

# THE **LOADER**

Professional Loadmaster Association, P.O. Box 4351, Tacoma WA 98438  
1-800-239-4524 [www.Loadmasters.com](http://www.Loadmasters.com)



Volume 10 Issue 1

March 2007



## FRIENDSHIP THROUGH AIRLIFT



### CABIN REPORT

J.P. Salisbury, PLA President

I hope this issue of The LOADER finds all our members safe, sound, and warm. As I write this, it is a cool 10 degrees here in sunny New Jersey. That said, Punxsutawney Phil, the weather predicting groundhog, has 'predicted' an early Spring. Let's hope so!

Last November I reminded everyone to start thinking about the PLA Scholarship Program. We offer three scholarships, one for \$1000.00 and the other two for \$500.00. Scholarship applications are due to the committee by March 2007 so please spread the word. Talk to your family members that are attending college or Tech school and encourage them to apply. Find the application and more information at [www.loadmasters.com](http://www.loadmasters.com). Remember, this is your scholarship program...use it!

In my last Cabin Report, I asked for a volunteer to fill our National Secretary vacancy. You will all probably be surprised that I received zero feedback on my request. I was more than a little surprised, I can tell you. I understand we all have jobs, hobby's, commitments, yes, lives. But the Professional Loadmaster Association is our association and it takes all of us together to keep it going. So, I'm asking again for any member who is looking for a rewarding, volunteer position that will help keep this great organization strong, to contact myself or Bill and Marion Cannon. Bill and Marion are continuing to hold things together for us in this area and can tell you more completely what the job entails. Thanks Bill and Marion. While we have always had a Secretary located in the Washington State area, we will consider any member, regardless of location.

Our website continues to improve. We need Chapters to contact the webmaster and provide updated information. Hopefully by the time you are reading this LOADER, we will have solved our online membership problems. Thanks again to Mitch Powell and Melissa Chewing for their efforts.

I want to commend Jason Kunkel and all the members of the Rock Chapter. They have worked hard to get the chapter back on its feet and are doing great things. Through their tireless efforts, the Top Graduate Award at the Little Rock Basic Loadmaster School is now named in honor of SMSgt Phillip Stickney, a C-130

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### LOADMASTERS LEARN FROM MENTORS



*Airman 1st Class Sheldon Cary performs a pre-flight check on his life support equipment Feb. 6 in Southwest Asia. He is a loadmaster assigned to the 746th Expeditionary Airlift Squadron. (U.S. Air Force photo/Airman 1st Class Gustavo Gonzalez)*

by Senior Airman Erik Hofmeyer  
379th Air Expeditionary Wing Public Affairs

2/12/2007 - SOUTHWEST ASIA (AFNEWS) -- A hefty responsibility rests on the shoulders of many junior expeditionary Airmen in the war on terrorism.

Daniel Stone, Brian Mulkey and Sheldon Cary, all loadmasters and airmen 1st class from the 746th Expeditionary Airlift Squadron, are among the many junior Airmen making a difference on a daily basis.

These newly certified loadmasters have been immersed in a world of precise weight and balance calculations throughout their first deployment rotation.

The Airmen are paired with a seasoned loadmaster who serves as a "flying partner," and stands by to pass on knowledge and experience. The team of two C-130 Hercules loadmasters work together to supervise the loading and unloading of aircraft, and to mathematically calculate the correct placement of the cargo and passenger loads to determine the aircraft's center of gravity.

The pairing is necessary for new loadmasters to perfect all of

Story on page 3

## NORTHWEST CHAPTER OF THE PROFESSIONAL LOADMASTER ASSOCIATION

is hosting the 10th Anniversary of the PLA with a picnic/dinner during Airlift Rodeo 2007 at McChord AFB WA

27 Jul 2007 (Friday)  
McChord AFB WA  
Holiday Park  
1600-2200L 4pm-10pm

This event is in conjunction with Airlift Rodeo Competition at McChord AFB.

Dinner is scheduled following closing ceremony of the Rodeo hosted by Air Mobility Command.

All Loadmaster's are welcome. If you are coming in from out of town please make reservations early for lodging (NOW/ASAP) as Rodeo normally takes up most of the hotels for the entire week starting 20 Jul 2007 for the International Teams and 21 Jul 2007 for the US Teams through 28 Jul 2007.

**LOOKING FOR NEWS ABOUT THE  
SOUTHWEST ASIA AOR? A WEBSITE YOU  
CAN ACCESS BASE NEWSPAPERS FROM IS:  
[HTTP://WWW.BALAD.AFNEWS.AF.MIL/](http://www.balad.afnews.af.mil/)  
FROM THERE YOU CAN SEE WEBSITES  
FROM ANY COMMERCIAL COMPUTER**

**FROM THE EDITOR: I'D LIKE TO THANK  
JOHN EICHENBERG FOR SENDING ME THE  
STORY ON THE 746TH EAS, FEATURED ON  
PAGE 4. JOHN ALSO TOOK THE PICTURES IN  
THE ARTICLE AND IT'S A GREAT PIECE. I  
WOULD'VE PROBABLY MISSED IT THOUGH IF  
HE HADN'T SENT IT TO ME.  
I'D LIKE TO ASK ONCE MORE - IF YOU SEE  
SOMETHING INTERESTING IN THE NEWS  
PLEASE SEND IT TO ME. I TRY TO CHECK  
THE DEPLOYED NEWSPAPERS BUT CAN'T  
CATCH ALL THE STORIES (I STILL GET TO FLY  
ONCE IN AWHILE).**

## MOVING ?

IF YOU ARE PLANNING TO TRANSFER PLEASE SEND US YOUR CHANGE OF ADDRESS AS SOON AS POSSIBLE.

We cannot get your newsletter to you if we don't know where you are. Send and e-mail to [bcloader@aol.com](mailto:bcloader@aol.com), or leave a free 2 minute message at 1.800.239.4524. Remember to speak slowly and distinctly, so we can copy your information down. Thank you

## PAY PAL SITE

The Pay Pal site is not working right now, however you may go to the following site and it will send you to Pay Pal so that you can renew or join the PLA. <http://www.loadmasters.com/payhere.htm>

If you are a new member joining the PLA, you must send your application to [bcloader@aol.com](mailto:bcloader@aol.com) or fax him the application at 253.531.0944. If your application information is not received we cannot log you in as an active member, and won't be able to send you the newsletters and the rosters.

