

# THE **LOADER**

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



Volume 9 Issue 3

November 2006



## FRIENDSHIP THROUGH AIRLIFT



### CABIN REPORT

J.P. Salisbury, PLA President

Happy Holidays! I took some flak last year for saying this in my Cabin Report. I was told that I should not be so 'politically correct' and that I should not be concerned with how others feel. Well, I do care how the members of the Professional Loadmaster Association feel and

for those that know me personally, know that I am far from being politically correct. Over the past several years of writing Cabin Reports, I have wished you all a Merry Christmas, Happy Thanksgiving, Happy New Year, and of course, Happy Holidays. As we publish our LOADER in November, my goal is to include ALL holidays between November and January, regardless of a member's choice of celebration. That said, I'll get off my soap box and onto PLA business.

I want to thank Rob and Lori Flori, our National Secretary for all their work these past few years. They recently had to step down as Secretary but their help was great keeping the association moving forward. Thanks for all your hard work and on behalf of the PLA, we wish you both continued success. Until we find someone to replace the Flori's, Marion and Bill Cannon have graciously offered to step up and act as our interim Secretary. Marion continues to do whatever it takes to keep our association going and these words alone cannot how grateful I am. Thank you Marion. But Marion cannot do this job forever. We need a full-time, official, National Secretary that can keep us on track. This very important position has numerous responsibilities and is a critical piece of our Executive Committee. While someone located in the Washington State area would be ideal, we will consider any member, regardless of location.

I also want to recognize Rich deLucia. Rich is not only our webmaster, he completely designed [www.Loadmasters.com](http://www.Loadmasters.com) and has kept it going all these years. Rich's duties in our military during this war on terror have prevented him from keeping up with all the changes we often need on our site and he has turned the reins over to Mitch Powell and Melissa Chewning. We are working hard to update all areas of our site and hope you will visit often. Thanks Rich for giving us a world-class website and all your work; it is greatly appreciated! Thanks to Mitch and Melissa for stepping up and helping out!

It is not too early to start thinking about the PLA Scholarship

### 'SPIRIT OF McCHORD' GIVES CANADIANS A LIFT



*A Canadian Leopard tank is driven onto the C-17 Globemaster III named the "Spirit of McChord" for transport Oct. 7 from Manas Air Base, Kyrgyzstan, to Kandahar Air Base, Afghanistan. The "Spirit of McChord" and its crew made two trips in one day shuttling Canadian armor and heavy equipment into theatre. The crews and C-17s are deployed from the 10th Airlift Squadron at McChord Air Force Base, Wash. (U.S. Air Force photo/Master Sgt. Mitch Gettle)*

**by Master Sgt. Mitch Gettle**  
376th Air Expeditionary Wing Public Affairs

10/10/2006 - MANAS AIR BASE, Kyrgyzstan (AFPN) -- Normally they move people, humanitarian supplies, troop rations and equipment, but Airmen with the 817th Expeditionary Airlift Squadron's Detachment 1 here were tasked Oct. 7 to move different equipment -- several 30-foot, 100,000 pound Canadian tanks.

The C-17 Globemaster III "Spirit of McChord" and its crew made two trips to Kandahar AB, Afghanistan, in one day to transport the equipment for Canadian ground forces supporting the NATO mission.

Col. Michael McLean, Canadian Defense Attaché, said the Leopard tanks will support Canadian troops by providing greater

## OPERATION DEEP FREEZE LC-130 ARRIVES AT HICKAM

HICKAM AIR FORCE BASE, Hawaii (AFPN) -- A New York Air National Guard LC-130 Hercules arrived at Hickam Oct. 17 en route to McMurdo Station, Antarctica, to re-supply scientific research camps throughout Antarctica in support of Joint Task Force Support Forces Antarctica, Operation Deep Freeze.

The LC-130 is a modified ski-equipped C-130 that can land on ice and snowfields.

Operation Deep Freeze is a unique joint and total force mission that has supported the National Science Foundation and U.S. Antarctic Program since 1955. The 2006 to 2007 operation kicked off in August with C-17 Globemaster III flights from ChristChurch, New Zealand, to McMurdo Station to bring in essential members and equipment to prepare the ice runway for the main C-17 and LC-130 operations.

Operation Deep Freeze is unlike any other U.S. military operation 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, 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 servicemembers.

Main re-supply operations consist of C-17 supply flights between ChristChurch and McMurdo Station and LC-130 flights from McMurdo to South Pole and other camps throughout Antarctica. One C-17 based at Christchurch will fly missions as required each week while up to nine LC-130s, depending on mission requirements, will fly multiple daily missions daily from their hub, McMurdo Station.

Vessel re-supply operations consist of two Military Sealift Command vessels delivering fuel and supplies to McMurdo Station. In early January, prior to the MSC vessels' arrival, a Coast Guard icebreaker will cut a channel through miles of ice allowing the ships access to the McMurdo Ice Pier.

All deployed forces are scheduled to return to home station by the end of February 2007, depending on completion of airlift operations.

The U.S. military is uniquely equipped to assist the National Science Foundation in the accomplishment of its mission to explore Antarctica, and the 613th Air and Space Operations Center has the capability to provide joint operational and logistics support to the NSF around the clock. Through the 613th AOC strategic airlift, LC-130 field support airlift and other airlift as required; aeromedical evacuation support; emergency response; sealift; seaport access; bulk fuel supply; port cargo handling; communication and transportation requirements are coordinated.

Operation Deep Freeze involves active duty and Reserve C-17 support from McChord Air Force Base, Wash., 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.

The Navy ran the first Operation Deep Freeze mission in 1955 for exploration and scientific research and began supporting the National Science Foundation's research in Antarctica in 1959. The operation has evolved into a huge logistical effort, moving passengers and cargo for the NSF's research facilities in Antarctica. Christchurch International Airport is the staging point for deployment to McMurdo Station, a key research facility for the USAP.

