MC-130P, said Capt. Sonny Noyes, 398th AEG airborne mission commander for this mission. "The tanker adds flexibility for contingency operations, as well as providing a command and control platform for our mission," he said. The 398th AEG airmen walked onto the giant plane through the back doors and secured a red jump seat, although there would be no jumping on this mission. The loadmasters handed out flotation devices and made sure all earplugs were secure. Vapors, created from the African humidity outside, poured from the air conditioning inside the aircraft.

The crew is made up of two loadmasters, two pilots, two

navigators, one flight engineer and one radio operator. This type of mission is normal for this particular crew, as they work with helicopters all the time. The loadmasters prepared the plane and passengers for takeoff. "We are specialists in the weights and balances of the plane," said Staff Sgt. Carlos Clements, loadmaster. "We make sure the cargo meets the weights, and we are the eyes and ears of the pilots." Taking off with a powerful thrust, the Combat Shadow pushed everyone toward the back of the aircraft. Situational awareness is key, particularly in this area, said Capt. Sid Bridges, MC-130P Combat Shadow pilot for the mission. "We had to fly down to get out of the storm," said Bridges, referring to a big ice storm on the way to Lungi. "There's no radar environment here. Everything is based on timing, so you have to roll the dice that there are no aircraft around."

Out of radio communication for about 10 to 15 minutes because of the storm, they had to descend without telling anyone about it. "It's OK if you can see, but when you can't, it makes the hair on your neck stand up a little bit," said Bridges. Noyes said the chance to be an airborne mission commander during an operational mission, from a Combat Shadow, is a once-in-a-lifetime opportunity. "Air battle managers are trained to perform as AMCs," said Noyes. "Being currently stationed at the 932nd Air Control Squadron, Naval Air Station Keflavik, Iceland, I would never have envisioned being deployed to Africa during this assignment. I truly appreciate the trust my commander had in sending me, and the trust the crews of the 56th Expeditionary Rescue Squadron have placed in me to perform the mission."

The MC-130Ps got the call for this mission when they were in Iceland training with the HH-60Gs. "Africa is one of our areas of responsibility," said Clements. "We tend to be pretty much everywhere. We're very adaptable and capable. Whatever our customer needs is what we do." Bridges said the hardest thing with refueling the helos is that most tankers use automatic pilot. "This is all-hands flying, so maintaining a stable platform is our main goal, enabling these guys to get their gas and go about their business," Bridges said. When refueling began, the back steel doors of the MC-130P opened up 500 feet above the ocean. Soon three HH-60Gs were in sight. The drogues (refueling lines) glided out of the plane on each side. Each Pave Hawk has a refueling probe that sticks out the front that the helicopter pilot has to align and connect with the drogue, which is a little larger than a beach ball. Despite whipping winds, pounding rain and thick fog, all three helicopters took on fuel, fell back into a line formation and then dove down under the plane, off to finalize their operation. "Because of the refueling and command and control the tanker provided, the helos were able to complete the mission," said Noyes. "Four aircraft and crews returning to base safely — that's good teamwork." (Courtesy of U.S. Air Forces in Europe News Service)

TRAVIS AIR FORCE BASE, Calif. (AFPN) -- The first C-5 Galaxy to be retired from the Air Force inventory was delivered Nov. 4 to the Aerospace Maintenance and Regeneration Center at Davis-Monthan Air Force Base, Ariz.

Thirteen C-5s from across the Air Force are scheduled to go to the center. Travis will retire up to four aircraft by the end of 2004, reducing the total number of assigned C-5s to 33.

"This event is historic because it marks the future of air mobility. Retiring the older C-5s is paving the way for the modernization of the C-5 fleet and the beddown of C-17 (Globemaster IIIs) at Travis AFB by 2007," said Col. Steven Miller, 60th Operations Group commander. (Courtesy of AMC News Service)

### Loadmaster continued from page 1

during World War II, but not necessarily by any one designated crew position. Loadmaster duties were divided amongst a variety of specialties, both officer and enlisted, without any apparent uniformity between units. Many times, whoever was available pitched in to do the loading. The weight and balance officers,



cargo loading officers, flight traffic clerks, pushers, and kickers all were filling important positions in the airlift system of the early years and evolved into what we now call loadmasters.