**PLEASE TAKE NOTICE  
BILL CANNON HAS TAKEN OVER THE  
SECRETARIAL DUTIES TEMPORARILY UNTIL  
WE CAN GET A NEW SECRETARY. YOU CAN  
CONTACT HIM AT [BCLOADER@AOL.COM](mailto:BCLOADER@AOL.COM),  
CALL 253.531 9259 OR LEAVE A MESSAGE  
AT 1-800-239.4524**

## LOST MEMBERS

We need addresses for the following people:

\* - Life Members

* Christopher Clay	Greg Bagley
* Nathan Horton	James Carden
* Jamie Lewis	John McLaren
* John Branski	Kristen Burger
* John R. Bumbaugh	Nathan Simanton
* Joseph F. Colello	Ricardo Sanchez
* Lucas White	Ronald Lindner
* Mike Cannon	Samuel Fredrick
* Peter Hall	Noah Polcar
* Rebecca McMillan	Steve Hayes
* Wade A. Bond	William George Thomas
Adrienne Gariglio	Merritt E Tappan
AL Kelley	William Castro
Chad Miklusicak	Drew Wollenzin
Charles Werner	*Robert Burnett
Chastity Nelson	
Chris Baker	

**Mentors continued from page 1**

the intricacies associated with airdrop operations, providing passenger comfort and safety, scanning for threats, performing pre-flight checks of the aircraft to ensure all equipment is working properly, and many other tasks.

Airman Stone said one of the most challenging parts of his deployment is keeping up with the veteran loadmasters.

"The loadmaster I fly with pushes me to learn," Airman Stone said. "If there's something that I don't understand, he'll make me think about it and see if I come up with the answer. And if still don't get it, he makes me look through the books so I understand how to do it next time."

Tech. Sgt. Matt Rossi, a 746th EAS loadmaster, and Airman Stone's current flying partner, believes that in order for loadmasters to learn, they have to do the work themselves and not simply watch experienced loadmasters.

"I watch and allow him to perform the loading and off-loading procedures in a safe manner, without jeopardizing the mission and causing more work for himself," Sergeant Rossi said.

Sometimes the experienced loadmasters will allow the newcomers to make minor mistakes so they can learn from the mistake.

"One time early on in the rotation, I was about to bring in a K-loader, then I realized I didn't put in the ramp support to keep the loading surface flat," Airman Mulkey said. "A ramp support has to be placed underneath the ramp if a pallet weighs (more than) 2,000 pounds. So I had to back it out, and then bring it back in. As bad as it sounds, making mistakes is a great way to learn. I'll never do that again. It was a lot of time wasted."

The junior Airmen had limited experience dealing with the needs of passengers prior to their first deployment. Working with an experienced loadmaster has helped them transport thousands of servicemembers in and out of the area of responsibility.

"We practiced briefing passengers on an aircraft with no wings in a hangar at our technical school," Airman Cary said. "Out here, the engines are running, there's hot exhaust and people are talking."

In addition to passengers, the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo.

The 746th EAS aircrews currently on rotation have flown approximately 5,300 hours, transported 47,800 passengers, and over 3,000 tons of cargo since they began operations Oct. 6.

"Loading the different kinds of cargo that I've never seen before has been a challenge," Airman Stone said. "We've moved forklifts, Humvees and almost anything else that that could fit."

He received plenty of practice while loading and unloading a forklift to and from the back of the aircraft everywhere they went while flying humanitarian aid missions for flood refugees in Africa.

After all the growing pains, the three loadmasters unanimously agreed that getting into a "groove" with their aircrews and simply being up in the air are the best parts of their job.

When the aircrews first arrived to the 379th Air Expeditionary Wing, only few had flown together and the aircrews were not quite used to each other. Certain missions at the beginning of the rotation took upward of 18 hours to complete, but the aircrews gradually shaved time off of the missions through familiarity and experience.

"At first, people tend to pass you up and go straight to the experienced loadmaster," Airman Mulkey said. "Midway through the rotation, things begin to start clicking. I earned people's respect and they began to ask me for my opinion."

**VOLUNTEERS COMPLETE ANNUAL OPERATION CHRISTMAS DROP**

by 2nd Lt. J.D. Griffin  
36th Wing Public Affairs

12/24/2006 - ANDERSEN AIR FORCE BASE, Guam (AFPN) -- More than 150 volunteers helped complete the world's longest running humanitarian airdrop Dec. 19, commemorating the 54th Annual Operation Christmas Drop that reached more than 50 remote Pacific islands.

Gen. Douglas H. Owens, 36th Wing commander, kicked off the operation with a ceremony that included words of thanks and encouragement from a native of Eauripik, an Outer Yap island, who is now a Petty Officer in the Navy.

"We have no airstrips or major ports on our remote islands," said Petty Officer 2nd Class John Taibemal. "It's a yearlong wait for these items, and for most of us it's the only way to obtain new clothes and Christmas gifts."

Operation Christmas Drop is truly a team effort, bringing together volunteers from across Andersen, including the 734th Air Mobility Squadron here, crews and aircraft from the 36th Airlift Squadron at Yokota Air Base, Japan, and spirited members of the Guam community.

"This is a wonderful event to be a part of," said Patty Arroyo, a Guam radio personality. "Not only are we helping families and communities that really appreciate the assistance, but we show how well the civilian and military communities can work together."

Since 1952, the Christmas drop operations have delivered more than 800,000 pounds of supplies, according to organizational data.

This year the operation delivered 140 boxes to 59 islands. Boxes included new or serviceable clothes, fishing and snorkeling equipment, non-battery operated toys and non-perishable foods, among other items.

More than \$27,000 in funds were raised through the Marianas Classic 5K Run/Walk, a golf tournament, and box sponsorships at local businesses and units on base. More than 150 volunteers helped pack the boxes that were dropped Dec. 16-19 from three C-130 Hercules aircraft.

"It's an honor for me to be a part of this ceremony," said Petty Officer Taibemal. "My wife and I have both benefited from this operation. It reminds us on the islands that there are people beyond the horizon with big hearts. It also offers hope that we can give back (through military) service, or some way."

**IF YOU SEE SOMETHING IN THE NEWS, OR HAVE A STORY REGARDING LOADMASTERS, PLEASE SEND ME AN EMAIL AT FRANK.MURPHY@TRAVIS.AF.MIL IT DOESN'T HAVE TO BE PUBLISHED - IF YOU'D LIKE TO WRITE ABOUT YOUR EXPERIENCES AS A LOADMASTER WE'LL LOOK AT YOUR STORY AS A FEATURE!**

## FIGHTING TALIBAN IN AFGHANISTAN

### 746TH EAS DELIVERS SUPPLIES WHEN GROUND FORCES NEED IT MOST



by Maj. Ann P. Knabe  
Chief, 379th Public Affairs

Far above the rugged mountainous terrain of Eastern Afghanistan, the 746th Expeditionary Airlift Squadron C-130 aircrew flew into the night sky, watching firefights and mortar fire just hundreds of feet below. The reservists peered through their night vision goggles at the battles raging on the mountainside, knowing they were playing a key role in Operation Mountain Fury.