(Courtesy of 13th Air Force Public Affairs)

## 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 an 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

## LOST MEMBERS

We need addresses for the following people

* Christopher Clay	Fred Vailancourt
* Nathan Horton	Fred W. Budlong
* Jamie Lewis	Greg Bagley
* John Branski	James Carden
* John R. Bumbaugh	Joe E. Robert
* Joseph F. Colello	John McLaren
* Lucas White	Joseph M. Lucas
* Mike Cannon	Kristen Burger
* Peter Hall	Nathan Simanton
* Rebecca McMillan	Ricardo Sanchez
* Wade A. Bond	Ronald Lindner
Adrienne Gariglio	Ronny Morton
AL Kelley	Samuel Fredrick
Chad Miklusicak	Scott Winslow
Charles Werner	Steve Hayes
Chastity Nelson	Timothy Reighter
Chris Baker	William George Thomas
Daniel Schrodt	
Dean Flynn (Australia)	
Ed Carmody	

**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**

**IF YOU SEE SOMETHING IN THE NEWS,**  
**OR HAVE A STORY REGARDING**  
**LOADMASTERS, PLEASE SEND ME AN**  
**EMAIL AT**  
**[FRANKM@LOADMASTERS.COM](mailto:FRANKM@LOADMASTERS.COM)**

### Leopard Tank Continued from page 1

mobility on the ground and more flexible options.

"The enhancements will enable troops to counter threats more effectively and safely," said Colonel McLean. "The sooner we can provide the security and stability, the sooner we can help the Afghan people develop a positive and independent future for themselves and their children."

The 817th EAS, deployed from McChord Air Force Base, Wash., supports the mission of the 376th Air Expeditionary Wing, NATO forces, and operations Enduring Freedom and Iraqi Freedom.

"It filled me with pride watching a (Canadian) tank being loaded onto a McChord C-17," said Senior Airman Bryan Mumma, 376th Expeditionary Aircraft Maintenance Squadron crew chief, also deployed from McChord AFB. "We work hard to keep our aircraft operational as the supplies we deliver downrange are crucial to our troops and in this case, to the Canadian ground forces."

Other C-17s and crews, also deployed from McChord AFB, worked all week to move the much-needed equipment to the U.S. coalition partners in theater.

Preparing a tank for flight falls on the shoulders of the C-17 loadmasters, who ensure this 30-foot weapon weighing more than 100,000 pounds is properly positioned and secured in the cargo compartment.

As the tank is driven onto the C-17, the loadmaster marshals and positions the tank to ensure safety and optimal performance of the aircraft during flight.

"We make sure there is enough forward, aft, vertical and lateral restraint so the tank will not move in flight," said Tech. Sgt. John Woodard, 817th EAS Det 1 loadmaster.

To keep the tanks in place, the loadmasters use multiple 25K-rated chains, tie-down mechanisms and rings on the floor of the cargo compartment.

"Once the chains are in place, we have to calculate the restraint of each chain to make sure we have enough restraint to meet the forces of 3Gs forward, 1.5Gs aft, 2Gs vertical and 1.5Gs lateral movement," Sergeant Woodard said. "We calculate for each direction to ensure restraint is met for all directions and if more chains are needed, we add them."

"It has been an awesome deployment for us," said Maj. James Hall, 817 EAS Det. 1 commander. "We have had the opportunity to haul stuff for just about every member of the International Security Assistance Forces. The Dutch, Romanians and now the Canadians have had major moves since we have been deployed. It is a great experience working with the militaries from all over the world, especially when it is carrying something as cool as tanks for our great neighbors from up North."

### LOOKING FOR "OLD LOADS" AND "YOUNG LOADS"

The First State Chapter is searching for "old loads" located in the Delaware, Maryland area, that they may have missed. They are also looking for younger loads who would like to join the Professional Loadmaster Association and become part of their chapter. Contact John Nason at (302) 735 4938, and put your name on the contact list for info on meetings and special events of PLA interest in

## C-130 MODERNIZATION PROGRAM PASSES KEY MILESTONE

by Laura McGowan

Aeronautical Systems Group Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFPN) -- The first C-130 Avionics Modernization Program aircraft, designated H2, successfully completed its first flight Sept. 19 in San Antonio. The flight represented a key milestone in the most comprehensive C-130 avionics modernization effort to date.

The C-130 AMP program is managed by the Aeronautical Systems Center's 866th Aeronautical Systems Group here, and the Boeing H2 is the first C-130 to undergo trial installations on this aircraft.

The new avionics system features digital displays and the Boeing 737 commercial airliner's proven flight management system, providing navigation, safety and communication improvements to meet Communication Navigation Surveillance/Air Traffic Management requirements. The upgrade boosts C-130 capabilities as the aircraft continues its world-wide employment.

Col. Kevin Buckley, 866th Aeronautical Systems Group commander, said, "The successful first flight of the C-130 AMP would not have been possible without the strong partnership between Boeing and the U.S. government program office. I congratulate this team and anticipate that this partnership will continue to produce successes well into the future."

### CONVERTED C-130S MAKE FLYING, TRAINING, MAINTAINING EASIER



*A specially modified C-130 Hercules flies over the Texas countryside Sept. 19 during its initial test flight. The Hercules, which took off from Lackland Air Force Base, Texas, was modified under the C-130 Avionics Modernization Program which included a comprehensive upgrade of the avionics system that increases situational awareness for the warfighter tenfold over old analog cockpits, dramatically increasing information available to aircrews at a glance, simplifying tasks and decreasing workload. (Boeing photo/Ron Bookout)*

**COMPLETE STORY ON PAGE 6**



Ugandan civil police prepare to board a Botswana C-130 at the airport in Kigali, Rwanda. They were returning home after a one-year deployment to the Darfur region where they were part of the African Union peacekeeping mission. Airmen from Ramstein Air Base, Germany, are deployed to Kigali, Rwanda, to provide airlift support for the African Union peacekeeping mission. (U.S. Air Force photo/Capt. Erin Dorrance)

## RAMSTEIN CREW FLIES WITH BOTSWANA INTO DARFUR

by Capt. Erin Dorrance  
86th Airlift Wing Public Affairs

KIGALI, Rwanda (AFPN) -- Ramstein Airmen flew with a Botswana C-130 Hercules crew to the Darfur region Sept. 23 and 24 to support the African Union peacekeeping mission.

Two C-130 crewmembers from the 86th Operations Support Squadron, aerial porters from the 86th Air Mobility Squadron and a force protection specialist from the 786th Security Forces Squadron, joined the Botswana C-130 crew that transported 56 Ugandan civil police into Darfur.

The bilateral operation was an example of two governments working together to share experiences and knowledge.

"It is a cultural exchange in which we both learn lessons that make us better aircrew members," said Capt. Tino Phuthago, Botswana C-130 pilot, who has accrued more than 900 flight hours in the aircraft. "In the end, we make friends as well."

Ramstein's C-130 crewmembers agreed that the bilateral operation was influential.