The closest use of personnel as "loadmasters" (in present day context) was in the China-Burma-India Theater (CBI). Many different names were used for the forerunner of today's loadmaster, and they seem to have varied by mission. On crews flying "The Hump", the airlift over the Himalayas, this person was the Flight Traffic Clerk. Flight Traffic Clerks were part of the aircrew and when carrying passengers were sometimes referred to as Flight Attendants. An India-China Division brochure depicts a Flight Traffic Clerk performing the same duties as today's loadmaster. The Hump Express, the newspaper of the Air Transport Command (ATC), featured a photograph of cargo being loaded under the supervision of the "enlisted cargo supervisor".

The airdrop mission produced yet a different name for the enlisted man in the back of the aircraft. The first airdrops in the CBI began in March 1943 by the Army Air Force Ferrying Command (later ATC). An experimental airdropping detail was formed, establishing the first "kicking" detail. A kicking detail was defined as "three or four enlisted men who push cargo from the plane." The experimental drops were so successful that the operation was immediately expanded. Operations increased and the Tenth Air Force records show that between April 1943 and July 1944, "Kickers" (called "Pushers" in ATC) flew 45,997 combat missions, logging over 93,664 hours of combat time. Thirty-nine Kickers were killed, three received the Distinguished Flying Cross, nineteen received the Air Medal, six received the Purple Heart, and many more medals were still being processed. Kickers began receiving flight pay in October 1943.

After World War II, loadmaster duties were handled much the same way as during the war. However, in 1947, Army Air Force Manual 35-1 listed a job description for Flight Traffic Clerk, remarkably similar to present day loadmaster job descriptions, without mentioning airdrop duties. Loading/unloading of cargo, tiedown, passenger safety, control of traffic and customs documents, and jettison procedures were a few of the duties outlined. As far as airdrop operations, during the Korean War, kickers continued to perform this function on C-119 aircraft.

By 1951, the Army Air Forces Flight Traffic Clerk was replaced by the Air Force Senior Flight Steward. Also at this time, the Air Force was receiving the first of its new C-124s. In an after-action report from Operation Blue Jay, airlift support for construction at Thule AB, Greenland, one of the assigned factory crewmembers was referred to as the "Douglas Loadmaster". Immediately after this, in June 1951, Military Air Transport Service directed the es-

tablishment of a C-124 transition unit, including aircrews consisting of "one pilot, one co-pilot, one flight engineer, one flight mechanic technician, and one loadmaster".

In 1953, the Aircraft Loadmaster and Aircraft Loadmaster Technician appeared in Air Force Manual 35-1 as AFSC 60153, with a job description nearly identical to what it is today, except there was no mention of supervising passengers. The same manual identified the Flight Traffic Specialist to supervise passengers. The 1962 version of AFM 35-1 made a few changes. The loadmaster Air Force Specialty Code (AFSC) was changed and established the nine-level loadmaster superintendent position. Between 1962 and 1966, the Flight Traffic career field disappeared from Air Force manuals. Between 1975 and 1993, the loadmaster AFSC has undergone further revisions, more clearly defining loadmasters as crewmembers.

From their humble beginnings as flight traffic clerks, pushers, and kickers, loadmasters are everywhere you see an airlift aircraft. Starting in the early days of the China-Burma-India Theater, to Vietnam, Granada, Panama, the Gulf War, Afghanistan, Iraq, and countless other wars and contingencies, loadmasters were there, ensuring cargo was loaded and secured properly, troops and passengers safe and airdrops "on-time and on-target". Loadmasters routinely placed their life on the line for their crew and their country. In February 1969, at the height of the Vietnam War, Airman First Class John L. Levitow, placed his own life at risk to save his crew while serving aboard an AC-47 gunship hit by Viet Cong fire. For his courage at the risk of his life, A1C Levitow became the only loadmaster ever awarded the Medal of Honor.

Proudly serving on all transport aircraft; C-5, C-7, C-17, C-23, C-46, C-47, C-119, C-123, C-124, C-130, C-141, and all the others, gunships included, loadmasters today look back on their heritage with pride and meaning. Even as you read this, Air Force Loadmasters are flying around the globe, maintaining the great airlift and mobility tradition of "Anything, Anywhere, Anytime".

**WE NEED YOUR STORIES AND PICTURES!**

DO YOU HAVE A STORY OR INTERESTING PICTURE TO SHARE? WE ARE LOOKING FOR ARTICLES AND PICTURES FOR "THE LOADER". WE HAVE SEVERAL ARCHIVED BU THESE WON'T LAST LONG. HELP US OUT WITH YOUR CONTRIBUTION TODAY. ALL STORIES, ARTICLES, AND PICTURES MUST BE ACCOMPANIED WITH YOUR NAME AND PHONE NUMBER/EMAIL ADDRESS TO VERIFY CONTENT.