“The supplies we delivered helped these guys survive and fight the enemy,” said Master Sgt. John Eichenberg, a loadmaster with more than 27 years in the military. “You could tell it when we dropped off the ammo. They were almost out, and they were fighting the Taliban hard.”

The 746th EAS is just one of several 379th Air Expeditionary Wing units involved in a surge of operations supporting Operation Mountain Fury. The operation is part of a coordinated effort to put continuous pressure on Taliban extremists across multiple regions of Afghanistan. Its goal is to provide security to the population, extend the government to the people, and facilitate reconstruction of the war-torn country. Mountain Fury has been going on for several weeks in “shaping operations” designed to separate Taliban extremists from a population they would otherwise manipulate through coercion and intimidation. The 746th got directly involved when tasked to deliver ammunition, food and supplies to Army Special Forces units on the ground at forward operating bases Salerno and Farah.

The Colorado Springs-based 302nd Airlift Wing performed combat offloads in Farah – a first for any 302nd aircrew.

“When we landed at Farah LZ (landing zone) the forklift axle was broken, so we formed a human chain to off-load the cargo,” said C-130 Flight Engineer Master Sgt. Ken Day. The entire crew formed a line and handed the precious cargo box-by-box to the next person, and at the end a soldier placed it into a waiting truck. Together, the two teams offloaded dozens of boxes weighing 20 to 30 pounds each, emptying two pallets of boxes in minutes.

The third and fourth pallets, containing meals-ready-to-eat, potable water and other essential staples, flew off the back through inertia once the pilot applied take-off power and released the



Photo submitted  
Lt. Col. Kevin White commands a C-130 aircraft as the crew travels through Afghanistan during Operation Mountain Fury.



*Show through the lens of night vision goggles, a C-130 waits for clearance as a 746th Expeditionary Airlift Squadron crew prepares for take off.*

brakes.

“We cranked up the power to 5,000 inchpounds of torque, then released the brakes and the two pallets slid off the back,” said Aircraft Commander Lt. Col. Kevin White. “Simultaneously, the loadmasters released the pallet locks.”

When the C-130 crew returned to Farah LZ a second day in a row, the crews recognized the impact their contributions were making in the war against terror.

“The special forces were still running really low on ammo, even with what we had just delivered the day before,” said Sergeant Day. “They thanked us over and over again.”

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## LOADMASTER PLAZA MCCHORD AFB WASHINGTON



By Bill Cannon

How many of you know about the Loadmaster Plaza? It is located in Memorial Park at McChord AFB WA. When an active member of the PLA passes away we place a brick along the walk way in his honor. There is a bench located there donated by myself and a granite stone marker donated by members of the Northwest Chapter.

You do not have to be a member or to have been a member of the Loadmaster Association to have a brick placed here. If someone wishes to have a Loadmasters name put on a brick and placed in the plaza, they must fill out a form and send it in along with a check for \$25.00. If you need a form it can be E-mailed to you, or sent snail mail to you by contacting [bcloader@aol.com](mailto:bcloader@aol.com) or Bill Cannon at P.O. Box 4351 Tacoma WA 98438

If you are in the area stop by and see all the bricks, and enjoy a few minutes at this memorial dedicated to your friends and fellow Loadmasters.



*C-5 Galaxy loadmasters prepare to load a Navy F-14 Tomcat into the aircraft at Naval Air Station Oceana in Virginia Beach, Va., Feb. 5. The fighter is being transported to an aviation museum in Fort Worth, Texas. The C-5 and aircrew are from the Air Force Reserve Command's 512th Airlift Wing at Dover Air Force Base, Del. (U.S. Navy photo/Petty Officer Jason R. Zalasky)*



*Liberty Chapter President Kent Brown, left, and past President Karl Eckberg*



**THESE TWO PICTURES ARE FROM THE LIBERTY CHAPTER - ON THE LEFT IS FROM THIER DISPLAY AT PEMBERTON COMMUNITY DAYS AND ABOVE IS FROM OPERATION SANTA CLAUS. FOR MORE DETAILS READ THEIR CHAPTER REPORT.**

## FIRST JPADS IMPROVED SYSTEM AIRDROP OVER IRAQ A SUCCESS

By Staff Sgt. Carlos Diaz  
U.S. Central Command Air Forces

BALAD AIR BASE, Iraq (AFNEWS) -- Eight aircrew members from the 332nd Air Expeditionary Wing's 777th Expeditionary Airlift Squadron used the Joint Precision Airdrop System, or JPADS, mission planning software for the first time over Iraq Feb. 16 to deliver six 1,200-pound Improved Container Delivery System, or I-CDS, bundles.

The Air Force developed the JPADS mission planning software, which primarily entails a specialized laptop computer and a wind sonde sensor, which is a 12- to 15-inch tube-shaped, beige-colored device that weighs no more than three pounds. The software crunches data from the four-dimensional wind model downloaded to the laptop from the Air Force Weather Agency with the current wind conditions captured by dropping the wind sonde in order to compute the aircraft's most accurate release point in the air. The "improved" in I-CDS comes from pairing an otherwise conventional, non-steerable CDS, or "dumb chute," with the advanced JPADS mission planning software. The synergy of the two means a 60 percent increase in the airdrop's accuracy. Lt. Col. David Kuenzli, the 777th EAS commander, and his aircrew were ready to employ the JPADS with the I-CDS. "We want to be able to show that we have this capability, and we're going out to demonstrate that we can do this and keep the Army re-supplied," Colonel Kuenzli said. They were going to re-supply the ground

troops with water and Meals, Ready to Eat.

The aircrew charged with this responsibility was deployed from the 463rd Airlift Wing at Little Rock Air Force Base, Ark. They are assigned to the 50th and 61st Airlift squadrons. The eight-man crew consisted of Maj. Matthew Lewis, aircraft commander; Capt. Matthew Reece, pilot; 1st Lt. Matthew MacFarlane, co-pilot observer; Capt. Eric Fancher primary navigator; Capt. Kenny Bierman, instructor navigator; Tech. Sgt. Darrel Jackson, flight engineer; Tech. Sgt. Oliver Osborne, primary loadmaster; and Staff Sgt. Daniel Maslowski, secondary loadmaster. After a highly detailed intelligence briefing, the loadmasters departed to perform their mission preparation.

After their mission prep was complete, three aerial port members from the 332nd Expeditionary Logistics Readiness Squadron loaded the bundles into the aircraft. Once inside, a team of Army riggers began to secure and tighten the bundles with an incredible attention to detail. "With this new system, we're using the technology in today's Army to keep everyone safe," said Warrant Officer David Bird, airdrop system technician assigned to the 368th Cargo Transportation Company.