"There was a natural aviator-to-aviator camaraderie between us," said Maj. Jim Wandmacher, 86th OSS C-130 navigator. "Even though we are located thousands of miles from each other, we have common experiences and are able to build on those by sharing techniques and ideas."

"I feel privileged to participate in this operation with a foreign country," said Staff Sgt. Vern Miles, 86th OSS C-130 loadmaster. "These opportunities enhance my C-130 knowledge and make me more efficient in my job."

The flights were not only a cultural exchange of C-130 knowledge, they were a historical benchmark in Botswana's history. This was the first time Botswana provided airlift into Darfur in

## FORMER LOADMASTER RECOGNIZED FOR SERVICE



For such a rare occasion, Maj. Gen. Kevin Sullivan Ogden Air Logistics Commander was the one to pin on Jim Mallocks pin for 50 years of service.

STORY & PHOTOS BY BETH YOUNG  
Hilltop Times Staff

The small jewel set above a gold eagle worn on Jim Mallock's lapel may not be a genuine diamond, however this is a rare pin that very few can claim to have earned, and took the Family Support Center transition specialist more than 50 years to acquire.

Surrounded by his family, friends and coworkers, Maj. Gen. Kevin Sullivan, Ogden Air Logistics Center commander, recently presented Mr. Mallock with the pin for 50 years of federal service in the Air Force.

"This is a lifetime of service," General Sullivan said. "It is a really special thing for someone to spend 50 years of their life serving their country. It is very rare. In 32 years it is the second one I am aware of."

This recognition comes from a combination of 30 years as an enlisted member of the Air Force and 20 years after that in civil service. Mr. Mallock joined the military in 1952, when the Air Force itself was just five years old. He says that he "lucked out" and got a job as a loadmaster and flew cargo all over the world.

"I loved the flying job. It was a lot of fun fraternizing with the natives," Mr. Mallock said with a laugh. "As a young guy flying around the world, it was quite an opportunity."

Then Mr. Mallock did the one thing he regrets in his 50 years, he got out of the Air Force.

"I was out about two years and I missed the Air Force so



Jim Mallock received a standing ovation from his family and friends during his 50 years of service ceremony.

## CHARLESTON LOADMASTER KEEPS CARGO MOVING



*Airman 1st Class Derrick Maloney checks the pins on the cargo door on a C-17 Globemaster III prior to a training mission Oct. 26 at Charleston Air Force Base, S.C. Airman Maloney is a loadmaster with the 17th Airlift Squadron. (U.S. Air Force photo/Tech. Sgt. Larry A. Simmons)*

**by Tech. Sgt. Ben Gonzales  
Air Force Print News**

10/27/2006 - CHARLESTON AIR FORCE BASE, S.C. -- If his passport were to be stamped, it would have markings from Germany, Turkey, Iraq, Afghanistan, Italy, Spain, Egypt, Pakistan, Jordan, Cyprus, Kuwait, Kyrgyzstan and Djibouti. And that doesn't show the times that this person has traveled across America from the East to West Coast. The list may be long, but these are just some of the places Airman 1st Class Derrick Maloney has traveled to in the past 18 months.

Airman Maloney is a loadmaster for the 17th Airlift Squadron at Charleston Air Force Base and he helps the base with its mission to deliver people and cargo for warfighters any time and any place.

Carrying up to 170,900 pounds of cargo or up to 18 pallets, the massive C-17 Globemaster IIIs are dispatched from this base, delivering everything from A to Z around the globe. The \$200 million planes may be flown by pilots, but it takes the loadmaster to deliver the goods.

"The loadmaster is the center part of the whole aircraft," said Lt. Col. Kevin Knecht, a pilot and the assistant director of operations for the 17th AS. "If we don't have a loadmaster, the cargo is

## DOVER C-5S REVAMP 'TAIL FLASH'



*Dover Air Force Base's aircraft inventory will be receiving a new tail flash, a design painted on the tails of aircraft to represent a plane's origin and the units that fly them. Dover AFB's tail flash design is based on wing and state logos and colors. The eagle's head represents the 436th Airlift Wing, also known as the "Eagle Wing;" the Liberty Bell represents the 512th AW, also known as the "Liberty Wing;" the colonial blue represents the background color of the Delaware state flag; and the diamond represents the first state. (U.S. Air Force photo/2nd Lt. Nicole Langley)*

10/5/2006 - DOVER AIR FORCE BASE, Del. -- Just as the behemoth C-5s are a familiar sight over the skies of Dover, so are the bright yellow tail flashes identifying them as part of Dover's fleet.

While the sight of C-5s in Delaware's airspace will not change, all aircraft in Dover Air Force Base's inventory will be receiving a new tail flash - a design that will accurately represent the planes' origin and the airlift wings that fly them.

"The stripe was designed using wing and state logos and colors," said Mr. Dennis Walston, Wing Corrosion Control manager and Corrosion Control and Vinyl Graphics foreman, 436th Maintenance Group, and creator of the new design. "The eagle's head represents the Eagle Wing, the liberty bell represents the 512th Liberty Wing, the colonial blue represents the background color of the Delaware state flag and the diamond represents the first state."

The new flash was designed and crafted by maintenance personnel and represents the various facets of Dover AFB and its proud heritage, explained Maj. Robert Gomez, 436th Maintenance Squadron commander.

The idea to design a new tail flash first surfaced in late fall 2005 when a young Airman from the 436th Aircraft Maintenance Squadron mentioned he thought the current tail flash needed to be updated, said Mr. Walston. The design has been in the works since that time, with a contest held in November for base members to submit design ideas.

In order for a new tail flash to be painted onto the aircraft, it had to go through a lengthy approval process; beginning at the flight level, on to the group, wing and finally up to command level.

Since the C-5 is an AMC asset, they are the final approving authority, explained Mr. Walston.

The current tail flash has been in use since the late nineties, but will be replaced with the new design over the course of the next year. All Dover aircraft will be repainted as they go through Isochronal and Home Station Check inspections, said Chief Master Sgt. Jon Lynn, Maintenance superintendent, 436th Maintenance Squadron.

The process of removing the old stripe and repainting the new one is somewhat time-consuming and takes approximately five days to complete the nearly 25-foot design on each plane.

"More importantly this tail flash will represent the 436th and 512th Airlift Wings worldwide as Team Dover continues its mission to support the Global War on Terror and our nation's humanitarian efforts abroad," said Major Gomez.

