

THE **LOADER**

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



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FRIENDSHIP THROUGH AIRLIFT



CABIN REPORT J.P. Salisbury, PLA President

Happy Thanksgiving fellow Loadmasters! As I sit here putting thoughts on paper, I find myself looking out the window at the gorgeous autumn colors. I think we can all agree that nature's annual color festival is certainly one of the greatest shows on earth. With the brilliant reds, burnished oranges, rich browns, purples, tans, golds, and a mixture of hardy green pines thrown in, autumn is truly spectacular. And so it is with the Professional Loadmaster Association. Together, we are a vibrant, colorful, bunch, not unlike the autumn leaves. It takes all of us together to make a difference. That said, I am happy to report we are moving forward on several initiatives. We have printed and distributed hundreds of new "Welcome LOADER's" to the schoolhouses at Altus and Little Rock AFB's. We also sent copies to our chapter presidents and if there are any Squadron Chief Loadmasters who would like copies, please drop us a line and we will send you some. I have already witnessed first-hand Loadmasters picking up these newsletters and learning who we are.

Also as I write this, we are planning on setting up an informational PLA booth at the annual Airlift/Tanker Association convention at the end of October. The ATA gave us a booth pro-bono and AAR Corporation has graciously loaned us a tabletop display to use. We have printed informational bi-fold handouts promoting the PLA and printed our own graphics for display. All in all, we hope to encourage membership, and educate potential members on PLA benefits. I am also planning on using this time to educate commanders and supervisors on our fine association and hopefully establish additional professional ties. This year due to budgetary constraints, we are limited in how we get our help. Attendance at the convention is costly and we are fortunate to have members already planning on attending volunteer to help man the booth. Thanks to all who offered!

I spent the last four months on the road getting C-17 qualified for a new job with Boeing ATS at McGuire. What a great feeling working side-by-side with loadmasters on a daily basis again! I already knew what a great airplane the C-17 was but after going through the schoolhouse, I have an even greater

LAST ACTIVE-DUTY C-141B STARLIFTER MAKES FINAL FLIGHT



MCGUIRE AR FORCE BASE, NEW JERSEY. Senior Master Sergeant Thomas Kenny displays the American and 6th Airlift Squadron flags aboard the final C-141B Starlifter to leave here Sept 16. The C-141 is heading to permanent storage at Davis-Monthan Air Force Base, Arizona. Sergeant Kenny is assigned to the 6th AS. (U.S. Air Force photo by Scott H. Spitzer)

EDITORS NOTE: SMSgt Tom Kenny is a Lifetime member of the PLA and was President of the Liberty Chapter which hosted this year's Gathering of Loads.

SEE COMPLETE STORY ON PAGE 2

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ACTIVE DUTY C-141B'S RETIRE

by A1C Dilla DeGrego
305th Air Mobility Wing Public Affairs

9/16/2004 - MCGUIRE AIR FORCE BASE, N.J. (AFPN) -- The last two active-duty C-141B Starlifters in the U.S. Air Force inventory flew their final journey Sept. 16 after a special departure ceremony here.

This final flight marked the end of nearly 40 years of service to the nation by C-141s and their crews.

"If you look at the sum total of its history, it's remarkable," said Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command. "The C-141 has been the backbone of our airlift fleet for the better part of the Military Airlift Command and Air Mobility Command history. If you look at the performance of the C-141, the crews and maintainers who kept them flying are the most significant contribution of that weapons system."

Lt. Gen. William Welser III, 18th Air Force commander, flew one of the two final aircraft with an aircrew from the 6th Airlift Squadron. Both aircraft will remain in permanent storage at the Aerospace Maintenance and Regeneration Center at Davis-Monthan Air Force Base, Ariz.

"As a previous commander of the Bully Beef Express, it is an honor to be part of the squadron transition from the venerable Starlifter to the [C-17] Globemaster III that will allow us to continue supporting our nation's mobility needs," General Welser said.

McGuire received its first C-141B, tail No. 65-0271, on Aug. 8, 1967. It was the first American purpose-built jet airlifter, and only the second all-jet transport aircraft to see service in the Military Airlift Command.

Flying countless missions over intercontinental distances for nearly 40 years, the Lockheed C-141A/B Starlifter was the backbone of American foreign policy.

"The C-141 brought airlift into the jet age," said Lt. Col. Eric Wydra, 6th Airlift Squadron commander. "Before the C-141, our large airlifters were slow, propeller driven aircraft with limited range. The C-141 is a fast, flexible, intercontinental aircraft that could go just about anywhere -- and did."

Before the ceremony, people toured a display of a C-141B. The display will later become permanent and the sole remaining C-141 here.

"The base will never be quite the same again; there will always be something missing," said Tech. Sgt. Corinne Alvord, noncommissioned officer in charge of debrief and dispatch for the 305th Aircraft Maintenance Squadron. "It is the end of an era, but the beginning of a new one."

Crews from two Air Force Reserve Command units, the 452nd AMW at March Air Reserve Base, Calif., and the 445th Airlift Wing at Wright-Patterson AFB, Ohio, will continue to fly the C-141 until the summer of 2006, when the last Starlifter is scheduled to retire. There were 284 Starlifters built for the Air Force between 1963 and 1968, and 20 aircraft remain in service.