Warrant Officer Bird detailed some of the advantages of the new JPADS. "The recovery time is faster, the loads are easier to download, the airdrop is faster because of the high velocity of 70 to 90 feet per second, and it's low-cost, fast and safe." The 13-year Soldier said his team's been practicing its entire career. "We're a close-knit family," he said about his eight-member rigger crew. "To see something like this go through is worth it for us."

Once the joint airdrop inspector Senior Airman Andrew Strazinski inspected the load for safety and correct rigging procedures, the C-130 was ready for takeoff.

The bundles were airdropped once the aircraft was positioned at a 7-degree-high nose drop angle. Using simple gravity, the bundles slid off and the huge parachutes immediately deployed. "My job, as the primary loadmaster, was to make sure the load goes out as advertised," said Sergeant Osborne, who is a formal training unit instructor in the 714th Training Squadron at Little Rock AFB. As a career field instructor, he stressed the importance of communication. "We had an open line of communication," he emphasized. "Communication was the key because we listened to each other, backed each other up and kept two eyes on everything." His young counterpart, 27-year-old Sergeant Maslowski, was anxious to complete his first combat airdrop using the new JPADS. "My adrenaline was pumping the entire time," the red-headed loadmaster said. "It was exciting because I constantly kept doing more than one thing to stay ahead of the game.

"This for me has peaked all other deployments; I experienced first hand what we train for," he continued. "Supporting the ground troops who really need these supplies is what it's all about," said Sergeant Osborne, an 18-year Air Force member.

Colonel Kuenzli was satisfied with the team's effort to successfully accomplish the airdrop mission. "The entire teamwork from our maintenance team got this aircraft prepped and ready, and the aircrew members prepared for several weeks and studied hard to know and understand each other's jobs and roles," he said. Once the aircrew returned with an empty cargo compartment, it was obvious that the mission was a success. Sergeant Maslowski could not wipe the ear-to-ear grin off his face. "This was so awesome, and I was ingrained in the moment," he said. After a celebratory pose holding the American flag, the aircrew had a debrief session about the first combat I-CDS airdrop over Iraq using the JPADS. "We've paved the way for everyone else," Sergeant Osborne said.



*Joint Precision Air Drop System bundles fall out of the back of a C-130 Hercules Aug. 25. The drop was made from almost 10,000 feet above sea level and was calculated using up-to-the-minute wind data relayed from two small dropsondes deployed 20 minutes earlier. The dropsondes calculate wind speed and relay the information back to the aircraft, helping to calculate the correct drop point. (U.S. Air Force photo/Senior Airman Brian Ferguson)*

## CONTRACT MODIFICATION ADDS 4 AIRCRAFT FOR AIR FORCE, MARINES

by Laura McGowan  
Aeronautical Systems Center Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFPN) -- Officials from the 657th Aeronautical Systems Squadron here issued an undefinitized contract action in December that will add four aircraft to be used by the Air Force and Marine Corps.

Lockheed Martin Aeronautics Co. of Marietta, Ga., was awarded the \$256 million firm-fixed-price contract modification toward the purchase of three C-130J versions of the venerable Hercules plus one KC-130J tanker.

The contract is scheduled for definitization by September 2007. The planes are scheduled for delivery in 2010.

The request for additional aircraft reflects the significant capability the C-130J brings to the war on terrorism, said Col. Kevin Buckley, 866th Aeronautical Systems Group commander.

"The request for additional aircraft reflects the significant capability the C-130J brings to the war on terrorism," said Colonel Buckley. "The entire C-130J team, at Wright-Patterson AFB and Warner-Robins (Air Logistics Center at Robins AFB, Ga.) are thrilled to have the opportunity to provide additional assets to the warfighter."

Based on phase II initial operational test and evaluation results, the C-130J was declared fully capable in support of air land and air drop missions. The determination for Initial Operating Capability was made by Air Mobility Command Oct 5.

Since then, the aircraft has flown intra-theatre supply missions in Southwest Asia. The plane's capabilities allow for operations on primitive runways and at high elevations and searing temperatures.

### C-130 continued from page 4

Operation Enduring Freedom offers a variety of challenges tailor-made for the C-130 mission. "The C-130 is designed for this kind of flying," said Colonel White. "The mountainous terrain is challenging, especially at night. The threat level is high, and landings can be dangerous." Despite the challenges, the all-Reserve aircrew clearly felt connected to the Mountain Fury mission.

"We do channel missions all the time to Bagram and Kandahar," said 746th AS Commander Col. Tom Henderson. "But the aircrew's work on the Pakistani border put us into the heart of the mission where they could witness the action up close, and make a direct impact." Throughout their 4-day mission, the crew flew multiple sorties into combat areas, ranging from Jalalabad on the Pakistani border to smaller outlying bases like FOBs Salerno and Farah. The former features a 3,900 foot runway made of clay, dirt and gravel, while the latter is host to a 5,000 foot runway of broken-up concrete.

"We were definitely in 'bad guy country,'" said Colonel White, commenting on the terrorist threat and fighting on the ground in remote locations around Afghanistan. "When you combine this with the austere field operations and confined, unimproved landing strips, flying becomes a real challenge."

While the combat offloads added one more level of complexity to the flying mission, the crew didn't mind. In fact, they welcomed it.

"The Operation Mountain Fury mission was meaningful and timely; we made a difference to our guys fighting on the ground,"

said copilot Maj. Chris Kornmesser. "And that left us all with an awesome feeling."

In addition to the 746th AS, several other Southwest Asia units support Operation Mountain Fury Air Force missions, including specially-trained "ravens" from the 379th Security Forces Squadron who protect the plane, and maintenance crew chiefs from the 746th Aircraft Maintenance Unit who not only maintain the planes, but fly with the crew. The 340th Expeditionary Air Refueling Squadron and 379th Expeditionary Operations Support Squadron are also key contributors to Operation Mountain Fury.

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### HOA continued from page 4

"Ultimately, our goal is to get the cargo that needs to be there, and get the cargo out that needs to leave," said Maj. Andy McGee, 737th EAS aircraft commander, noting this was the first HOA Flex mission for the crew, despite having more than 12,000 flying hours collectively. "This requires focused planning between the entire crew."

The flight engineer determines how heavy the aircraft can be for landing and takeoff based on the elevation of the field and the current temperature. The pilots and navigator then work with the loadmasters for fuel and cargo weight, arriving at a solution which keeps the aircraft as light as possible - allowing the most amount of cargo to be moved in and out, Major McGee said.

"The brunt of our focus was on the landing zones -- Bilate in Ethiopia and Manda Bay in Kenya," said the major. "LZs can be tricky to plan at times. Often, we have the performance to land at an LZ, but we may not have the performance to takeoff, depending on what cargo is being off-loaded or on-loaded."

On this flex mission, the aircraft made three stops in Ethiopia to include Bilate. As the aircraft landed at one airfield, a crushed lava rock clearing the length just longer than 12 football fields, it caused a temporary dusty "brown out" on the 60-foot-wide strip.