SEND CONTRIBUTIONS TO THE EDITOR AT:  
[FRANKM@LOADMASTERS.COM](mailto:FRANKM@LOADMASTERS.COM)

## CHAPTER REPORTS

### PARKER-AGUILLON-PAYNE CHAPTER

Our chapter participated as a team in the American Cancer Society's "Relay for Life" on the 21st and 22nd of June. Mike See was our designated team captain and all those that participated or stopped by to offer their support had an outstanding time. Al Horitall by far raised the most donations for this most worthwhile event. See related article in this newsletter.

Our annual picnic on the 2nd of August at Lake Solano Park was another outstanding social gathering of our local chapter. Thanks to Bob Cosgrove for being our chef and again providing some most impressive morsels of only the finest London broil.

Our chapters annual Outstanding Loadmaster of the year award has been selected and will be presented to Senior Airman Elizabeth K Dahliwal in November 2003. SRA Dahliwal was twice selected as squadron Airman for the Quarter. In addition she was selected as 22nd Airlift Squadron Airman of the year, and the 60th Operations Group, Airman of the year. SRA Dahliwal was also selected Below the Zone to Senior Airman. SRA Dahliwal contributions to the Loadmaster profession set the example for all to follow and demonstrate outstanding character, integrity, and epitomize the image of a professional loadmaster. Our chapter is proud to present the first ever, Professional Loadmaster Association, Chapter Loadmaster of the year to SRA Elizabeth K. Kahliwal. We encourage and challenge each chapter to adapt their own Loadmaster of the Year award and hope in the future we will be able to award a national Loadmaster of the Year from the Professional Loadmaster Association.

Great things are still to come and we will have our annual Christmas party at the Travis museum the first part of December. A flyer will be sent in the near future on the date and time.

Thanks to all the chapter members who continue to support us and a reminder to all members that are monthly meetings are held the first Tuesday of each month, 7:00 PM, at the Delta Breeze Club (NCO Club), on Travis AFB.

Mark Raymond, President, Parker-Aguillon-Payne Chapter

### LIBERTY CHAPTER

Hello again from the Northeast! For those of you fortunate enough to live in this part of the country, I have two words for you; fall foliage! What a spectacular display Mother Nature is putting on this year.

What has the chapter been up to lately? Well if you happened to read my last report I mentioned that the Gathering of Loads will be in Atlantic City next year. Well, we finally nailed down the hotel and dates. The Gathering will be in the Trump Taj Mahal right on the famous Atlantic City boardwalk the 23<sup>rd</sup> – 27<sup>th</sup> of May. Check out the ad located in this issue of "The Loader" for more info and web links to the hotel. For those Liberty Chapter members looking to get involved with the Gathering, stop in at our next meeting or shot me an e-mail at kennyt@bellatlantic.net. There is plenty of work to do before May and the chapter sure could use the help.

Speaking of e-mail, I've only received three e-mail address updates. So if you haven't received an e-mail lately and you are a Liberty Chapter member, please, send me your new address so I can update our data base. Keep checking the PLA website for more information on the Gathering of Loads and we'll see you there!

Tom Kenny, President, Liberty Chapter

### MID-ATLANTIC CHAPTER

Surprise, the Mid-Atlantic chapter is alive and doing well. We had throttled back during the last quarter due to the fact there were only 4 qualified active duty loadmasters on Pope Air Force Base and three were actively engaged in performing upgrades for INDOC students. Well "Praise the Load" we finally returned to the world the end of May just in time to work on regaining all our airdrop and NVG currencies so we could redeploy. So thank you to the few retirees who ensured continuity of the organization since last year. During this short period we talked up the organization to our 15 plus brand new loadmasters about the organization but unfortunately we haven't been able to get them to any meetings since most are already in the desert but don't count us out yet. We were able to get in a successful loadmaster picnic and a survey asking what most folks wanted from their loadmaster organization. We have put this in our agenda and will continue to pursue the survey remarks to ensure we stay on top of things.