"We've pushed it as far as the years would allow us; it's performed incredibly well in just a terrific variety of missions," General Handy said. "But now it's just time to retire our B models." (Courtesy of AMC News Service)

MCGUIRE WELCOMES FIRST C-17 GLOBEMASTER III

by Airman 1st Class Rachel Martinez
305th Air Mobility Wing Public Affairs



MCGUIRE AIR FORCE BASE, N.J. — A C-17 Globemaster III makes a smooth landing during a welcoming ceremony here Sept. 24. Flown by Col. J.J. Jackson, the 305th Air Mobility Wing commander, "The Spirit of New Jersey" is the first of 13 C-17s the base will receive. (U.S. Air Force photo by Brian Dyjak)

9/28/2004 - MCGUIRE AIR FORCE BASE, N.J. (AFPN) — People here welcomed the nation's newest, most modern airlifter Sept. 24 during a special arrival ceremony. "The Spirit of New Jersey" is the first of 13 C-17 Globemaster IIIs McGuire will eventually receive.

"It is just a wonderful day for McGuire," said Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command. "Combining the modern capabilities of the C-17 and KC-10 (Extender refueling tanker) at McGuire allows the base to deliver cargo and troops very quickly and efficiently anywhere in the world to support the global war on terrorism." The aircraft was flown by the 305th Air Mobility Wing commander, Col. J.J. Jackson.

"The arrival of C-17s, the nation's newest airlifter, represents a great mission milestone for McGuire," Colonel Jackson said. "We will now have the Air Force's most capable airlifter coupled with its most capable air-refueling aircraft." After the ceremony, people toured the new aircraft, and crewmembers were on hand to answer questions and explain the aircraft's unique capabilities.

"The C-17 has the tactical capabilities of the C-130 (Hercules), with the range of a C-5 (Galaxy)," said Capt. Garrett Gulish, chief of C-17 training for the 305th Operations Support Squadron. "Its biggest strength is its ability to go into austere (airfields) anywhere in the world."

The C-17 will replace the C-141B Starlifters that retired from active duty here Sept. 16. More than \$85 million in military construction projects are under way here to support the C-17 mission. Some include the construction of a flight simulator, maintenance hangar, interim fuel cell, consolidated flightline operations facility and maintenance training facility.

"As you look at transitioning out of an incredibly older aircraft into the nation's newest, most modern airlifter, it's a significant day in the life of McGuire, TRANSCOM and AMC," General Handy said.

A/TA ANNOUNCES 2004 AWARDS FOR AIR MOBILITY EXCELLENCE

By Capt. Jeffrey M. Bishop
Air Mobility Command Public Affairs

10/22/2004 - SCOTT AIR FORCE BASE, Ill. (AFPN) -- Airlift/Tanker Association officials recently announced the 2004 award winners for excellence within the air mobility community.

The association recognized 27 people in five categories. These Airmen will be honored at its annual convention in Dallas on Oct. 29.

The Young Leadership Award is presented annually to twelve young people who have displayed performance excellence, outstanding professional skill, knowledge and leadership. The 2004 winners are:

-- Capt. Sandra Bitteker, a C-5 Galaxy aircraft commander at Dover Air Force Base, Del.

-- Capt. Sarah Emory, an aircraft maintenance officer at Travis AFB, Calif.

-- Capt. DeAnna Franks, a C-130 Hercules aircraft commander at Little Rock AFB, Ark.

-- Capt. Nathan Howard, a KC-135 Stratotanker evaluator pilot and standardization and evaluation chief at McConnell AFB, Kans.

-- Capt. Jeffrey Johns, a maintenance operations flight commander at Grand Forks AFB, N.D.

-- Capt. Jason Loschinskey, a civil engineering officer at Fairchild AFB, Wash.

-- Master Sgt. Gidget Crudup, a noncommissioned officer in charge of standardization and evaluation at Andrews AFB, Md.

-- Tech. Sgt. Michael Hassett, an antiterrorism and force protection noncommissioned officer at MacDill AFB, Fla.

-- Master Sgt. Bruce Lund, a C-130 chief flight scheduler and chief loadmaster instructor at Dyess AFB, Texas.

-- Tech. Sgt. Michael Rivers, a C-130 flight engineer instructor at Little Rock.

-- Tech Sgt. Neil Jones, NCOIC of an explosive ordnance disposal flight at Scott AFB, Ill.

-- Staff Sgt. John Masterman, an aerospace maintenance craftsman at McChord AFB, Wash.

The association's Huyser Award is presented annually to a pilot, navigator, flight engineer, boom operator and loadmaster, serving at the wing level or below, who have displayed outstanding proficiency and performance in flight duties; significant accomplishments, adaptability to unusual job assignments or difficult circumstances; acceptance of responsibility; and self-improvement efforts. The award is named after retired Gen. Robert E. "Dutch" Huyser, who commanded Military Airlift Command from 1979 to 1981. The 2004 winners are:

-- Pilot: Capt. Thad Middleton, a flight commander and C-130 aircraft commander instructor at Dyess.

-- Navigator: Capt. Jay Pelka, an MC-130H Combat Talon II navigator evaluator, Hurlburt Field, Fla.

-- Flight Engineer: Master Sgt. Gregg Kollbaum, an assistant operations superintendent and exam flight engineer at Dyess.

-- Boom Operator: Master Sgt. Mark Redden, a KC-10 Extender in-flight refueling operator evaluator and flight superintendent at Travis.