"Dirt landings are one area where C-130s make their money," said Major McGee, also deployed from the 517th AS at Elmendorf AFB. "This one had people crowding the sides of it like a Tiger Woods golf shot ... no other airlift asset could've landed there."

Soldiers deployed from Guam Army National Guard's 2nd Platoon, Charlie Company, 1-294th Infantry Battalion (Light) were waiting and ready at Bilate's LZ, located about 483 miles southwest of Camp Lemonnier, to off-load their weekly delivery of food and supplies.

"It is very rewarding to deliver supplies and cargo that you know is desperately needed," Major McGee said.

"I remember (a Soldier) asking if we were off-loading some water. I said, 'Yes, we are.' (To see) the smile on his face and the relief in his eyes ... really meant something (to me)," said Airman Oxenford who is deployed from the 517th Airlift Squadron, Elmendorf Air Force Base, Alaska.

The HOA Flex missions have delivered more than 3.5 million pounds of cargo and 2,400 people to the two COLs in Ethiopia and one in Kenya since May 2006.

## C-17 MAKES 1ST-EVER AIRDROP TO ANTARCTICA



*A member of the National Science Foundation wintering in the Antarctic checks a cargo pallet airdropped by a C-17 Globemaster III Dec. 20. Airmen from the 62nd and 446th Airlift Wings at McChord Air Force Base, Wash., delivered 70 tons of supplies to the team. The mission was a "proof of concept" flight for the C-17 and was part of Joint Task Force-Support Forces Antarctica's Operation Deep Freeze. (U.S. Air Force photo/Lt. Col. James McGann)*

12/21/2006 - HICKAM AIR FORCE BASE, Hawaii (AFPN) -- Another airpower milestone was reached Dec. 20 with the completion of the first C-17 Globemaster III airdrop mission that delivered about 70,000 pounds of supplies to the South Pole.

By validating the C-17 capability of conducting an airdrop at the geographical South Pole, JTF-SFA's Operation Deep Freeze demonstrated its ability to provide mid-winter emergency re-supply and flexible support to the National Science Foundation and U.S. Antarctica Program. Operation Deep Freeze is a unique joint and total force mission that first anchored U.S. national policy in Antarctica in 1955.

The ability to airdrop supplies using the C-17 versus the ski-equipped LC-130 Hercules, the traditional aircraft used to airland supplies on the ice, allows aircrews to deliver up to four times as much supplies in a single airdrop mission in conditions that do not allow airland missions.

During the winter season at the South Pole, temperatures often dip as low as minus 100 degrees Fahrenheit and can paralyze an aircraft's hydraulic systems, crystallize the fuel and solidify lubricants. Around-the-clock darkness and crosswinds up to 60 miles per hour create blizzard conditions and zero visibility, making it impossible for an aircraft to land.

A medical emergency in 1999 highlighted the need to maintain a mid-winter airdrop resupply capability to sites in Antarctica. In that year, Dr. Jeri Nielsen, the only physician at Amundsen-Scott South Pole Station, critically needed medical supplies to treat her tele-medically diagnosed cancer. An LC-130 airland mission was not possible before October, so NSF requested and funded an Air Mobility Command out-of-cycle airdrop of medical supplies to the South Pole station.

An economy-of-force driven decision provided a C-141 and

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## 'HOA FLEX' CHANNELS SUPPLIES TO MILITARY TRAINERS



*Loadmaster Airman 1st Class Bret Oyler directs Guam Army National Guardsman Specialist Rick Naputi towards the rear of the aircraft for cargo removal. Airman Oyler is deployed to the 737th Expeditionary Airlift Squadron, Southwest Asia, from Elmendorf Air Force Base, Alaska. (U.S. Air Force photo/Master Sgt. Scott Wagers)*

**by Staff Sgt. Francesca Popp**  
**U.S. Central Command Air Forces Public Affairs**

1/15/2007 - CAMP LEMONIER, Djibouti (AFNEWS) -- U.S. servicemembers at three remote camps in the Horn of Africa depend on Air Force airlift to bring them life-sustaining supplies.

These isolated sites, known as contingency operating locations, are scattered across a desolate and austere terrain two-thirds the size of the United States. This is where a team of C-130 Hercules units and a logistics directorate combine talents to move supplies downrange through missions called HOA Flex.

"Due to the size of the AOR here and the vast space it covers, air is the only way to get cargo down there," said 1st Lt. Todd Klusek, Combined Joint Task Force-HOA J-4 Logistics Directorate air movements' officer. "The C-130, HOA Flex, is the main way to go."

Originating from Camp Lemonier, the C-130 teams based in Southwest Asia deliver food, people and other supplies weekly to Hurso and Bilate, Ethiopia, as well as Manda Bay, Kenya.

"We don't waste the airlift, because we understand any airplane that is here is not available to fly in Iraq or Afghanistan, or any where else it may be needed," said the lieutenant, who is deployed from 7th Bomb Wing, Dyess Air Force Base, Texas.

Once the mission is planned by the J-4 staff, it's up to the C-130 crews from either the 379th or 737th Expeditionary Airlift squadrons in Southwest Asia to fly the supply runs. However, a lot of behind-the-scenes work must be accomplished before any Hercules depart for either Ethiopia or Kenya.

Senior Airman William Oxenford, 737th Expeditionary Airlift Squadron loadmaster, helped oversee the loading of four half-ton pallets of perishable food and bottled water, spare generator parts, a cement mixer, three-gallon containers of disinfectant, communications equipment and more, as well as 19 passengers for one of the missions.

**continued on page 6**

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

**BOEING**



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



*Staff Sgt. Allen Culbreth connects gate release mechanisms on a C-17 Globemaster III for an upcoming airdrop Dec. 14 at Andersen Air Force Base, Guam. The C-17 from Hickam Air Force Base, Hawaii, is conducting airdrop training at Andersen AFB. Sergeant Allen is a loadmaster with the 535th Airlift Squadron. (U.S. Air Force photo/Tech. Sgt. Shane A. Cuomo)*

**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: [bcloader@aol.com](mailto:bcloader@aol.com)



## CHAPTER REPORTS

### Liberty Chapter

Hello from New Jersey,

It's been a really mild winter so far, all you chapter members who go south for the winter are missing out on this good weather. We are continuing our monthly Wing Nights at DADZ; I think we may switch it up and try some of the other places around South Jersey that serve good wings, like Pic-A-Lilli, Charlie Browns, Clarks Tavern or Dempsters, watch your e-mail for the next one. It's just a good time for food and beverage away from the work place.

We have done several things in the past few months and more things are planned. In October we participated in a community day event in Pemberton Township. We set up a display to let locals know more about us, we handed out literature about the PLA and got one new member.