**continued on page 7**

## AMC DECLARES IOC FOR C-130J



*A C-130J Hercules takes off with an aircrew from the 815th Airlift Squadron and support members from the 403rd Wing at Keesler Air Force Base, Miss. The C-130J has been declared by Air Mobility Command officials to be Initial Operational Capability ready. (U.S. Air Force photo)*

### Air Mobility Command Public Affairs

10/13/2006 - SCOTT AIR FORCE BASE, Ill. -- Air Mobility Command has declared Initial Operational Capability for the C-130J, the Air Force's premier intratheater airlifter.

The declaration is the result of an extensive effort by the total force team to meet specific IOC criteria including:

- Successful completion of Qualification Operational Test and Evaluation
- Equipping the first combat delivery squadron to its full Primary Aircraft Authorized with the ability to perform operational airland missions

To test the C-130J, mobility crews employed the aircraft in real field conditions with checklists and maintenance procedures to determine how well it performed in various operational environments. During nearly nine months of Phase II QOT&E that concluded in April, not only did the aircraft perform as it was supposed to, but the crews also performed exceptionally well.

"We put the crews through the worst case scenarios of what they would go through in the plane, including losing engines and their avionics assistance - basically shutting down all of the systems that enable a two-person cockpit - and verifying the crew could still fly and navigate the plane," said Maj. Craig Williams, C-130J program manager.

The Maryland Air National Guard's 135th Airlift Group was the first combat delivery squadron to reach full PAA and also fulfilled the IOC manning requirement. Along with other C-130J units, the 135th AG has deployed to U.S. Central Command's area of responsibility, performing airland and airdrop missions.

AMC first deployed two C-130Js to Southwest Asia from December 2004 to March 2005 and the aircraft exceeded expectations. During that deployment the mission capable rate was 93.1 percent during 1,381 hours flown. Subsequently, four C-130Js have been continuously deployed to the AOR since June 2005, flying more than 7,844 hours while achieving a mission capable rate of 84.2 percent. "Crews love flying the plane and maintainers like the relative ease of working on it compared to the legacy models," Major Williams said.

Capable of flying higher, farther and faster than previous C-130 models while carrying more cargo, Gen. Duncan McNabb, Air Mobility Command commander, said, "The C-130J aircraft, crews and maintainers have performed admirably while deployed in support of the Global War on Terror."

## CONVERTED C-130S MAKE FLYING, TRAINING, MAINTAINING EASIER

9/20/2006 - MAXWELL AIR FORCE BASE, Ala. (AFPN) -- The C-130 Hercules getting upgraded avionics will give pilots better situational awareness, will be easier to schedule for missions and easier to maintain.

The first of some 350 Air Force's C-130s to receive the avionics modernization program conversion -- which upgrades it with new digital displays and a flight management system -- flew its first flight from Lackland Air Force Base, Texas, Sept. 19.

Aircraft 99101 -- dubbed AMP aircraft H2 -- returned to Lackland after a successful flight that lasted nearly three hours, said officials at the Boeing Co., which is making the conversion. The aircraft is from Maxwell's Reserve 908th Airlift Wing.

The transports will receive six digital displays and the flight management system Boeing developed for the newest version of its 737 commercial airliner to replace analog instruments. The Maxwell aircraft started its conversion in January 2005.

The wing will be the first unit equipped with the new variant. Currently, the Air Force has 14 variants of five different C-130E's, H1s, H2s, H3s and the J models. When the upgrades end, there will only be AMP modified and J models.

Wing commander Col. Michael Underkofler said the conversion will offer many tangible benefits. The colonel is a veteran pilot with more than 5,000 flying hours in multiple versions of the C-130 including the newest, the J model.

"Based on my experience flying the C-130J equipped with heads-up-displays and APN 241 color weather radar, installing this technology on our aircraft as a part of the avionics modernization program will reduce pilot fatigue while improving situational awareness, safety and combat capability," the colonel said.

The conversion promises to make life easier for both fliers and maintainers.

"Currently, when we deploy, we often find ourselves in a mix of different models of the aircraft," 908th Operations Group commander Col. John Jones said. "This creates a real nightmare for operators who try to build a flying schedule several days in advance.

"If I've got an H1 lined up to fly and it breaks, the spare may be an E model," Colonel Jones said. "So now I've got to send the H1 crew home and call in an E crew. The effects of one change can disrupt the plans for several days of flying. When this conversion is complete, it will make scheduling and operations in a deployed environment much easier."

The conversion will simplify training since there will be two schoolhouses, one for the AMP model and another for the J model, Colonel Jones said. When pilots complete training and go to a squadron, they won't need additional training to qualify on a cockpit significantly different from the one they flew at the schoolhouse.

The conversion will also offer benefits for those who maintain the aircraft.

"There will only be two types of C-130 parts to maintain, instead of the present five," Col. Kerry Kohler, the 908th Maintenance Group commander said. "The AMP parts will also be shared with those with the newest 737 [aircraft], so there will be a bigger pipeline and inventory of parts."

Aircraft 99101 will remain with Boeing for operational test and evaluation for up to three years.

## RAAF THROTTLES UP ON HICKAM'S C-17s

by Kirsten Tacker  
Kukini Photojournalist

The Royal Australian Air Force currently has six crewmembers embedded in the 535<sup>th</sup> Airlift Squadron to prepare them for their first Globemaster III.

That is the immediate goal for both squadrons. The larger goal is to strengthen its continued relations between the U.S. and Australian Air Forces.

The RAAF will not have the same set up as Hickam's simulator and computer based training until 2010. Every six months the RAAF will return here for training.

"In addition to taking these guys in and training them to fly the C-17, we want to bolster already good relations between the U.S. and Australia," said Capt. William Martin, 535<sup>th</sup> AS.

The 535<sup>th</sup> AS wants to promote what they've labeled as interoperability.

"In the future our goal is if we need to fly missions together, we can do it with a very seamless transition," said Capt. Martin. "Interoperability is the eventual goal."

The 535<sup>th</sup> AS will illustrate to the RAAF how the C-17 operates in the Air Force system, while preparing crewmembers to mission ready.

"In addition to that, we want to take them in and enhance their corporate knowledge by always flying with instructors," said Capt. Martin. "This will increase their real world experience by flying as many missions as possible."

The 86<sup>th</sup> Wing Detachment A's Wing Commander, Linda Corbould, arrived on Sept 30.

"We began working with the U.S. Air Force when we were buying the airplanes back in Australia," said WGCDR Corbould. "Then we realized when we did our training we wouldn't have an airplane for about four months after we did the initial qualification at Altus Air Force Base, Oklahoma earlier this year."