-- Loadmaster: Master Sgt. John Spillane, a loadmaster superintendent at Little Rock.

ATA Awards Continued on page 6

WAR STORIES

by Tom Neyman

As I leave middle age and start my senior years I find myself thinking and telling my old war stories more and more. Like most of us Viet Nam Vets we spent our years living dangerously in our late teens and early twenties and we, well, peaked. Even we loadmasters who flew after the war probably never had the good and bad times as we did in Nam. I find myself remembering more and more about those years. I find the only trouble is sometimes I can't separate my war stories from my buddies. Did you ever notice when your with a bunch of old Loads we all knew the same guys, we had almost the same experiences and we all have polished the hell out of them! I'm not saying all these stories aren't true, but? I do know any Load that flew four years or more have a million of them. Stories of the good old days of the green benches, that first gulp of San Magoo when you landed in the P.I. and Kobe Beef at the Olympia Hotel at downtown Kadena AB. Being a High Mac Flyer those stories are god but the ones in Nam are the best. I was lucky I flew on the C-123 in Nam where most of the sorties were like an E ticket ride. I look at getting older as my penance for the times and places I experienced. As much as I like the C-17 the loads that man them will never know what it's like to warp and bend a C-141 or the fun of flying 24+ hours and 10+ sorties on an A model, why it took two hours and twice as many beers to stop shaking after flying 16+ hours on Shaky, or why your hearing is shot from your left ear from talking to a FNG who asks you "so how long you been flying Sarg." From the little I have learned over the years one thing I know for sure the new kid Loads of today will some day sit back with a bunch of old Loads and say, "There I was surrounded...!"

Tom Neyman
Golden West Chapter



C-123K



SPECIFICATIONS

Span: 110 ft.

Length: 76 ft. 3 in.

Height: 34 ft. 6 in.

Weight: 60,000 lbs. max.

Engines: Two Pratt & Whitney R-2800s (2,500 hp.)
two General Electric J85s of 2,850 lbs. thrust each

Crew: Three or four

PERFORMANCE

Maximum speed: 240 mph.

Cruising speed: 170 mph.

Range: 1,825 miles

Service Ceiling: 28,000 ft.



More than 2000 members of the Tennessee Air National Guard's 164th Airlift Wing and the Memphis, Tenn. community gathered for the formal C-5 Galaxy welcoming ceremony Saturday.

TENNESSEE GUARD PREPARES FOR C-5S

by Tech. Sgt. David A. Jablonski
Air Force Print News

9/28/2004 - **WASHINGTON** — Air Force officials signed a land-exchange agreement with the Memphis-Shelby County Airport Authority on Sept. 20 allowing the Tennessee Air National Guard's 164th Airlift Wing more space to convert from C-141B Starlifters to C-5 Galaxys.

Fred Kuhn, deputy assistant secretary of the Air Force for installations, signed the agreement that calls for the airport authority to provide the Tennessee ANG with 118 acres to build three new hangars and support facilities. In exchange, the airport authority will allow Federal Express officials to lease the existing 103 acres of the 164th AW site from them. The ANG property is now located in the midst of FedEx operations.

"This truly is a wonderful example of the kind of results we can expect when the local community, government officials and the nation's military come together to implement mutually beneficial solutions," Mr. Kuhn said.

"The Air Force's operational and training mission for the C-5 was the primary consideration," he said. "The relocation will ensure the construction of new facilities that will be able to accommodate the C-5 Galaxy."

The 164th AW will move from the north side of the airport to the southeast corner. The existing site is landlocked and barely supports the current mission, officials said. There would have been no room to bed down the full complement of eight C-5s on the site without violating airfield clearances and anti-terrorism and force-protection standards.

Air National Guard officials plan to convert the 164th AW from the C-141 to the C-5 because of the Air Force's increased buy of C-17 Globemaster IIIs. As the Globemasters arrive, Galaxys transfer to Guard and Reserve units to replace the retiring Starlifters.

"As an integral part of the Air Force team, it is critical that the Air National Guard continue to upgrade and improve our weapon systems," said Brig. Gen. David A. Brubaker, ANG deputy director.

"The 164th Airlift Wing conversion to C-5s is critical to our continued relevance to the overall mission," the general said. "We are thankful that the airport authority and FedEx were willing to work with us on a solution for our conversion that will not only make the 164th more successful, but will make the airport and all its tenants more viable."

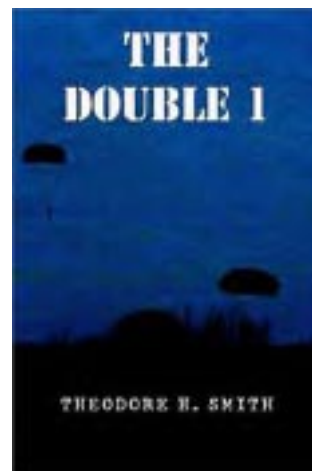
New hangars, support facilities, an aircraft apron, a taxiway, and refueling systems for the C-5s are expected to be completed by December 2008.

CREW FROM THE 4TH STRATEGIC SUPPORT SQUADRON, ELLSWORTH, SD, 1954



This photo is of a crew from the 4th SSS. A1C Smith, Loadmaster, is in the top row, 6th from the left.

Theodore H. Smith (A1C Smith) has written a book about the Korean War, titled "The Double One." It is a story about the 187th Airborne Regimental Combat Team which took part in the conflict.