During December we had our annual Christmas Party and our national president, JP Salisbury and his wife were gracious enough to host us for the second year in a row, Thanks JP and Barb, a good time was had by all and we unveiled our new chapter shirt and hat. We also asked each person to donate an unwrapped toy for the local charity Operation Santa Clause, we collected 19 toys and Karl Eckberg and I dropped them off later that week.

We don't have much planned, except for wing nights during Jan, Feb or Mar. but beginning in April we will have the opportunity to help the local VFW and Thomas B. McGuire Chapter with landscaping and placement of memorial bricks at the C-141 memorial on base. Then in May, McGuire will be having an open house/air show the weekend of May 12-13. We need volunteers to help us man a booth to sell food or souvenirs, this is great fundraiser. We also will be having a booth recruiting new members to the chapter. We welcome all help including older children and spouses.

There will be more info coming later, watch for e-mail's or information on our website.

Our meetings are held the first Saturday of every month at the 6<sup>th</sup> AS building on McGuire AFB. Remember at each meeting we have a door prize, just show up for a chance to win.

Our chapter has its own website run by one of our members, Mitch Powell, [www.loadmasters.org](http://www.loadmasters.org). We try to keep this updated so if you ever wonder what's going on just check the site.

We also have a new website, <http://www.threadingalong.com/products.asp?cat=47>. It is set up to sell Liberty Chapter PLA apparel. Just go to this site and order your PLA shirts and hats. There is a wide variety offered. If you don't see what you like e-mail or contact me and I will tell you how to get other items. Members from other chapters are welcome to order from this site; just put a remark in the ordering process you want your chapter name instead of Liberty Chapter if you chose that option. The site uses PayPal for payment so sign up at [PayPal.com](http://PayPal.com), before you start the ordering process, if you don't already have a PayPal account. If you have any other questions feel free to contact me.

If you are not getting any e-mail from us please call or e-mail me with your address so we can get the mailing list updated. Got questions about the chapter? Please feel free to contact me at, (609) 562-2747 day, (609) 893-1833 night, e-mail me at [heyload@comcast.net](mailto:heyload@comcast.net)

Kent Brown  
Chapter President

### The Rock Chapter

It looks like a busy year for The Rock Chapter in 2007. We are planning a spring golf tournament as a fund raiser. The date is TBD, but it should prove to be a good opportunity for loadmasters, both old and new, to get together and relax and unwind.

Also, I think it is safe to announce that our chapter was selected as the host chapter for Gathering of the Loads 2008. We are in the very early stages of planning, but we are going to try and have the event in Memphis, TN in conjunction with the Memphis in May Music Festival. We will be working very hard for the next year to ensure that the 2008 Gathering of the Loads is a great time. Look for more updates to be posted on the web.

Our biggest accomplishment for this year is the implementation of the "SMSgt Phillip J. Stickney BLM Top Graduate Award". This award was developed to honor a C-130 Loadmaster who went MIA in Vietnam while on a special mission. His remains were identified and repatriated in 2004. What makes this very personal for The Rock Chapter is that he was assigned to the 62<sup>nd</sup> Airlift Squadron, which is right here at Little Rock AFB. National PLA was kind enough to sponsor this award in terms of endorsement and certificates for presentation here at the Little Rock AFB BLM course, which is taught by the 189 AW. The first presentation of this award will take place on 28 Feb 2007. Philip Stickney's wife and daughter will be present for the ceremony. We look forward to a good event to remember this fallen hero. Expect to see an expanded article on the event in the next issue of the LOADER.

Like I said, this will be a very busy year for us, and we're looking forward to it. We hope that everyone else has a great year too!

Jason Kunkel  
Chapter President

### Parker-Aguillon-Payne Chapter

Our chapter is inviting CMSgt (ret) Ray Snedegar to come visit and talk with us on his experience in Operation Baby Lift. Ray was on the C-5 that crashed in Viet Nam and if you've never heard him speak it's very educational. He's very dynamic and I'm sure we'll draw a great crowd. If anyone is in the Travis AFB area, the meeting is currently scheduled for 22 Mar, starting at 1130 with a barbecue, in the 21st Airlift Squadron's Heritage Room. The 21st is the new active duty C-17 squadron here on base, having transitioned from the C-5 last year.

Spring is just about here, which means our Chapter is also getting ready for the Relay for Life. We've participated in this for the last several years, with Al Horwedel as our Team Captain and major fundraiser. The PLA gets a lot of publicity with this event - we're at the top of the local teams for dollars raised for this worthwhile event, and have been featured in the local paper.

I'd like to challenge the other Chapters to participate in their local Relay - it's for a great cause - raising money for cancer. Most of us know someone who has had this disease. My wife had cancer a few years ago and I'm glad to be able to help raise money for researching for a cure.

Even if you decide not to take the challenge please let everyone know what your chapter participates in. It's fun to know what everyone else is up to. Until next time -

Frank Murphy  
Chapter Vice President

## Trailblazer Chapter

Greetings from America's Heartland, Altus AFB, Oklahoma! Another outstanding year has passed for the Trailblazer Chapter and we are looking forward to great 2007.

We ended 2006 with a bang, literally. The chapter held its 1<sup>st</sup> Annual Trailblazer Chapter Turkey Shoot. A special thanks to TSgt Tom McPeak for hosting the event and to SSgt Luke White who coordinated the event. We didn't raise much money, but a great time was had by all those who attended. Four turkeys were also donated to financially burdened families in the local community. We are currently in the planning phase of our next big event which will be working an event at Texas Motor Speedway.

The Trailblazer Chapter bids farewell and our gratitude to two of our members who are departing on a new adventure in the air force careers. TSgt Paul Guenther, who departed in January for Officer Training School (OTS) with a follow-on slot for pilot training, and TSgt Trevor Smith, who will depart in March for OTS with a follow-on slot for Air Traffic Control School. These two individuals have been a tremendous asset to the loadmaster career field and the Trailblazer Chapter. We wish them of luck in their future endeavors and we know that first and foremost, they will always be loadmasters.

I would like to take this opportunity to invite anyone passing through the Altus area to stop in and visit. Basic Loadmaster (BLM) Course graduations are held on almost a weekly basis. What an exciting opportunity it is to witness these new loadmasters receive their basic aircrew wings and know the adventures that await them. We are always looking for guest speakers at these graduations and would be honored to give you the opportunity to share your experiences as a loadmaster with the future our prestigious career field.

I would like to take this opportunity to continue an effort that was carried on by our past chapter President CMSgt Jim Scanlan. We continue to solicit squadron patches and loadmaster memorabilia for the Heritage Hall located at the BLM Schoolhouse. I recently had the opportunity to view the exhibits on display and what an amazing sense of pride I got viewing the many items associated with our great career field from the past and the present. I highly encourage anyone who has any loadmaster memorabilia to share these items by placing them in the Heritage Hall. What a great way to show the history of the loadmaster to students attending BLM and anyone else visiting the school. Please send any items to: Brian Williams, 1113 Stephanie Lane, Altus, OK 73521.