Next we do have bad news to report. One of our own, MSgt Gary "Chance" Chancellor lost his battle with cancer in the early morning of 22 Aug. A mural was painted for him and will be mounted in our Part Task Trainer (HULK) to honor him and his commitment to making it one of the best facilities in the Air Force. Mrs. Chancellor (Angel) asked that we continue with the unveiling of the mural and perform a retirement ceremony in Chance's honor. The unveiling was a true "moment in time" and MSgt Henry Britton (RET) accepted Gary's and Angel's certificates and gifts. The Pope Consolidated Club provided food and refreshments for the 100 plus people in attendance at the unveiling/retirement ceremony. Gary will be missed and has left a lasting impression on all who knew him. "PRAISE THE LOAD!"

William Wellbrock, President, Mid-Atlantic Chapter

### BIG COUNTRY CHAPTER

The Big Country Chapter of the PLA conducted a meeting on 11 OCT 2003 at the VFW Post 6873. Ten members were present. It was decided that the Big Country Chapter would enter a float in the Veterans Day Parade in Abilene. This is the 2<sup>nd</sup> year we have participated in the parade. Everyone was in favor of having a Christmas party this year, which is scheduled for the 13th of December. It was also decided to have a garage sale in April of 2004.

Michael P. Lutzko, President, Big Country Chapter

### MORE CHAPTER REPORTS ON PAGE 10

Don't see your chapter report in this issue? There was no report received from the Denali, Southeast, Golden West, or The Rock Chapters this issue. We encourage all chapter members to contact their chapter officers and help be part of the solution. Remember, one or two chapter officers do not make the chapter run...they need your help! We look forward to seeing all chapters represented in the next LOADER.

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

Yes, that's right. The planning for the 2004 Gathering of Loads is going strong. Next year we will meet at the fabulous Trump Taj Mahal Casino•Resort, in Atlantic City, New Jersey.

This is an especially critical meeting for us as we will be discussing long range issues with a lasting impact on our association. In addition, according to our by-laws we are required to have a general membership meeting on a biennial basis.

The Liberty Chapter members have selected the dates of 23 - 27, May 2004, and we ask you to mark your calendars, plan to attend, and support your association - this promises to be the Gathering to remember!

To make your hotel reservations, please contact the Trump Taj Mahal Casino•Resort at 1.800.825.8888 ext.3. Be sure to identify yourself with the Professional Loadmasters Association and mention group code: BLOAD04. This will entitle you to a group discounted rate of \$99.00 ++ single or double occupancy per night. The ++ denotes 13% tax, \$2.00 Tourism Promotion Fee, and \$3.00 Occupancy Fee per room per night. We are working hard to greatly minimize and possibly eliminate other costs to attendees staying at the hotel (conference, banquet fees, etc.).



### **Official Function Schedule**

#### **Sunday, 23 May 2004**

Hotel check-in 6:00PM  
PLA Registration  
Welcome Reception

#### **Monday, 24 May 2004**

Executive committee meeting

#### **Tuesday, 25 May 2004**

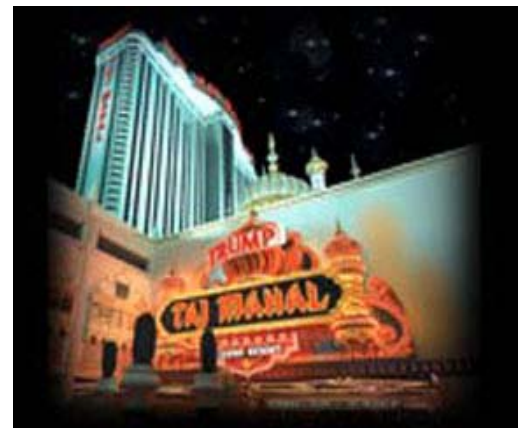
General Membership meeting

#### **Wednesday, 26 May 2004**

Gathering of Loads Banquet

#### **Thursday, 27 May 2004**

Depart



We are planning many daily activities: Loadmaster seminars, baseball games, fishing trips, and shopping trips. These activities will be posted on the PLA website as they are arranged.

If you have any questions or need additional information, please do not hesitate to contact:

J.P. Salisbury, (609) 893 0363, email: [jpandbarb@comcast.net](mailto:jpandbarb@comcast.net)

Tom Kenny, (609) 754-4403, email: [thomas.kenny@mcguire.af.mil](mailto:thomas.kenny@mcguire.af.mil)  
or visit the Trump Taj Mahal Casino•Resort website at [www.trumptaj.com](http://www.trumptaj.com)

**Make Your Plans Now To Attend. We Will Be Placing Registration  
And Planning Information On The PLA Website Soon.  
Be Looking For It!**