In an effort to keep current and gain more experience, the RAAF approached the U.S. Air Force to place their crewmembers into their squadrons.

"We have six located here at Hickam, three pilots and three loadmasters, and six at McChord Air Force Base," she said. "Everyone here's been great and the appreciation has been great. People have looked after us."

Currently some of the crew are on trips to Alaska and Japan.

"We need to train and get experience flying the C-17 until we get our first airplane. We are definitely getting more experience," said WGCRD Corbould.

The RAAF pilots and loadmasters have amassed many different experiences here. One of their loadmaster's first missions was to Biggs Army Airfield, Texas.

"It was moving the terminal high altitude area defense weapons system," said warrant Officer John Maddigan, 86 WD A. "We picked up the equipment and took it to Baring Sands in Kauai."

Acclimating to the systems and the process of getting airborne on a C-17 compared to a C-130 took some modifications.

"The task was a big eye opener for us, because we traditionally have operated small aircraft, the C-130's," he said. "The task is quite different from what we would normally be doing. We'd moved pallets and people around in a logistics role before, but the dynamics of what you carry on this aircraft are just out of the world for us."

### Charleston Loadmaster continued from page 5

not going to get moved."

To Airman Maloney, people are the plane's most important cargo.

"Passenger safety and comfort is the biggest part of this job," he said. "No matter how tired you are, the comfort of the people always comes first."

But the bulk of the base's mission is to take cargo to servicemembers fighting the war on terrorism. Even though the mission comes first, it comes at a cost as it takes loadmasters and aircrews away from their homes and families.

"Loadmasters average about 170 plus days away from home station," said Airman Maloney. "Most of our trips are for two weeks at a time, but like everyone else, we also fill air expeditionary force deployments for months at a time."

In 2005, Airman Maloney was away from home for more than 200 days. So far in 2006, he has been gone for 132 days, as his wife, Jeema Maloney, and 6-month-old son Tyler stay behind in their home in North Charleston.

"It's hard to have him gone so much, especially since Tyler's birth," said Mrs. Maloney, who served in the Air Force as a C-17 loadmaster. "I didn't worry as much though because I know what he's going through."

"When we are deployed, the unit's spouses' group keeps in contact with Jeema through e-mail and phone calls," Airman Maloney said. "They want to see if she needs anything, and also plan get togethers. We are a pretty tight unit."

Being separated from his family is hard, but the most difficult aspect of being a loadmaster to Airman Maloney is sleep.

"We don't have set sleep patterns because we fly when the mission comes up," he said. "We are expected to sleep when we are in crew rest, but sometimes that can be as little as 12 hours when you are deployed forward. It is really hard to regulate sleep when you can fly at any time of the day."

Another challenge Airman Maloney sees for each mission is filling the back end of a C-17.

"It's like a jig saw puzzle. It's a continuous challenge because you never know what you are going to get when you open the door to the plane," said the Airman who was born at the Naval Hospital in Charleston and is the son of an Air Force C-141 Starlifter loadmaster. "You have to take all the cargo and manipulate it to fit inside the plane."

"But what really makes this job unique are the people," Airman Maloney said. "We really check each other's backs and look out for one another. (Loadmasters) are just part of the team, and it takes the whole base to make our missions possible."

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

## OPERATION DEEP FREEZE UNDER WAY WITH C-17 SUPPORT

8/29/2006 - HICKAM AIR FORCE BASE, Hawaii (AFPN) — A C-17 Globemaster III from the 62nd Airlift Wing at McChord Air Force Base, Wash., has flown four missions from Christchurch, New Zealand, kicking off the 2006 to 2007 season for Joint Task Force Support Forces Antarctica, known as Operation Deep Freeze.

Servicemembers and equipment will stage to McMurdo Station, Antarctica, from Christchurch, via C-17 to prepare the ice runway for main C-17 and LC-130 operations beginning in October.

"Operation Deep Freeze is a unique joint and total force mission that has supported the National Science Foundation and U.S. Antarctic Program since 1955," said Maj. Gen. Edward A. Rice Jr., commander of 13th Air Force and Kenney Headquarters. "Kenney Headquarters is proud to lead the mission in its 51st year." Main resupply operations consist of C-17 supply flights between Christchurch and McMurdo Station, and LC-130 flights from McMurdo to the South Pole and other camps throughout Antarctica. Vessel resupply operations consist of two Military Sealift Command vessels delivering fuel and supplies to McMurdo Station. In early January, prior to the vessels' arrival, a U.S. Coast Guard icebreaker will cut a channel through miles of ice allowing the ships access to the McMurdo Ice Pier.

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

## SOC WANTS PLANE, BUT FUNDING NOT AVAILABLE

By Bryant Jordan  
Staff writer

Air Force Special Operations Command is looking at various options for a "low visibility" plane to ferry its people into and out of sensitive areas, but currently there is no money for such an aircraft, an AFSOC spokeswoman said.

In October, Maj. Gen. Donald C. Wurster, vice commander of AFSOC, based at Hurlburt Field, Fla., told an industry group in Florida the command wants a light cargo plane for sensitive or clandestine missions where it's best not to advertise that a U.S. force has arrived.

"AFSOC is addressing the airpower requirements put forth by the theater commanders," AFSOC spokeswoman Maj. Erin Dick said in a statement Wednesday. "Among these requirements is a capability gap in 'factory to foxhole' airlift supporting [special operations forces] users worldwide."

The command, she said, is studying the theater's requirements, as well as existing Defense Department alternatives, and considering what would be the most cost-effective, rapidly fielded solution to the SOF "direct delivery" challenge.

But, Dick said, "at present the initiatives are unapproved and unfunded. Cost estimates vary, depending on the type of aircraft considered, the aircraft construction timeline, maintenance support plan and eventual fleet size."

Wurster had said the solution could be something like the Joint Cargo Aircraft that the Army and Air Force are jointly developing, or it could look like a private jet.



Master Sgt. Keith Knepp lowers the cargo-loading ramp of a C-130 Hercules. Sergeant Knepp recently exceeded his 10,000th hour of aircrew experience. The reservist is deployed from the 327th Airlift Squadron at Willow Grove Air Reserve Station, Pa., to the 746th Expeditionary Airlift Squadron in support of Operation Iraqi Freedom. (U.S. Air Force photo/Master Sgt. Lance Cheung)



Master Sgt. Thomas Freeman, 746th Expeditionary Airlift Squadron loadmaster, peers out the window with night vision goggles during a flight into Iraq. Sergeant Freeman is a reservist from the 302nd Airlift Wing based at Peterson Air Force Base, Colo. U.S. Air Force photo by Maj. Ann P. Knabe, 379 Air Expeditionary Wing Public Affairs

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



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

ARMY EVALUATES POTENTIAL JCA

By Bryant Jordan  
Staff writer

The Army has begun evaluating one of the planes being pitched for the Joint Cargo Aircraft.