Brian Williams  
Chapter Secretary

## First State Chapter

Monthly meetings were dropped last fall due to work schedule changes for President John Nason and due to low participation. His new work schedule allows scheduling of meetings Tuesdays thru Fridays. If anyone is interested in reconvening monthly meetings or working the Museum displays contact John Nason at (302) 735-4938. The First State chapter also submitted ideas on a PLA Memorial at the AMC Museum at Dover and is awaiting a decision from the National Chapter Officers. We hope to do some sort of dedication ceremony when that happens, more info to follow.

John Nason  
Chapter President

## Northwest Chapter

The Northwest Chapter would like to extend hearty greetings to all professional Loadmasters. 2006 was a great year for our Chapter, with many interesting activities designed to generate an increase in attendance at our monthly meetings; It helped, attendance was up, and we also enjoyed the largest ever crowd at the annual Christmas Dinner Party.

At the Christmas function, awards were presented to Past National Secretary Rob Flori for his dedicated service to the PLA, and PLA Webmaster Rich Delucia for pioneering and operating our PLA website. Additionally, a Chapter award was given to person who is not a PLA member, Marion Cannon. Bill's wife Marion has been the glue that has literally held the PLA together from inception ten years ago until this very moment, where she is assisting Bill who is currently the temporary National Secretary. Not many folks realize the important work Marion has done over the years in support of our PLA organization; For instance, she was instrumental in establishment of tax free status for our non-profit organization, a daunting task to say the least. Marion has spent many hours with putting together the Loader and PLA Rosters and mailings over the years. She is a quiet giant who certainly deserves all our applause and a show of our appreciation.

The McChord AFB Memorial grove now includes a Loadmaster Plaza that has a Granite Memorial Stone, provided by the NW Chapter that honors all fallen Loadmasters. The Plaza also includes Memorial Bricks identifying individual Loadmasters who have been deceased. Our sincere thanks to Hal Edvalds and Bill Cannon, key people who made this project happen.

The NW Chapter has taken on a project to work at the McChord Air Museum one Saturday per calendar quarter, to clean and refurbish the interiors of the C124 and C141 Static Displays.

In closing, a final reminder about the 2007 national PLA Picnic ( 27 July @ 1600-2100) to be held at Holiday Park at McChord in conjunction with RODEO 2007. This is a Ten Year celebration of the PLA, and we plan to entertain all Loadmasters and welcome visitors from any other chapters during this very historic event. There is much to see with displays in the Big Hanger, and many old friends to visit with during RODEO time. Come join us!!

Victor Fredlund  
Chapter President

## Mid-Atlantic Chapter

I received an email saying the chapter had an election with the following as the new leadership:

President - Al Ford  
Vice President - Terry Williamson  
Treasurer - Jason Beebe  
Secretary - Jeff Shaw

- The Editor





**Cabin Report continued from page 1**

Loadmaster who gave his life during the Vietnam War. The Rock Chapter has also volunteered to host the 2008 Gathering of Loads in Memphis, Tennessee. Look for more details in future issues of The LOADER.

As we approach 2008 and the Gathering, we will again be looking for members to step up and into leadership positions within the association. We will have several vacancies that need to be filled by committed people. Specifically, my term as President will be coming to a close after six years and the East Coast Vice President will also need to be filled as Bob Morris steps down after almost eight years. In the next few months, we will be starting the ballot process and hold elections. At the 2008 Gathering of Loads we will announce the new leaders.

That's all for now. Please remember all of our comrades in harms way in your prayers. LOAD CLEAR!

**New Members (\*Life Member)**

<p><u>OCTOBER</u></p> <p>Marshall S. Montani *John W Lloyd</p>	<p><u>DECEMBER</u></p> <p>Thomas Peak James McElwee *Patrick J Callahan Kenneth Harp *Darrin McClure</p>	<p><u>JANUARY</u></p> <p>Mike Getlinger</p> <p><u>FEBRUARY</u></p> <p>Taylor Glass Cliff R Samuels</p>
<p><u>NOVEMBER</u></p> <p>Joseph Ottati Stu Bailey Christopher Ogden</p>		

**PLA MEMBERSHIP  
AS OF 8 FEB 2007**

TOTAL MEMBERSHIP	1654
ACTIVE MEMBERS	944 (32 lost loads)
IN-ACTIVE	658
DECEASED	52

**Your Executive Committee:**

As of March 2007

<b>President</b>	<b>J.P. Salisbury</b>	<b>(609)893-0363</b>	<b>President@loadmasters.com</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@FlightSafety.com</b>
<b>Vice President (Cent)</b>	<b>Doug McCuddin</b>		
<b>Secretary</b>	<b>Bill Cannon</b>	<b>(253) 531-9259</b>	<b>BCLOADER@aol.com</b>
<b>Treasurer</b>	<b>Chris Dockery</b>	<b>(210) 595-1139</b>	<b>DockeryC@hotmail.com</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>(707) 469-6303</b>	<b>Frank.Murphy@Travis.af.mil</b>
<b>President Emeritus</b>	<b>Bill Cannon</b>	<b>(253) 531-9259</b>	<b>BCLOADER@aol.com</b>

**\$Scholarship Information**

The PLA offers three scholarships annually for college and/or vocational/technical school after high school graduation. We have one scholarship in the amount of \$1000 named in honor of John L. Levitow, and two additional scholarships for \$500.00 each named for different Loadmasters each year. Candidates for selection process must be PLA members in good standing (Loadmasters) and their family members. Scholarships are limited to one per family. One scholarship will be named permanently after John L. Levitow. The two remaining scholarships shall be named after a deceased loadmaster with a different deceased loadmaster each year. If exceptional circumstances should arrive, the Executive Committee will handle them. Applications may be applied for through Jim Engelker at engelkerj@kci.net.

**Timeline for \$Scholarships**

Selection of names to be honored for upcoming scholarships shall be provided by December of the year before scholarship announcement. Submission of application to the selection committee shall be no later than March of the year before scholarship announcement. Announcement of the scholarship award to the individual participant shall be no later than the middle of May of the year before scholarship announcement. Announcement of scholarships awarded shall be published each year in the July issue of The Loader newsletter. Remember our scholarship fund will be used to support one scholarship of \$1000 and two \$500.00 scholarships a year to PLA members and their family members.