The story follows a very young boy through airborne training just prior to the Korean War. He then gets involved in the war and is put in many terrible combat situations that test both his mental and physical strengths. There are several first person accounts of soldiers being severely wounded or dying and their thoughts as they lie waiting medical attention or death. There are poems and other narratives that are sprinkled with G.I. humor and G.I. philosophy, and it appeals to all of the human senses.

Ted Smith is a PLA member who lives in Reno, NV.

PARKER-AGUILLON-PAYNE CHAPTER IS PROUD TO AWARD AIC CHRISTINA BRUINGTON OUR CHAPTER'S PLA LOADMASTER OF THE YEAR, 2004

(Editor's Note: AIC Bruington has also been selected for SrA Below the Zone)



“YOU NEVER KNOW WHEN OR WHERE YOU’LL RUN INTO ANOTHER PLA MEMBER”



On the right is Warrant Officer Mick Smith and CMSgt Jim “Moody Blue” Moody is on the left while they were “forward deployed” to the desert for three months. Mick is a RAAF C-130 Loadmaster and Chief Moody is on C-17’s. The picture was taken around the 8th of September.

New Members since June 2004

Life Members are underlined

July

Gerald Lamber
Tony Viventi
Mick Jordan
Kent Flom
Al Bradley

August

Savannah Neal
Myra Cross
Chris Baker
Doug Reimer
Charles Cann Sr
Mike Flores

September

David Becker
D. H. Lewallen
Michael Burk
Raymond Chaudoin
Terry Philon
Time Bilman
Rebecca McMillan
Venson “Ben” Cranford Jr
Mike Weber

October

Billie G. Wells
Zach Weishuhn
Gene Lorandean
Joesph DiLorenzo
Maria Fabiani
Michael Arminio
Brent Richburg

November

Crystal “Chea” Sullivan
Eric Habenick
Michael Hamblin
Ted Clever
George Lytle
Richard Tilton
Patrick Brehon
Rubio Gonzalo Jr
Thomas Block

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

ATA Awards continued from page 3

The association's Halvorsen Award is presented to an outstanding individual in the air transportation specialty for sustained excellence in aerial port operations. This is the first year it has been awarded; the award is named after retired Col. Gail S. Halvorsen, who gained fame during the Berlin Airlift as the "Candy Bomber." The 2004 winner is Master Sgt. Brian McDaniel, who was nominated while serving as 62nd Aerial Port Squadron training flight superintendent at McChord. He is currently assigned to the 723rd Air Mobility Squadron at Ramstein Air Base, Germany.

The association's Specialized Mission Award is presented to an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies or humanitarian airlift; it is presented to people in career fields not covered by the Huyser Award categories. This is the first year that it has been awarded. The 2004 winner is Tech. Sgt. Leslie Dye, an airborne communications evaluator and electronics specialist at Eglin AFB, Fla.

The association's Gen. P.K. Carlton Award for Valor is presented annually to an individual who demonstrates courage, strength, determination, bravery and fearlessness during a combat, contingency or humanitarian mission during the previous calendar year. This year marks the first time that a group -- in this case, a crew -- has earned the award. The award is named for retired Gen. Paul K. Carlton, who commanded Military Airlift Command from 1972 to 1977.

The 2004 winner of the Gen. P.K. Carlton Award for Valor is the crew of "Harley 37," cited for its role in safely landing a battle-damaged MC-130H loaded with special operations forces during a mission in the opening days of Operation Iraqi Freedom. During the mission, the plane took 19 hits from anti-aircraft artillery fire, ranging from 7.62 mm to 57 mm, with one shell shattering the pilot's windscreen, and others striking the main wing spar. The plane landed with only three working engines and all 58 people on board were safely evacuated.

The aircrew members were:

- Maj. Mark Haberichter, a crew commander at Royal Air Force Mildenhall, England.
- Maj. Cory Peterson, a navigator at Mildenhall.
- Capt. Michael Arndt, a scanner at Mildenhall.
- Capt. Jonathan Cotton, a pilot at Mildenhall.
- Capt. Robert Horton, an electronic warfare officer at Kirtland
- Tech. Sgt. David Buss, a loadmaster at Mildenhall.
- Tech. Sgt. Eric Rigby, a flight engineer at Mildenhall.
- Staff Sgt. Patrick Pentico, a loadmaster at Mildenhall.

The association is a private organization with open membership for people interested in defense matters that relate to the air mobility mission. The annual awards program is administered by Air Mobility Command. (Courtesy of AMC News Service)

THE LOADER IS ALWAYS LOOKING FOR STORIES, PICTURES AND FEEDBACK. IF YOU THINK YOUR AIRCRAFT OR MISSION IS UNFAIRLY REPRESENTED, SEND THE EDITOR YOUR STORIES OR PICTURES!

C-130 OVER IRAQ

OVER IRAQ -- (From left) Maj. Ed Stack and Mark Parker and Tech. Sgt. Karl Schramm scan the sky during a C-130 Hercules mission to Iraq. The Airmen are assigned to the 386th Expeditionary Airlift Squadron at a forward-deployed location. Major Stack is a co-pilot, Major Parker is a navigator, and Sergeant Schramm is a loadmaster. They are deployed supporting Operation Iraqi Freedom from the 440th Airlift Wing at the General Mitchell Air Reserve Station, Wis. (U.S. Air Force photo by Capt. Aaron Burgstein)

**C-141 SCHOOLHOUSE CLOSES**

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFPN) — Air Force Reserve Command officials shut down the C-141 Starlifter schoolhouse here Oct. 14. A ceremony marked the closing of the school, officially called the C-141 Formal Training Unit. It was managed by the 445th Airlift Wing. Use of the facility, the only one of its kind in the Air Force, ended because all C-141s will retire by 2006.