The C-295 — an aircraft offered by a team made up of EADS CASA North America and Raytheon — is being put through its paces at Fort Rucker, Ala., according to Lorenzo Cortes, a spokesman for Raytheon. The testing is part of Phase II evaluation, Cortez said.

“They’re seeing if what we say the plane does can be done,” he said.

The C-295 is one of only two planes officially remaining in the competition. The other is the Spartan C-27J being offered by the team of Alenia Aeronautica, L-3 Communications and Boeing.

The Army, the lead agent in the program, already rejected another EADS CASA plane, the CN-235, and Lockheed’s C-130J.

PLA Gear

PLA COINS (below)

The coins have both **Friendship Through Airlift** and **Yesterday –Today-Tomorrow** around the circle on the back. The Flag is in color. The box is empty so you may have what ever you wish engraved in it.

PLA PIN (right) and PATCH (right bottom)

PLA Coins, Pins and Patches are available through the National Headquarters. The **PLA Coins** are \$4.00, **Pins** are \$5.00 and the **Patches** are \$6.00 each, including mailing . I’m sure a lot of you have seen them by now. If the Chapters are interested in having some, please contact us. E-mail: [Vetter8191@msn.com](mailto:Vetter8191@msn.com)



## CHAPTER REPORTS

### Big Country Chapter

Greetings from the Big Country Chapter. We have changed when we hold our Chapter meetings to the second Saturday of every other odd month. We still meet at VFW Post 6873 at 1000 hours except for this November where we will hold an informal meeting during the Veteran's Day Parade. We are looking into the possibility of getting a hop on a C-130 next year to attend Rodeo 2007 at McChord AFB, WA. It should be a good trip if we can work it out.

We are planning several events before the years end. First will be our entry for the November 11th Veteran's Day Parade. Next, we will hold our annual Christmas party on December 9th at VFW Post 6873. We're planning on our usual crazy Christmas with gifts limited to \$10.00 followed by a chicken dinner at 1830 hours. We are also inviting members of the 346 TCS to the party. Join us for a great time!

Our next meeting will be November 11th on the float at the parade. Hope to see all chapter members there.

Mike Lutzko,  
Big Country Chapter President

### Golden West Chapter

We don't have much news but I thought I would let you know that we have changed our meeting location and date

We meet on the second Saturday each month at 10:00 at the Airport Express Cafe at 157 Del Rosa Avenue in San Bernardino. The 63rd Wing Veterans also meet there on the on the first Tuesday at 08:30.

We are going to go next Tuesday and see how many Loadmasters show up and try to get them come to our meetings

Walt Byrns  
Golden West Chapter President

### Trailblazer Chapter

Greetings to all professional loadmasters around the world from the great southwest. The Trailblazer Chapter recently held executive office elections for the 2006/2007 year. The new President is (M)Sgt James Athens Jr. of Orange Park, Florida. The new Vice is TSgt H.P. Bordeaux from Jackson, Mississippi. The new Treasurer is TSgt Rodney "Nuck" Nuckoles from parts unknown (he's at the NCOA right now). The new Secretary is (S)MSgt Brian "BK" Williams from Hazlehurst, Georgia. We are all instructors at the 58 AS here in Altus and are looking forward to serving the Trailblazer Chapter and recruiting all loadmasters in the local area. We have been having monthly meetings and quarterly gatherings. Turn out is on the rise. We are focused on coming together to share in fellowship with all loadmasters. The last couple of loadmaster gatherings have been held at Jim Athens' place out in the country and turn out has been great. We have all been working hard at the school house for the initial C-17 and C-5 courses. The 58 AS has been an international site over the last year training British, Australian, and Canadian loadmasters. It is a unique experience and one we are all proud of. Thanks to all members who are involved with our chapter and the Professional Loadmaster Association.

James Athens  
Trailblazer Chapter President

### Liberty Chapter

Hello from New Jersey,

We have just completed our elections and I was elected your new president. I would like to say I want to continue all the good things MSgt Karl Eckberg has done with the chapter. We will continue our monthly Wing Nights at DADZ; watch your e-mail for the next one. It's just a good time for food and beverage away from the work place.

Some of our younger members think all we do is talk about old times at our chapter meetings and other times we get together for fellowship. I just want them to know they are WRONG. We have a set agenda for each meeting, but we are always willing to talk about anything that is brought up. This includes old times, but we talk about current events and are willing to talk about anything you want. So I want all you young loadmasters to come out for our meetings, first Saturday of every month at the 6<sup>th</sup> AS building on McGuire AFB.

The Liberty Chapter meets on the first Saturday of each month, at the 6<sup>th</sup> AS, Building 2202 on McGuire AFB. Meetings start at 10 A.M. If you are a loadmaster or have ever been a loadmaster you are qualified to attend. We encourage all to come and spend time with us and join in the celebration of airlift.

I'm starting an attendance contest beginning with the November meeting, so come on out for details, someone will go home with a nice prize after each meeting and we will have a grand prize at the end of the contest in 2007.

Our chapter has its own website run by one of our members, Mitch Powell, [www.loadmasters.org](http://www.loadmasters.org). Check out the site for up to date info, new officers, etc. and the contest that we are going to have. We try to keep this updated so if ever wonder what's going on just check the site.

My background was with C-141's; I spent my whole career at McGuire. I was initially assigned to the 6<sup>th</sup> MAS and then went to the ALCE/TALCE for 13 years, but I always kept that attachment to the 6<sup>th</sup> and flew with them whenever I could, spending my last 2 years as loadmaster flight superintendent accumulating over 5000 hours in the C-141 A/B. Retiring in 2000, now I work for the Army at Ft. Dix, managing the hazardous waste facility. If you have any 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  
Liberty Chapter President

### Southeast Chapter

President: MSgt Damian Fox  
Vice President: MSgt Justin Strain  
Secretary: MSgt Greg Pearson  
Treasurer: MSgt Joseph R. Maxey

The southeast PLA has a membership of 71 personnel, with all active members paid for the current calendar year. There are 46 members that are listed as inactive.