**THE PLA WELCOMES  
ZIP PETERSON  
AS OUR NEW  
ASSISTANT WEBMASTER!**

**WITH RICH AND ZIP WORKING  
TOGETHER, OUR SITE WILL BE  
UPDATED FREQUENTLY. CHAPTER  
PRESIDENTS - GET YOUR PAGES  
UPDATED NOW!**

**MEMBERS - HAVE IDEAS TO  
IMPROVE OUR SITE? EMAIL OUR  
WEBMASTERS TODAY!**

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



**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](mailto:Vetter8191@msn.com)



## CHAPTER REPORTS

### TRAILBLAZERS CHAPTER

Howdy from the Southwest! We recently held elections within our chapter and I'm proud to serve the trailblazers as the new chapter President. MSgt Reynold Albright is now the new Vice-President, MSgt Tony Marose is our new Treasurer and TSgt Clayton Holt is our new Secretary. As the new chapter officers, we will continue to push forward with new projects and keep our eyes on the future.

We are still soliciting for any squadron patches or loadmaster memorabilia for Heritage Hall. Heritage Hall is located at the Basic Loadmaster School (BLM), and encompasses the heritage of the loadmaster career field. With your help, the Hall is guaranteed to be a great memorial for all loadmasters and spark for our new loads in their training at BLM. I had the privilege to inspire our newest eight loadmasters as the guest speaker at our latest BLM graduation. It was so rewarding to stand in front of our newest loadmasters and congratulate them on their first step in becoming loadmasters. There are a lot of sharp airman graduating from BLM course as attributed to the first airman who "aced" all the tests given during the class.

The holiday's are coming upon us, and on behalf of the Trailblazer Chapter, we wish everyone a safe and happy holiday season. Please keep sending your loadie stuff to: James Scanlan, 526 Alfa Street, Altus OK, 73521. You can reach me by email at james.scanlan@altus.af.mil.

James Scanlan, President, Trailblazers Chapter

### NORTHWEST CHAPTER

Greetings to All from the Great Northwest,

Man what a summer we've had. Mother Nature has given us her very best. We "suffered" through just one week of the day time high temps reaching 90, the rest of the summer was absolutely perfect for us "ORFs".

Once again I have to take my hat off to the men and women who are demonstrating to the world just how great our military is. I am amazed on a daily basis at the achievements that you are pulling off. Thankfully the tempo and the dangers have dropped some, but there are still demands way above the normal that you men and women are handling with great results. Regardless of the aircraft being flown, the mission, or the personal sacrifices required of you, your achievements are being recognized....from a grateful nation, and thousands of us "Loads" on the sidelines...God's speed and keep the shiny side up.

The Northwest chapter was out in force at McChord's open house on the 13<sup>th</sup> of July. Our booth was in place and manned throughout the day. The 13<sup>th</sup> was one of the rare days where the clouds and showers tried hard to have a negative impact. But when the C-17s came across the field and did their airdrops, the crowd came alive. Thanks to Bill Cannon, George Radovich, Harold Edvalds, Walt Baade, Vic Fredlund and Al Hanson for giving of their time. If my notes are short and I've failed to mention someone who was also there, I owe you a cup of coffee.

After the airshow, our attention turned to our annual family picnic. My thanks go out this time to Wayne MacFarland and George Radovich for heading up the committee. Also to Chris Dockery and his folks from the 7<sup>th</sup> for cooking and to Ron Pierce and his folks from the 4<sup>th</sup> for taking care of the drinks and snow-cone machine. With a fair amount of publicity through e-mails, phone calls and flyers mailed to all of our members we managed to

have representatives from all 6 of the squadrons. Saturday the 13<sup>th</sup> of September also dawned a bit cloudy, but by noon the clouds were gone and a crowd of nearly 110 people enjoyed great food and good fellowship. Door prizes abounded and two of our members went home with a very nice Loadmaster statue. Congrats to Vernon Devitt and the one and only Walt Baade. Our goal for next year's picnic will have to be to get a crowd of 150. See you all there.

Friday the 10<sup>th</sup> day of the 10<sup>th</sup> month at 10:10 am the 10<sup>th</sup> squadron was officially reactivated here at McChord. MSgt Mike Miller along with Dan Russell, Steve Tkach and Jenny King head up the leadership team that will continue to add to the great history of this squadron. With the 10<sup>th</sup> now online McChord has 4 active and 3 reserve squadrons. The conversion from being a C-141 base to the C-17 started in July of '99, here we are just 4 short years and a couple of months later, another example of the great folks here.