The school opened in January 2002 for C-141 pilots, loadmasters and flight engineers. The Air Force moved the school here from Altus Air Force Base, OK, in 2001. Although the school closed, the Reserve unit will still run a flight simulator for training. "Eventually the C-141 simulator will be dismantled, and the space made available for the C-5 [Galaxy] simulator," said Maj. Linda Moore, AFRC acquisition adviser.

Wing officials said they expect to get the first C-5A in October 2005. C-5s are the largest aircraft in the Air Force. Another unit, the 433rd AW at Lackland AFB, Texas, will pick up AFRC's formal training role. The C-5 schoolhouse at Altus AFB will move to the Lackland unit in 2007. (Courtesy of AFRC News Service)

CHAPTER REPORTS

Parker-Aguillon-Payne Chapter

Our chapter's second PLA Loadmaster of the Year award has been selected and A1C Christina Bruington is our award winner. Christina was born in San Clemente, California on 15 Aug 1983. She attended Mission Viejo High School and excelled in music studies. She played all woodwind instruments and earned a music scholarship from her high school. She then attended Saddleback Junior College where she amassed 24 semester hours. When the terror attacks occurred on September 11th, A1C Bruington enlisted in the Air Force the next day. Following basic training she attended technical training as a C-5 Loadmaster and was assigned to the 21 AS at Travis AFB, California. She upgraded 2 months ahead of schedule and has rapidly become a go-to loadmaster. In early 2004, A1C Bruington joined the Travis Air Force Base Elite Honor Guard where she performs ceremonies representing the USAF throughout Northern California. The Parker-Aguillon-Payne Chapter is proud to award A1C Christina Bruington our Chapter PLA Loadmaster of the Year, 2004.

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

Mark E. Raymond
Chapter President

Big Country Chapter

The Big Country Chapter conducted its meeting on 11 Sept 2004 at VFW Post 6873 in Abilene. Plans were finalized for entering a float in the Veterans Day Parade in Abilene on 11 Nov 2004. Following the parade we will have a meeting at VFW Post 6873, followed by a group picture in front of the C-130 at Dyess Air Park. Our annual XMAS party will be held at VFW Post 6873 with party gifts and a good meal. We also are working with the active duty folks in hopes that we may have a homecoming party for the loads returning from their recent deployment to Iraq. We hope everyone has a nice Thanksgiving and a happy holiday season.

Mike Lutzko
Chapter President

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

Liberty Chapter

The seasons are changing and the fall colors here in the northeast signal the passing of the summer and the start of a new beginning. This is true in airlift as well. Many of our Chapter members witnessed the passing and formal retirement of the last C-141 Starlifter. It was a sad farewell for many of us who spent our youth learning and appreciating the capability and accomplishments of one of the greatest airlifters to ever serve the world. Within days, a new beginning of airlift began with the long anticipated arrival of McGuire's first C-17, Globemaster III, aircraft tail number 33125. For those of us who were fortunate to experience this exceptional aircraft early on it was exciting to walk aboard "The Sprit of New Jersey" and share in the community's awe. Congressman Jim Saxton, you did a very good thing! The Liberty Chapter salutes you.

The Liberty Chapter also began anew with the election of new Officers and a recommitment to the goals and purpose of the PLA. Congratulations to our new Chapter President Karl Eckberg, Secretary Matt Jantz and Treasurer Brain Chewing. The new Board and attaining members were united in ensuring the Liberty Chapter becomes more involved in supporting community initiatives by giving of ourselves and sharing with our past, present and future Loadmasters.

Before the weather turns cold we plan to sponsor an event that will enable our current members, their families, passed and future PLA Loadmasters to spend the day up-close and personal with "The Sprit of New Jersey". Along with this private event we will host a PLA pot luck cook-out for everyone to get to know and enjoy the fellowship of our Loadmasters and their families.

Liberty continued on page 15

Northwest Chapter

Greetings to all from the Great Northwest. Without a doubt this has been the quietest quarter that our chapter has seen. The summer months are so busy. Our annual family picnic was held on the 18th of Sept and 32 members and their spouses managed to squeeze one more event into their day. Our raffle proved to be very successful with Henry Alexander and his wife taking home a huge salmon fillet for one \$5.00 ticket. Our next event is our annual Christmas luncheon which is scheduled for the 18th of December, 12-1300 social hour and 1300-? for those who are serious about eating. As always we've got to take a minute to thank all of the men and women in our active and reserve units for their efforts and their family's sacrifices. Our hats are off to you, you are making all of us veterans very very proud.