Meetings: The last scheduled meeting was held on 16 Aug 2006. Due to the current flying schedule the next meeting will be scheduled between the 27<sup>th</sup> to the 30<sup>th</sup> Oct 06 after the ATA conference in Florida.

Joseph Maxey  
Southeast Chapter Treasurer

## Northwest Chapter

The Northwest Chapter Election of Officers took place on 3-11-06 with the following results; Chapter President, Victor Fredlund; Vice President, Ron Pierce; Secretary/Treasurer, Walter Baade. Additionally, Past President Ed Carmondy, and Past Vice-President J.D. Welch were presented plaques in recognition of their excellent service to the Chapter.

The newly elected Officers quickly conjured up some very great activities to accompany the monthly meetings, as a means of stimulating attendance that will keep the Chapter rolling. For example, in April the attending members were treated to an exceptional experience in the C-17 Simulator. Boy! What a ride; I thought Bill Cannon could fly better than that after all those years testing the C-17. In May, Walt Baade initiated a Bi-Monthly Newsletter designed to keep Chapter Membership updated on planned events, and other newsworthy items. Additionally, in May, a contingent of members made an annual visit to the two local cemeteries to honor our fallen Loadmaster Comrades during Memorial Day weekend. In June we visited the McChord Aerial Delivery Rigging facility where we were updated on the latest and finest rigging procedures. In July we enjoyed an educational visit to a static display C-17 with Bill Cannon and Ron Pierce providing all the technical data we could possibly consume. In August the Chapter had the annual Picnic on McChord Overlook Park, with a great turnout of family and members. There was a lot of war stories about the C124 and C-141, which are displays included in the park picnic area. In September, we enjoyed a tour of the McChord Control Tower. In October a tour is planned at the McChord Flight Museum. In November we will have Veteran's Day flag detail. December will be enjoyed with the annual Chapter Christmas Party. We are also planning some very interesting guest speakers at our future monthly meetings.

Now for the best news of all; The Northwest Chapter, The flagship chapter, will host the 2007 National PLA Picnic to be held at Holiday Park on McChord AFB. This function seems very appropriate since RODEO 2007 will be happening during this time. Final dated and agenda will be forthcoming, so stay tuned and make tentative plans for a great time with old friends and the current very efficient active duty Loadmasters who keep the ball rolling out there in today's Air Force. See you there!!!

Victor Fredlund  
Northwest Chapter President

## The Rock Chapter

The Rock Chapter is back up and running! We've been somewhat inactive for the past several months, but with the hard work of a few individuals we are slowly putting ourselves back on the map. We held a chapter-sponsored loadmaster picnic in August and had an amazing turnout despite severe thunderstorms in the area. There were raffle drawings and a pie-in-the-face contest. If you'd like to see pictures of Chief Ricky Gehris and SMSgt Gary Wynn with pie all over their face, just check out our chapter's pictures.

We've elected new Executive Committee members who are just itching to do good things. We'll be hosting a donations only poker tournament in November as a fundraiser. There's also talk of a golf tournament next spring. Keep checking back to see what The Rock Chapter is up to, and come to a meeting sometime.

Jason Kunkel  
The Rock Chapter

## Mid-Atlantic Chapter

OK, so it's been a while. But believe me, we've been busy! For the past few years now our active duty members have been rotating back and forth to the desert; four months on, four months off. What's sad is that some of our folks don't even know the other loadmasters in their sister squadron.

It's tough to do anything back here at the Pope airdrome that can bring everybody together at the same time. Luckily, we've seemed to have found a winning formula to bring our non-deployed members together for some much needed RR and time to bond with one another. And until our rotation schedule allows both squadrons to occupy the ramp here at the same time; our chapter will hold duplicate activities so that all of our members can feel some of that PLA love!

For a little over a year now during each squadron's four months of allotted "home time", we've been trying to hold a poker night and support a date with Habitat for Humanity. We've had good turn out and great fun with this mix of activities. There's even been some discussion about spending a day out on the paintball range; stay tuned.

August 11 saw us at poker night which went extremely well! I would like to thank Maxie Gainey and the 2<sup>nd</sup> Airlift Squadron for hosting the event. A huge thank you and "job well done" goes out to Nick Alarcon and Bryan Quinn for setting up and organizing the affair. We had a digital board to keep track of the players, antes, time remaining and number of rounds. For those not playing poker, two screens had been set up to play video games separately or linked to one another. Absolute wonderful job!!!! Congratulations go to Hunter Morgan who walked away with a \$100 AAFES gift certificate as the top chip winner. Nick Alarcon earned a \$75 dollar gift certificate as runner up and Ken Webb was able to take home the \$50 certificate.

November will be general election month. We will have an electronic vote, so those members TDY can participate. Please note, only votes from CURRENT members will be tallied. So if your dues are behind, or you have not yet joined this great organization, now is the time to do so prior to elections. You can even check your membership status online. The new leadership will assume the helm in January 2007.

Tom Kenny  
Mid Atlantic Chapter Secretary

## **OUTSTANDING ENLISTED AIRCREW MEMBERS ANNOUNCED FOR 2005**

WASHINGTON (AFPN) -- The recipients of the 2005 Staff Sgt. Henry E. "Red" Erwin Award for the outstanding enlisted aircrew members of the year have been announced.

The awards recognize career enlisted aviators for outstanding job accomplishments, demonstration of leadership and sustained self-improvements in support of the enlisted aircrew operations career field.

These awards are named for the former radio operator/gunner and Medal of Honor recipient.

The winners are:

Senior NCO: Master Sgt. Christopher Cooper, chief flight engineer, 2nd Airlift Squadron, Pope Air Force Base, N.C., Air Mobility Command.

NCO: Tech. Sgt. Erik Thompson, evaluator flight engineer, 15th Special Operations Squadron, Hurlburt Field, Fla., Air Force Special Operations Command.

Airman: Senior Airman Lisa Reagan, loadmaster, 4th Special Operations Squadron, Hurlburt Field, Fla., AFSOC.





**Cabin Report continued from page 1**

Program. We have had poor participation over the past several years and I really do not understand why. We want to give away money!! It really is that simple. We offer three scholarships, one for \$1000.00 and the other two for \$500.00. All PLA members in good standing and their family members are eligible to apply. Scholarship applications are due to the committee by March 2007. Find the application and more information at [www.loadmasters.com](http://www.loadmasters.com).

For you chapter members out there, I challenge you to get involved with your local chapter. Remember, we are all members so we can support the Loadmaster profession and at the same time, see old friends and make new ones. No chapter affiliation? We always have ways for members to be involved and help at the National level. It may be a one-time event or an on-going committee. Bottom line is that the Professional Loadmaster Association is our association. It is what we make it.