Our next big event is our Christmas dinner that is planned for the 13<sup>th</sup> of December at the Northwest connection at McChord. For those of you in the local area, stand by details.

That's it for now.

JD Welch, President, Northwest Chapter

## PLA Life Member Master Sergeant Shawn Brumfield Honored by Washington Governor

Governor Gary Locke, Washington, spoke of the selfless service and dedication to duty carried out each day by Washington-based servicemen and women and recognized 12 "Washington Heroes" in a ceremony at Camp Murray on September 11, 2003.

The ceremony honored the efforts of the Washington state-based armed services members since Sept. 11, 2001. The governor presented 12 "Washington Heroes," one each from active and reserve units of the six military branches, with letters of recognition. "Since the attack of September 11 you have defended our security and provided us with courage and inspiration," Locke said. "You have helped us value our freedoms and feel blessed for our lives. As a result, you have the eternal gratitude of our state and an entire nation."

Joining the governor in recognizing the "Washington Heroes" were senior commanders Maj. Gen. Timothy Lowenberg, director of the Washington State Military Department, representing the National Guard; Rear Adm. Len Hering, U.S. Navy; Col. Steve Keim, U.S. Marine Corps; Col. Rick Martin, U.S. Air Force; Col. Richard Schenck, U.S. Army; and Capt. Phillip Sanders, U.S. Coast Guard. "Service men and women from all walks of life are serving their nation with distinction at home and across the globe. They and their families are in our thoughts and prayers especially on this anniversary of the September 11 attacks," Lowenberg said.

The "Washington Heroes" exemplify the loyal work being done by service members on behalf of the state and the country. After being introduced by their senior commanding officer, each honoree was presented with a letter of recognition by the governor. The governor also read Washington state's proclamation of

**New Members since 10-31-2003****JULY**

Alan R. Spanks  
 Chastity L. Nelson  
 Stan Schultz, Life Member  
 Andrew T. Phillips  
 Richard Hudes  
 Scott Daniel  
 Tim Haines  
 Jeffery Smith  
 Charles Morlan, Life Member  
 Arnold L. Aubrey, Life Member

**AUGUST**

Robert Frey  
 Robert T. Dambach  
 Fredrick Hall  
 Howard Gregory  
 John McLaren, Life Member  
 Christopher Walker  
 John Karns  
 David Stutts  
 Lucas J. White, Life Member  
 Lewis J. Hawkins  
 Melvin J. Patrick Jr., Life Member  
 Thomas Wiles

**September**

Greg Everett  
 Cortland V Carrington III

**October**

John C. Coles  
 Horace "Book" Booker  
 Daniel Schrodt  
 Maxie Gainey  
 Chuck Massing  
 Christopher M. Huelsenbeck  
 Jerry Rotton  
 Dean Flynn  
 Nathan Griesinger  
 Jeremy White, Life Member

**REUNIONS**

**815th TAS "Flying Jennies" Reunion** on 16 - 18 April 2004 in Biloxi, Mississippi. See our website, <http://www.c130.up.to> for details. To get on the roster, contact Jim Elmer, 2512 Fairway Avenue, North Little Rock, Ar 72116, (501) 771-4106 or jimelmer@swbell.net."



**Gathering of Loads, Professional Loadmaster Association Reunion** on 23 - 27 May 2004 in Atlantic City, New Jersey. See our website, [www.loadmasters.com](http://www.loadmasters.com) for details.

**Brumfield continued from page 10**

"Patriot Day" that coincided with the national recognition. The audience joined vocalist Pam Taylor in closing the program with the singing of "God Bless America."

Representing the Air Force, was Master Sergeant Shawn Brumfield. Master Sgt. Brumfield is with the 8th Airlift Squadron, 62nd Airlift Wing, McChord AFB, Washington. He was one of the primary loadmasters attached to the initial and follow-on C-17 developmental test program and was a lead loadmaster for the airdrop into northern Iraq.