JD Welch
Chapter President

RESERVE HANDS OFF OPERATION DEEP FREEZE MISSIONS



PAGO PAGO, American Samoa -- Master Sgt. Robert Rodarte walks through condensation fog in the rear of a C-141 Starlifter during a mission supporting Operation Deep Freeze here. The condensation forms when the air conditioning system is first turned on in a high-humidity environment. Operation Deep Freeze takes place in New Zealand and Antarctica. (U.S. Air Force photo by Staff Sgt. Joe Zuccaro)

by Phil Rhodes
Air Force Reserve Command Public Affairs

9/21/2004 - ROBINS AIR FORCE BASE, Ga. (AFPN) -- Air Force Reserve Command C-141 Starlifter aircrews will stop flying Operation Deep Freeze airlift missions to Antarctica in February.

When the new season starts in August 2005, mission responsibility will revert back to the 62nd Airlift Wing at McChord Air Force Base, Wash. The Reserve took on the mission almost four years ago while McChord crews transitioned to the C-17 Globemaster III.

"Currently, the Reserve holds the Operation Deep Freeze brain trust. Our crews are the most skilled in the Air Force when it comes to this challenging mission," said Lt. Col. Steven Strader, a C-141 pilot in the command's aircrew standardization and evaluation branch here. He is an Operation Deep Freeze mission commander in what he calls "one of the most fulfilling missions in the Air Force."

Weather conditions are extreme in Antarctica. Summer high temperatures at McMurdo Station average just below freezing, and intense winds can blow ice and snow particles around for days at a time, reducing visibility to near zero.

"Because of all of these abnormal caveats, all our crews are highly skilled and qualified instructors or evaluators," Colonel Strader said.

Airmen from the 445th Airlift Wing at Wright-Patterson AFB, Ohio; 452nd Air Mobility Wing and 4th Air Force at March Air Reserve Base, Calif.; and AFRC headquarters here, will form the last reservist crews to move National Science Foundation researchers and equipment from Christchurch, New Zealand, to McMurdo on the Ross Ice Shelf in Antarctica.

The three-phase Operation Deep Freeze season runs August through mid-February. Phase One, called "Winfly," was completed in August by Air Force active-duty C-17 crews who delivered ad-

AIRMEN PREPARE FOR HUMANITARIAN AIRLIFT RELIEF EFFORTS IN RWANDA



KIGALI, Rwanda -- A C-130 Hercules from Ramstein Air Base, Germany, carrying Airmen and supplies, arrives at the international airport here Oct. 24. About 120 Airmen deployed to Rwanda to help move African Union troops to Sudan's Darfur Region. (U.S. Air Force photo by Staff Sgt. Tony Tolley)

Story on page 10



IRAQ -- Tech. Sgt. Scott Jones watches as a pallet is loaded aboard a C-130 Hercules in Iraq on Oct. 25. He is a loadmaster assigned to the 386th Airlift Squadron at a forward-deployed location. Sergeant Jones is deployed supporting Operation Iraqi Freedom from the 440th Airlift Wing at the General Mitchell Air Reserve Station, Wis. (U.S. Air Force photo by Capt. Aaron Burgstein)

LAST ACTIVE-DUTY C-141B STARLIFTER MAKES FINAL FLIGHT



MCGUIRE AIR FORCE BASE, N.J. The final C-141B Starlifter to leave here takes off Sept. 16. It is heading to permanent storage at Davis-Monthan Air Force Base. (U.S. Air Force photo by Brian Dyjak)

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



STAYING ALIVE IN THE GLOBAL WAR ON TERROR

by Maj Joe Davisson,
Air Mobility Test and Evaluation Squadron Fort Dix, New Jersey

In the early morning skies over Iraq, a lone C-5B departing from Baghdad International Airport on January 8, 2004 was rocked by an explosion in its No. 4 engine. The Travis AFB CA-based crew masterfully managed the emergency and safely returned the \$185 million aircraft to the airport with no injuries to the 63 personnel on board. Initial reports indicate the incident was the result of hostile action from the ground.

The missile attack accelerated Air Force efforts to test and evaluate the effectiveness of advanced IR countermeasure flares on the C-5, a task assigned to the Air Mobility Command Test & Evaluation Squadron (AMC TES)- AMC's sole operational test organization. In just under 3 months after the Baghdad incident, the AMC TES developed a plan, assembled a test team, marshaled the necessary resources, and tested four candidate flare patterns against an array of 24 IR-guided SAM threats.

Defensive systems are relatively new to the C-5. The first C-5A model was delivered to the Air Force in 1968 and in 1985 production began on the slightly modified C-5B model. Neither version of the C-5 was originally equipped with a defensive system suite; however in 1994 installation of an AN/AAR-47 Missile Warning System and AN/ALE-47 Countermeasures Dispenser System began on B-model aircraft as part of the PACER SNOW program. This modification added sensors to the nose and tail of the C-5B to detect incoming missile threats. Additionally, dispensers were mounted in the nose and wing pylons to eject IR countermeasure flares designed to defeat the missile's guidance control system.

Flare technologies have evolved over the past decade with design improvements intended to defeat IR-guided missile seekers possessing IR counter-countermeasures. In addition, AMC has tested different flare combinations (sometimes called "flare cocktails"). While the original defensive theory called for one flare composition to be used against all threats, the advent of new missile technology requires flares of different compositions, used in various combinations, to better protect AMC aircraft.

