



Professional Loadmaster Association Press Kit

- **Contact information:**

Professional Loadmaster Association
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- **Founded:**

The Professional Loadmaster Association (PLA) Articles of Incorporation were approved by the State of Washington in March 1997. The state issued a Certificate of Incorporation declaring the Professional Loadmaster Association a non-profit organization. The Internal Revenue Service (IRS) has authorized the PLA and its 14 Chapters a tax-exempt status as of February 1999 under the requirements of Section 501(c) (10) of the Internal Revenue Service Code of 1986.

- **Purpose:**

The Professional Loadmaster Association is organized and operates exclusively as a certified Section 501(c) (10) non-profit tax exempt organization dedicated to extending the spirit and camaraderie among those persons who serve or have served as Aircraft Loadmasters on transport aircraft and helicopters to include rescue type aircraft and gunships. In addition to furthering the history and traditions of the men and women who serve or have served as Loadmasters, the Association has established a scholarship program and humanitarian grants to benefit Loadmasters and their families.

- **Mission:**

Our mission is for Loadmasters to be recognized as the professional aviators we are, currently by the United States military and the civilian airline industry and in the future by both the Department of Labor and Federal Aviation Administration. Additionally, we preserve Loadmaster accomplishments at both the National and Chapter level by documenting our actions on our website, our newsletter "The Loader," and Facebook pages. We unite with regular local chapter meetings and at the national-level biennially at a "Gathering of Loads" convention.

Our motto "Yesterday-Today-Tomorrow" describes our mission to preserve, unite, and promote the professionals in the Loadmaster career field. The PLA recognizes and promotes Loadmasters through our award recognitions program and scholarships for members and their families.

Our second motto is "Friendship through Airlift" which describes how, with the mutual respect we have for each other, we are there for our fellow PLA members in time of need.

- **Important links:**

Professional Loadmaster Association Website: www.loadmasters.com/

The Professional Loadmaster Association has a Facebook page but it is a closed site only for active members.

- **Downloadable Media Kit:**

This Downloadable Media Kit will contain this Press Kit, Letter to Potential Sponsors/Advertisers from the Professional Loadmaster Association National President, Description of what a United States Air Force Loadmaster is and a brief history of Aircraft Loadmasters.

- **Membership Application Form:**

Sign up with the Professional Loadmaster Association at our website: www.loadmasters.com/subscribe

- **Professional Loadmaster Association newsletter “The Loader:”**

The Professional Loadmaster Association (PLA) has a newsletter called “The Loader” and it is published 3 times a year. “The Loader” contains information about the association from the National President, Vice-Presidents, Secretary, Webmaster, and The Editor. It also includes sponsor/advertiser information, chapter reports, scholarship information, biennial convention information, deceased Loadmaster announcements and stories about military, retired, and civilian Loadmasters. Each of the approximately 1000 members of the PLA receives a copy of the newsletter, plus an additional 200 copies are distributed to perspective members, potential sponsors, advertisers and at military related conventions. We offer up to two pages for advertisements in each issue. The cost of a full-page advertisement is \$500.00, ½ page advertisement is \$250.00, ¼ page advertisement is \$125.00 and a business card size advertisement is \$100.00. The advertisements are in full color. Examples of the newsletter are included at www.loadmasters.com/the-loader-1.

- **List of Awards:**

The Professional Loadmaster Association (PLA) offers five scholarships annually for college and/or Vocational/technical School after high school graduation. Current college or vocational/technical students may apply to complete their educational endeavor. We have two scholarships in the amount of \$1,000 each named in honor of John L. Levitow and William “Bill” Cannon. These are permanent scholarships. Three additional \$500.00 scholarships, each named for a different deceased Loadmaster, will be awarded each year.

The Professional Loadmaster Association “William “Bill” Cannon Loadmaster of the Year Award” are annual awards which identify and recognize the outstanding contributions of a Loadmaster for sustained excellence to include superior contributions supporting and promoting the Loadmaster profession. The award categories are: Airman, Noncommissioned Officer, Senior

Noncommissioned Officer, and Civilian. To be eligible for an award any Loadmaster must be working as a Loadmaster during the recognition period. The nominees may be Navy, Marine, or Air Force on Active Duty, Reserve, or Guard status, or in a civilian status operating as a Loadmaster. Criteria for the nomination is that the nominees must meet acceptable standards of behavior during the entire eligibility period and meet the eligibility criteria at time of nomination. The justification must emphasize the nominee's specific contributions and result in promoting the Loadmaster profession. Selection must be based on the most deserving nominee who demonstrates character, and integrity which epitomizes a flying professional Loadmaster.



PROFESSIONAL LOADMASTER ASSOCIATION
Friendship Through Airlift

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August 18, 2019

Dear Sponsor,

Please let me introduce myself. I'm the National President of the Professional Loadmaster Association. The Professional Loadmaster Association (PLA) is a National United States Military associated organization that was formed in 1997 by a group of retired and active duty United States Air Force Noncommissioned Officers for the benefit of all Loadmasters and their families.