**Your Executive Committee:**

As of July 1, 2003

<b>President (elect)</b>	<b>J.P. Salisbury</b>	<b>Home (609)893-0363</b> <b>Cell (609)346-4404</b>	<b>JPandBarb@comcast.net</b>
<b>Vice President (East)</b>	<b>Bob Morris</b>	<b>(843) 863-0290</b>	<b>bobngail55@comcast.net</b>
<b>Vice President (West)</b>	<b>Mark Raymond</b>	<b>(707) 428-3212</b>	<b>Mark.Raymond@na.boeing.com</b>
<b>Vice President (Cent)</b>	<b>Doug McCuddin</b>	<b>(618) 667-4776</b>	<b>Douglas.McCuddin@scott.af.mil</b>
<b>Secretary</b>	<b>Rob Flori</b>	<b>(253) 864-7337</b>	<b>Vetter8191@msn.com</b>
<b>Treasurer</b>	<b>Chris Dockery</b>	<b>(253) 435-9034</b>	<b>dockeryc@hotmail.com</b>
<b>Business Affairs</b>	<b>Vacant</b>		
<b>Public Relations</b>	<b>Mike Welch</b>	<b>(310) 318-9031</b>	<b>Michael.m.welch@boeing.com</b>
<b>Loader Editor</b>	<b>Frank Murphy</b>	<b>(732) 928-5422</b>	<b>FrankM@loadmasters.com</b>
<b>President Emeritus</b>	<b>Bill Cannon</b>	<b>(253) 531-9259</b>	<b>BCLOADER@aol.com</b>



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

**Scholarship Information**

The PLA offers three scholarships, two scholarships academic for college entry, and the third scholarship for vocational/technical school after high school graduation. Each will be for \$500.00, no further follow up will be awarded. 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 three \$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: engelker@kci.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. :  
:.....

**CABIN REPORT**

Continued from page 1

and make your reservations early. I would really like to see a great turnout for this event. Not only is it a time to renew old acquaintances, but to make new ones too. The folks at the Liberty Chapter are determined to “raise the bar” for our biennial gathering! Hope to see you there.

Well, as I bring my comments to a close, I want to wish everyone an enjoyable Thanksgiving and Christmas, and ring in 2004 with family and friends. Remember to say an extra prayer of thanks to our members who can't be with family while they are serving our nation. LOAD CLEAR

### 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.

**Perry Deaton**, 55, died July 19, 2003. Mr. Deaton served in the Air Force for 33 years, seven of those on active duty, before retiring in 2001 at the rank of master sergeant. He did two tours in Vietnam and one during the first Gulf War. Perry was loadmaster for a C-130 crew from Dobbins that won the 1985 Air Drop Rodeo at Pope Air Force Base in North Carolina. Trained as an aircraft mechanic as well as a loadmaster while in the Air Force, Mr. Deaton worked at Lockheed Martin's Marietta facility as a quality assurance inspector for the Defense Logistics Agency, checking parts for C-130 transport planes and F-22 fighters. Survivors include two daughters, Stacie Mabry of Lawrenceville and Jennifer Deaton of Canton; a son, Bobby Deaton of Canton; his parents, James and Verla Deaton of Gainesville; and a sister, Kay Handran of Gainesville.

**John R. Ditterline Sr.**, 70, went to join the Lord on August 4, 2003 at Dayton VA Hospital after a long illness. Preceded in death by father John Wesley Ditterline, mother Lucille Ditterline Snodgrass, sister Carol Ditterline. Survived by wife, Pat; daughter, Janice (Greg) Clark; sons, John Jr. (Wendy), William (Michelle), James (Tonya); daughters, Joanne, Leise of Utah; 14 grandchildren. USAF retired 26 years. Loadmaster in Korean and Vietnam Wars a Distinguished Flying Cross and Bronze Star recipient. In lieu of flowers, contributions may be made to American Heart, Lung and Diabetes Foundations. For on line memorials: [www.allvetsburial.com](http://www.allvetsburial.com).

**Andy Anderson** died August 8, 2003 in Jones County, Texas. He began his career in the Air Force as a Security Specialist serving tours at Westover AFB, Da Nang AB, the Republic of Vietnam, Grand Forks AFB, SD, and Offutt AFB, NE. Andy then became a C-130 Aircraft Loadmaster with tours of duty in Mildenhall, England and Dyess AFB, Tx. Andy was a member of the 774th TAS Association, the PLA, and a founding member of the VFW Martin Denson Post #66873. Memorials may be sent to Hendrick Medical Foundation for the Heart Fund, 1242 North 19th Street, Abilene, Texas.

**Memorial Bricks honoring Andy Anderson and Gary Chancellor will be placed in McChord's Memorial Grove by the PLA**

**Master Sergeant Gary Chancellor** passed away August 22, 2003. He was 41 years old. A loadmaster serving at Pope AFB, NC, Gary flew the C-130 Hercules. Read about Gary on page 2 of this issue.