This new round of C-5B defensive testing built on the results of successful flare tests conducted on C-130 and C-17 aircraft during the summer of 2003. During Feb 04, HQ AMC/A39 (Combat Operations) requested an accelerated flare test schedule and AMC TES quickly accepted the challenge to plan, execute, and report results within 7 weeks. By March, the test team was assembled and in place for testing at the Eglin Test Range in Florida. The 46 Test Wing (TW) hosted the test and supported all range functions. The 463rd Airlift Wing, Dover AFB DE provided two aircraft, two arcrews, and a full maintenance support team. The Center for Counter Measures, Naval Surface Warfare Center, and the 46 TW operated Seeker Test Vans (STVs) equipped with IR-guided SAM threats.

On 29 Mar 04, the first sortie departed Hurlburt FL for the test range. To achieve realistic operational weights, the team had loaded a 105,000 lb tank onto the aircraft prior to the flight. Once the aircraft arrived at the range, the aircrew manually dispensed flares at planned points while the STV technicians recorded the performance of individual IR-guided seekers. Aircrews from Dover's 9th and 3d Airlift Squadrons flew seven sorties, expend-



*MC-130E Combat Talon I
U.S. Air Force file photo*

ing 685 flares during demanding missions that often lasted well into the night. Dover's maintenance team and munitions loaders worked around the clock to keep the 700,000 lb C-5B aircraft in the air. The entire test team, consisting of more than 100 personnel from nine different organizations, pulled together to complete test requirements in just 8 days.

Results from the test have already made an impact at the HQ AMC level, giving leaders the data and analysis needed to decide how to best protect the mammoth C-5 from future attacks. Once deployed operationally, the new flare patterns, tested by the AMC TES, will enhance C-5 survivability and ensure mission success during the continuing Global War on Terrorism.

AIRMEN PREPARE FOR HUMANITARIAN AIRLIFT RELIEF EFFORTS IN RWANDA

By 1st Lt. Jenny Lovett
322nd Air Expeditionary Wing
Public Affairs

(AFPN) – More than 120 active-duty and Reserve Airmen from the 322nd Air Expeditionary Group arrived here Saturday and Sunday to set up airlift operations for the African Union. Within 48 hours, the Airmen established lodging, food service, communications, transportation, maintenance and public affairs. They also set up a medical clinic and an operations center. "These Airmen have worked nonstop since arrival to ensure we are ready to go when we get the execute order," said Col. Robert Baine, 322nd AEG commander. "They have set up a world-class operation." The two C-130 Hercules aircraft that deployed with the Airmen will move African troops and supplies into Sudan's Darfur region where more than 50,000 people have been killed and at least 1.5 million have lost their homes. "Right now, we're waiting on the execute order, so in the meantime, everyone is finetuning so that when the call comes down, we can walk out the door," said Capt. Heather Healy, 322nd AEG public affairs officer. The unit comprises active duty Airmen from U.S. Air Forces in Europe and reservists from Ohio, Pennsylvania, Alabama and Georgia.

U.S. AIR FORCE FACT SHEET C-141 STARLIFTER

Mission

The C-141 Starlifter fulfills the vast spectrum of airlift requirements through its ability to airlift combat forces over long distances, deliver those forces and their equipment either by air, land or airdrop, resupply forces, and transport the sick and wounded from the hostile area to advanced medical facilities.

Features

The C-141B is a "stretched" C-141A with in-flight refueling capability. The stretching of the Starlifter consisted of lengthening the planes 23 feet 4 inches (7.11 meters). The added length increased the C-141 cargo capacity by about one-third, for an extra 2,171 cubic feet (62.03 cubic meters). The lengthening of the aircraft had the same overall effect as increasing the number of aircraft by 30 percent. The C-141A, built between 1963 and 1967, was AMC's first jet aircraft designed to meet military standards as a troop and cargo carrier. The development of the B model was the most cost-effective method of increasing AMC's airlift capability. The C-141C includes the addition of advanced avionics.

With more than 40 years of service and nearly nine million flying hours, the C-141 force has a proven reliability and long-range capability. In addition to training, worldwide airlift and combat support, the C-141 has amassed a laudatory record in response to humanitarian crises.

Background

The first C-141A, delivered to Tinker AFB, Okla., in October 1964, began squadron operations in April 1965. The C-141 was the first jet transport from which U.S. Army paratroopers jumped, and the first to land in the Antarctic. The first C-141B was received by the Air Force in December 1979. Conversion from A to B models was completed in 1982. Conversion to the C-models began in 1997 and was completed in 2001.

The last active-duty C-141B retired Sept. 16, 2004, at McGuire AFB, N.J. AMC began transferring C-141s to the Air Reserve and Air National Guard forces in July 1986. There are 20 Reserve C-141C's are stationed at Wright-Patterson AFB, Ohio, and March Air Reserve Base, Calif.

The C-141 continues to be a valuable asset to military aeromedical evacuation and airlift. The C-141's capabilities help enable AMC to meet any commitment anywhere national interest dictates.

General Characteristics

Primary Function: Cargo and troop transport

Wingspan: 160 feet (48.7 meters)

Cargo Compartment:

Height, 9 feet 1 inch **length,** 93 feet 4 inches
width, 10 feet 3 inches

Speed: 500 mph (Mach 0.74) at 25,000 feet

Ceiling: 41,000 feet (12,496 meters) at cruising speed

Range: Unlimited with in-flight refueling

Maximum Takeoff Weight: 323,100 lbs

Load: Either 200 troops, 155 paratroops, 103 litters and 14 seats, or 68,725 lbs of cargo

Unit Cost: \$47.4 million (fiscal 2002 constant dollars)

Crew: Five or six: two pilots, two flight engineers and one loadmaster and one navigator (added for airdrops).