In closing, as I have since I assumed this office, I ask all members that you keep our members and all military members in your thoughts and prayers.

LOAD CLEAR!

**New Members**

July

Mike Perkins  
Steven Nye JR  
James Masura  
Jeff Stack

September

Kirt Thompson  
Christopher Scuse  
Terry Reaves  
Cory Eubanks

August

Jason Kunkel  
Kevin Hunt  
Damain Fox  
Donny Washan  
Timothy Blair  
John Tetreault  
Justin Cooks  
Fred Graves  
Jerri L Edwards  
Nathan Castle

**Your Executive Committee:**

As of May 2004

<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.E.Raymond@boeing.com</b>
<b>Vice President (Cent)</b>	<b>Doug McCuddin</b>	<b>(618) 667-4776</b>	<b>Douglas.McCuddin@scott.af.mil</b>
<b>Secretary</b>	<b>Rob Flori</b>	<b>(253) 864-7337</b>	<b>Vetter8191@msn.com</b>
<b>Treasurer</b>	<b>Chris Dockery</b>	<b>(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>FrankM@loadmasters.com</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 [engelker@kci.net](mailto:engelker@kci.net).

**Timeline for \$Scholarships**

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

**Scholarship Manager**

Jim Engelker  
10925 Cnty Rd 29  
Ovid, CO 80744  
E-Mail: [jandj@sedgpc.net](mailto:jandj@sedgpc.net)



Donations can be made to our PLA Headquarters:

P.O. Box 4351 Tacoma, WA 98438

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

### In Memoriam

The Professional Loadmaster Association offers condolences to the families and friends of the following Loadmasters whose death has been reported to our association. PLA members names are underlined.

Claude R. "Frenchy" Ferrand passed away on May 25 2006 at Hendrick Medical Center in Abilene, Texas. He was an active member of the PLA. His brick will be on display at the Dyess AFB Air Park and his picture will be in the display case located at the VFW Post 6873 where the PLA holds their meetings.

SMSgt (Ret) Edward P. Miles III of Banning Road, Camden, Delaware passed away Wednesday, Aug. 30, 2006, in his home. He was 61. Mr. Miles was born March 20, 1945, in Nassawadox, Va., son of the late Edward Jr. and Mary T. (Bell) Miles. He retired after 35 years in the U.S. Air Force and reserves. Mr. Miles was employed by FedEx Charters. His favorite pastime was enjoying golf at Jonathan's Landing. Mr. Miles was an active life member of the Veterans of Foreign Wars and a member of the American Legion. He is survived by his wife of 34 years, JoAnne Miles of Camden; three daughters and two sons-in-law, Crista Miles of Camden, Sherianne and Dan Redman of Georgia, and Robyn and Robert Duncan of Alabama; a brother and sister-in-law, Donnie Sr. and Bonnie Miles of Virginia; a nephew and his wife, Don and Lori Miles; a great-nephew, Garrett; a granddog, Snoodles; and eight grandchildren, Christopher, Chelsea, Ciara, Eric, Ryan, Joey, Andrew and Amanda.

CMSgt/Ret Neil T. Shier passed away on 25 September 2006 in Grants Pass, Oregon. Chief Shier was one of the 1<sup>st</sup> Chief Master Sergeants in the USAF being promoted to CMSgt in 1959 with a line number of "8". Prior to joining the AF, he was an aerial gunner in the Navy and following WWII, he was a "Smoke Jumper". He participated in the first airdrops in the Artic in preparation for the Defense Early Warning System in the late 50's and also participated in Antarctica "Deep Freeze" operations. CMSgt Shier held numerous supervisory loadmaster positions at squadron and wing levels. During the 1970-1975 time period he was Chief Loadmaster of the 22<sup>nd</sup> AF at Travis AFB CA flying on both C-124 and C-141 aircraft. Without doubt, a true leader and he will be missed by many people.

Douglas (Doug) O. McLean passed away on Sept. 30, 2006. Doug was a life member of the Professional Loadmaster Association (PLA) and was previously stationed at McChord AFB, WA prior to retirement with 21 years service to his country. He loved flying, and enjoyed spending his free time out doors in his garden. There will be a brick placed in Memorial Grove at McChord AFB WA in the Loadmaster Plaza in memory of Doug who had many military friends who lived and worked in the area. A dedicated loadmaster, and military man. He will be missed.

### Botswana continued from page 4

### Loadmaster honored continued from page 4

much," he said.

It took him a few more years, but Mr. Mallock reenlisted and in total spent the next 17 years flying around the world, everywhere from Alaska to Vietnam. During this time he accumulated almost 13,000 flying hours, a wife and family.

Because of medical problems, Mr Mallock could no longer fly and in 1974 he crossed trained to become a First Sergeant and spent the next 13 years helping others.

"I loved it," he said. "Most people said I must be a glutton for punishment to stay in it that long. It was a major challenge, but it was my cup of tea. The best part was turning some of (Airmen) around and they survived and became good productive people. All of a sudden they become Airman of the quarter."

It was this job that brought him to Hill AFB as a First Sergeant for the 388<sup>th</sup> Equipment Maintenance Squadron. When it came time to retire at 30 years, Mr. Mallock hadn't had his fill of the Air Force and applied for a wavier. But it wasn't to be, so in 1987 he retired as a Chief Master Sergeant stayed in Utah.

Mr Mallock held several federal service jobs, from the postal service to landing gear maintenance here on base, before ending up helping people again at the Family Support Center where he has been for the last 10 years at a job he says he loves. "When I go on a two week vacation, I really miss my job," he said.

support of the African Union's peacekeeping mission.

Captain Phuthego said the flights were important to his crew because it boiled down to Africans helping Africans.

"It feels great to be able to support in the African Union mission," he said. "We all live on this continent and it is important to help each other."

Major Wandmacher and Sergeant Miles said they were honored to participate in the monumental flight and impressed with the professionalism and enthusiasm the Botswanans possessed to take part in the mission.



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

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

PRESORTED  
STANDARD  
US POSTAGE  
PAID  
PERMIT # 5  
SNOHOMISH, WA



[In This Issue....](#)

**CANADIANS GETTING A LIFT  
RAAF AT HICKAM  
LM RECOGNIZED FOR 50 YEARS OF SERVICE**

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

(Please Print)

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

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

Please enclose Check or Money Order. Send to:

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

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

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