**Scholarship Manager**

Jim Engelker  
19025 Cnty Rd 29  
Ovid, CO 80744  
E-Mail:  
**engelkerj@pctelcom.coop**



Donations can be made to our PLA Headquarters:

P.O. Box 4351 Tacoma, WA 98438

Write "Scholarship Fund" on checks, remember every little bit counts toward keeping this program ongoing.

### In Memoriam

The Professional Loadmaster Association offers condolences to the families and friends of the following Loadmasters whose death has been reported to our association. PLA members names are underlined and a memorial brick will be placed in their name at the McChord AFB, WA Memorial Park in the Loadmaster Plaza.

Jeffery D. Ehler of Beebe, Arkansas passed away on Oct. 26, 2006 in a Searcy, AR hospital. He was 40 years old. JD was born July 31, 1966, in Waukon, Iowa. He was an employee of CAE and an Air Force Veteran Loadmaster. JD was assigned to 1<sup>st</sup> MAPS, Dyess AFB, TX, then to the 62<sup>nd</sup> AS, Little Rock AFB, AR as a C-130E instructor. He was then selected for a classified assignment. He later returned to Little Rock AFB and was assigned to the 50<sup>th</sup> AS where he participated in Operations ENDURING FREEDOM AND IRAQI FREEDOM. JD was then hand-picked as Initial Cadre for the stand-up of the first active duty C-130J squadron where he developed training courseware as well as conducted C-130J Loadmaster Training.

Verne L. Vincent Born 26 Oct 1930 in Wenatchee, WA, passed away on his birthday October 26, 2006 in Cashmere, WA. Verne flew as a Loadmaster on C-124s and C-141s, retiring after 26 years in the Air Force. He worked for the city of Cashmere, WA and was a Sexton of the local cemetery. Verne was fond of fishing and telling "War Stories" about his Air Force days. He was the father of 2 boys and 4 stepchildren. His wife Peggy resides in the family home in Cashmere, WA, and (letters to her would be welcome). A memorial brick will be placed in Vernes name at the McChord AFB, WA Memorial Park in the Loadmaster Plaza.

CMSgt (ret) William "Bill" Sullivan passed away 6 December 2006. Bill was one of MAC's finest loadmasters for thirty years, a great patriot of this country. Please keep his wife and childhood sweetheart, and their family, in your prayers.

Theodore H. "Ted" Smith Jr., MSgt (Ret) passed away on Wednesday, December 13, 2006, in Reno, Nevada after a lengthy illness. He joined the US Air Force in 1950 where he traveled extensively as a loadmaster on cargo aircraft. Ted flew on C-124's assigned to the 4th SSS in the early 1950's stationed at Ellsworth, S.D... In the early 1960's Ted was stationed on Okinawa, Japan flying on C-130's, in the late 60's he was back on C-124's stationed at Hill AFB, UT. When the 28th MAS deactivated at Hill AFB, Ted was reassigned to Altus AFB, Oklahoma and was one of the first Loadmaster Instructors on the C-5 Galaxy. After retiring from the US Air Force in 1971 Ted went to work for the US Postal Service in Stateline, NV; retiring from the Post Office in 1991 he settled in Reno, NV. He is survived by his wife of 50 years, Ethel "Cookie"; and their four children. He will be missed by all of us. Our thoughts and prayers are with the family. A brick with Teds' name will be placed at McChord AFB, WA. memorial park in the Loadmaster Plaza

Tom Connell of Asotin, WA passed away 24 Dec 2006 of cancer. Tom was a Loadmaster on C-97s, C-124s, and C-130s Fire Fighting Birds at Van Nuys Air Guard in California. He went to work for McDonald Douglas Aircraft Company and was a test Loadmaster on the MD-80 and C-17 aircraft where he retired from in 2001. Tom loved to fly and to travel in his motorhome. He was a long time Life member of the PLA, and he will be missed by his family and long time friends. Our prayers are with his wife Joan and all family members. The association will place a brick with Toms' name on it at the McChord AFB, WA Memorial Park in the Loadmaster Plaza.

Lawrence "Larry" E. Jones of Richmond, Virginia passed away a few months ago. Larry was an active member of the PLA, and he will be missed by many friends. A brick with his name will be placed at McChord AFB, WA Memorial Park in the Loadmaster Plaza.

TSgt Stephen Reichelt died on Wednesday the 14th of February 2007. He was a fellow Airman and a fellow Loadmaster, and we honor his long service and dedication to his country. He was a 22-year veteran of the Air Force Reserve and a member of the 728th AS for 12 years. We offer our deepest sympathy to his family. A memorial service was held at the Federal Detention Center in SeaTac, where he worked as a civilian.

Michael "Mike" Thompson, Loadmaster from Norton AFB, CA and later from March ARB, CA passed away late 15 February 2007. Mike joined the Loadmaster Association in 1997 and was a life member. Mike was the strength of the 730th MAS/ALS and highly respected by all members of the unit within the Loadmaster section as well as throughout the squadron. He will be greatly missed.

### C-17 Airdrop continued from page 8

handpicked aircrew from the 62nd AW and 446th AW from McChord AFB, to execute the aerial delivery. The nearly 50-flying-hour mission was described by then-AMC commander Gen. Charles T. Robertson Jr., as "a truly heroic effort."

The 2006-2007 Operation Deep Freeze kicked off in August with C-17 flights from Christchurch, New Zealand to McMurdo Station to stage essential personnel and equipment to prepare the ice runway for the main C-17 and LC-130 operations. Main body resupply consists of C-17 intercontinental flights between Christchurch and McMurdo Station and LC-130 flights from McMurdo, Antarctica to the South Pole and other camps throughout Antarctica.

Operation Deep Freeze is unlike any other U.S. military op-

eration and is one of the most demanding peacetime missions due to the extreme adversity of the environment and the remoteness of Antarctica. Antarctica is the coldest, windiest, driest, highest and most inhospitable continent on the globe, and Operation Deep Freeze provides a challenging opportunity to demonstrate the reach and flexibility of airpower, the capabilities of the joint force and the integrated support of active duty, Guard and Reserve military personnel.

Operation Deep Freeze involves active duty and Reserve C-17 support from McChord AFB, LC-130 support from the New York Air National Guard, and other aircraft as necessary; U.S. Coast Guard icebreakers, and the U.S. Navy Cargo Handling Battalion One to provide critical port services at McMurdo Station.

Christchurch International Airport is the staging point for deployment to McMurdo Station, a key research facility for the USAP.

The Loader is published for members of the Professional Loadmaster Association, a nonprofit tax exempt organization sanctioned by Washington Secretary of State and the Internal Revenue Service. The Loader is published three (3) times a year. In the event of voluntary dissolution of said association, after all debts and obligations have been met, the remaining assets will be distributed to a nonprofit fund or organization which is operated exclusively for charitable, educational, religious and or scientific purposes and which has been established tax exempt status under section 501C (3) of the Internal Revenue Code.

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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)**