Date Deployed: C-141A: October 1964; C-141B: December 1979; C-141C: October 1997.

Inventory: Active duty, 0; Air Force Reserve, 20

C-54 SKYMASTER



U.S. Air Force file photo

One of the great transports in Air Force history, the C-54 was a veteran of World War II, and played an important role in the Berlin Airlift and the Korean War.

Douglas Aircraft Co. earmarked it for commercial trans-continental transportation as the DC-4. It first flew on June 21, 1938. However the U.S. Army Air Force requisitioned those in production in 1942 and designated them C-54s. Altogether the service purchased 1,163 during the war and the aircraft flew 79,642 ocean crossings. It was the first aircraft to fly the North Atlantic routinely and make "flying boats" obsolete.

The C-54 was essential to the success of the Berlin Airlift. The airlift was the first major test of the Free World's will to resist Soviet aggression came in June 1948 when Soviet authorities halted all traffic by land and by water into or out of the western-controlled section of Berlin. For 11 months the U.S. and its Allies sustained the city's 2.5 million residents in one of the greatest feats in aviation history.

At that time only 400 were still in service, and 319 were used in the operation. Thirty-eight of the aircraft were stripped to carry coal. The C-54 was also part of Operation "Little Vittles" as one C-54 pilot, Lt. Gail Halverson, decided to begin dropping tiny bundles of candy, chewing gum and other goodies to the crowds of children he had noticed standing outside the gates of Tempelhof Airport. News of his candy drops appeared in the United States, and soon packages of candy and chewing gum were pouring into Halverson's mailbox and he was given permission to conduct Operation "Little Vittles" on his flights into Berlin.

When the Korean War began, the first aircraft lost was a C-54 which was strafed on Kimpo airfield. The C-54s were used extensively to transport troops to the war zone and evacuate wounded to the U.S.

C-54 continued on page 15

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>.

Strydom, Chris - Died while performing duties as a Loadmaster on a B747-200F, 14 October 2004. The aircraft crashed in Halifax Canada after not completing its takeoff and crashing into woodland. There were seven personnel onboard. The National Transportation Safety Board of Canada is investigating the accident with assistance from the US National Transportation Safety Board, the Federal Aviation Administration, the Ghana Civil Aviation Authority, and other interested agencies.

Liberty continued from page 7

As always, these are busy times for everyone. It's not what we say that counts it's what we do that makes a difference. To our PLA brothers and sisters who attended the National Convention and are still waiting for shirts, you are not forgotten. This is a priority and will be corrected as soon as possible. It's important to remember, our journey as free, privileged Americans should be one of obligation. The PLA members are obligated to participate in all things that help benefit one another and the society in which we live. We are obligated to support the organizations we belong to. As PLA members let each one of us make a difference. Liberty can only be guaranteed by actions not words. E-mail or call past, present and potential members and get involved.

Greg Klutts
Chapter Vice President

Deep Freeze continued from page 8

vance teams and equipment to McMurdo.

Active-duty and Reserve crews will handle the second and third phases (mainbody and redeployment). Mainbody runs late September through mid-November; redeployment runs late January through mid-February.

Flying to the coldest, driest and windiest place on Earth requires extensive mission planning, said Colonel Strader, a three-year veteran of Deep Freeze missions.

The flight from Christchurch, New Zealand, to McMurdo takes more than five hours.

"It's not a long flight, but it's a long day, start to finish," he said.

Mission planning involves tradeoffs so the planes can carry the maximum amount of cargo.

"We trade off fuel for cargo," he said. "We take as much fuel as we can, but it's never enough for a round trip to McMurdo.

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

C-54 continued from page 11

General characteristics:

- **Primary function:** transport
- **Builder:** Douglas Aircraft
- **Span:** 117 feet 6 inches
- **Length:** 93 feet 5 inches
- **Height:** 27 feet 7 inches
- **Weight:** 80,000 pounds loaded
- **Armament:** None
- **Engines:** Four Pratt and Whitney R-2000 engines of 1,450 horsepower each
- **Crew:** Seven (plus 15 passengers)
- **Maximum speed:** 300 mph
- **Cruising speed:** 245 mph
- **Range:** 3,900 miles
- **Service ceiling:** 30,000 feet

Sources compiled from U.S. Air Force Museum.

WONDERING ABOUT OUR MILITARY IN THE AOR?

<http://www.af.mil/library/newspapers.asp>

The above website has newspapers from the following deployed locations:

Al Udeid AB, Qatar

- [Desert Eagle](#)

Tallil AB, Iraq

- [Tallil Times](#)

Baghdad IAP, Iraq

- [BIAP Sentinel](#)

Karshi-Khanabad

AB, Uzbekistan

- [K2 Kommando](#)

Balad AB, Iraq

- [Red Tail Flyer](#)

Kirkuk AB, Iraq

- [Krab Kronicle](#)

Central Command area of responsibility

- [Rock Slate](#)
- [Iraq NewsLink](#)

Manas AB, Kyrgyz

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- [Ganci Gazette](#)

Karshi-Khanabad AB,

Uzbekistan

- [K2 Kommando](#)

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MCGUIRE WELCOMES ITS FIRST C-17
DEEP FREEZE MISSION CHANGES**

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