**Mike Relihan** passed away from a heart attack on Monday, September 22, 2003. A memorial service was held on Friday, 26 September, at Roselawn Funeral Home in Gulf Breeze. Mike's wife Wendy, passed away (suddenly as well) about 5 years ago. He leaves behind two daughters, Megan (a Junior attending college in Tampa) and Katie (a Junior at Navarre High School). Megan and Katie have many friends in the area but no family. The family has requested in lieu of flowers, that contributions be made to The Megan and Katie Relihan Benefit Fund. Checks or money orders can be mailed directly to the fund at: Megan and Katie Relihan Benefit Fund First National Bank and Trust 1803 Alhambra St, Navarre FL 32566.

**Senior Airman Breyn Maule** passed away unexpectedly on October 12, 2003 at Dover Air Force Base, Delaware. He was born April 27, 1980, in Onawa, a son of John and Colleen Zobel Maule. He enlisted in the U.S. Air Force in July 1998 and was a loadmaster on a C-5 Galaxy transport aircraft. He had served in numerous theaters of conflict including Afghanistan and Iraq. In addition to his parents, he is survived by six siblings, Blythe and her husband, Rob Fangmann, of North Liberty, Iowa, Brandon Maule and his wife, Brenda, of Des Moines, Staff Sgt. Blair Maule of the Naval Surface Warfare Center, Dahlgren, Va., Airman 1st Class John Maule of F.E. Warren AFB, Wyoming, Airman 1st Class Robert Maule of Barksdale AFB, La., and Brianna Maule of Onawa; a niece and two nephews, Kaitlyn and Kolton Fangmann of North Liberty, Iowa, and Garrison Maule of Des Moines. Burial with military honors was in the Onawa Cemetery.

#### Master Sergeant Chancellor continued from page 4

side of Sergeant Chancellor's head. He had lost all feeling from his right shoulder up. To help him close his right eye, doctors sewed a gold bar into his eyelid. Once Sergeant Chancellor's treatment was completed, his doctors thought he had beat the cancer. His next challenge was to be placed back on flight status. In the meantime he was reassigned to the 2nd AS as the first sergeant. While the medical professionals decided whether or not to let him fly again, he remained active with HULK scheduling and training.

He was permitted to go back on flying status and then deployed to Southwest Asia once again in October 2002. While deployed, in January 2003, he lost hearing in his right ear. He was then sent back to the United States. Still, in July the career airman re-enlisted in the Air Force. Once home, Sergeant Chancellor underwent two months of radiation treatment at Duke University Medical Center in North Carolina. The treatments were to help stop the progression of the radiation damage. Sergeant Chancellor officially retired from service with the Air Force Aug. 19. His mural presentation was scheduled for Aug. 22, the morning he died. Despite his absence, the presentation was carried out. "He's got the best seat in the house," said Mr. Britton while giving his remarks.

Sergeant Chancellor will be remembered as being the walking example of the "Little Blue Book," the basic guide to Air Force core values. "The Air Force's core values truly describe him perfectly," said Master Sgt. Fred Hall, 41st AS. "He not only believed them, but lived them." He will also be remembered as having a smile on his face when coming off his aircraft after a 14 or more hour shift. "It wasn't just once in a while, it was all the time," said Sergeant Hall. "He mentored all future aviators whether they were officers or enlisted," said Lt. Col. John Romero, 2nd AS commander. To those who knew Sergeant Chancellor, he was a motivational senior noncommissioned officer and was defined as a leader, not a manager. "He would never ask you to do something he would not do himself," said Staff Sgt. Lino Gato, 41st AS.

The presentation closed with a loadmaster saying, "Praise the load," and followed by a "hooah," which was written in Sergeant Chancellor's mural. It was dedicated to "the man who does not know the meaning of the word quit."

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.

Professional Loadmaster Association  
P.O. Box 4351  
Tacoma WA 98438  
**Address Service Requested**

BULK RATE  
US POSTAGE  
PAID  
PERMIT # 5  
SNOHOMISH, WA



[In This Issue...](#)

**Loadmaster Turns 50,  
Tribute to Sam Hanna,  
Reunion at Atlantic City**

### Professional Loadmaster Association Registration Card/Personal Data Change

(Please Print)

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

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

Please enclose Check or Money Order. Send to:

**PROFESSIONAL LOADMASTER ASSOCIATION**  
P.O. Box 4351  
**Tacoma, WA 98438**  
1-800-239-4524

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

**Web Address: [www.Loadmasters.com](http://www.Loadmasters.com)**