The PLA membership is comprised of and limited to current and former military and civilian Loadmasters who are flying or have flown as Aircraft Loadmasters performing aircrew duties on cargo transport aircraft and helicopters to include rescue type aircraft and gunships. Currently there are 14 chapters nationwide within the PLA, with approximately 1000 members. The PLA is a certified 501(c) (10) nonprofit organization, with tax-exempt status. Learn more about the PLA at <https://loadmasters.com>.

Our association has a newsletter called "The Loader" and it is published 3 times a year. "The Loader" contains information about the association from the National President, Vice-Presidents, Secretary, Webmaster, and The Editor. It also includes sponsor/advertiser information, chapter reports, scholarship information, biennial convention information, deceased Loadmaster announcements and stories about military, retired, and civilian Loadmasters. Each of the approximately 1000 members of the PLA receives a copy of the newsletter, plus an additional 200 copies are distributed to perspective members, potential sponsors, advertisers and at military related conventions. We offer up to two pages for advertisements in each issue. The cost of a full-page advertisement is \$500.00, ½ page advertisement is \$250.00, ¼ page advertisement is \$125.00 and a business card size advertisement is \$100.00. The advertisements are in full color. Please go to www.loadmasters.com/the-loader-1 to see examples of our newsletter and advertisers. Also, you may contact Bill Weeper the Editor of "The Loader" (weeperjr@satx.rr.com) for further details if you would like to advertise in our newsletter.

Additionally, we take sponsorship contributions (cash or donations of goods) for our association to help defer the cost of "The Loader" newsletter, our annual scholarship awards, Loadmaster of the Year awards and the biennial "Gathering of Loads" convention.

I hope this will be the beginning of a mutually beneficial relationship between your company and the Professional Loadmaster Association.

Respectfully

Kathy Disney
National President - Professional Loadmaster Association



What's a United States Air Force Loadmaster? (Other United States military services and civilian airline Loadmaster specialty summary, duties and responsibilities may vary)

1. Specialty Summary:

Accomplishes loading and off loading aircraft functions; performs pre-flight and post-flight of aircraft and aircraft systems. Performs loadmaster aircrew functions, computes weight and balance and other mission specific qualification duties. Provides for safety and comfort of passengers and troops, and security of cargo, mail, and baggage during flight. Conducts cargo and personnel airdrops. Supervises loadmaster activities and related functions, including aircraft loading and off loading activities, cargo handling, and restraint.

2. Duties and Responsibilities:

2.1 Reviews aircraft weight and balance records and cargo manifest. Determines quantity of cargo and passengers or troops to be loaded and proper placement in aircraft. Computes load and cargo distribution. Computes weight and balance and determines the amount of weight to be placed in each compartment or at each station. Considers factors such as fuel load, aircraft structural limits, and emergency equipment required.

2.2 Accomplishes initial pre-flight of aircraft according to flight manuals; pre-flights specific aircraft systems such as restraint rail and airdrop equipment. Operates radios, pre-flights aerospace ground equipment, and applies external power to the aircraft. Performs in-flight and special mission specific duties as required.

2.3 Supervises aircraft loading and off loading. Uses equipment such as 25K, 40K, and 60K loaders; forklifts; and winches. Ensures cargo and passengers are loaded according to load distribution plan. Directs application of restraint devices such as restraint rails, straps, chains, and nets to prevent shifting during flight. Checks cargo, passengers, and troops against manifests.

2.4 Ensures availability of fleet service equipment such as blankets and pillows. Signs for and stows in-flight meals. Briefs passengers and troops on use of seat belts, facilities, and border clearance requirements. Dispenses meals and refreshments. Demonstrates use of emergency equipment such as oxygen masks and life vests, and ensures access to escape hatches. Monitors cargo and passengers in-flight and assists passengers as required.

2.5 Conducts cargo and personnel airdrops according to directives. Attaches extraction parachutes to cargo and platforms. Inspects cargo and platforms, extraction systems and connects static lines. Checks tiedowns, parachutes, containers, suspension systems, and extraction systems to ensure proper cargo extraction or release. Operates aircraft personnel airdrop system and supervises paratroopers exiting the aircraft.

3. Specialty Qualifications:

3.1 Knowledge. Knowledge is mandatory of: types, capacities, and configuration of transport

aircraft; arithmetic; emergency equipment and in-flight emergency procedures; personal equipment and oxygen use; communications; current flying directives; interpreting diagrams, loading charts, and technical publications; border agency clearance dispensing and preserving food aboard aircraft; and cargo restraint techniques.

3.2 Education. For entry into this specialty, completion of high school with courses in mathematics or general science is desirable.

3.3 Training. Completion of the Aircraft Loadmaster course is mandatory for award of AFSC 1A231.

3.4 Experience. The following experience is mandatory for award of the AFSC indicated:

3.4.1 1A251. Qualification in and possession of AFSC 1A231. Also, knowledge of types, capacities, and configuration of transport aircraft; weight and balance factors, arithmetic; cargo restraint techniques; emergency equipment and in-flight emergency procedures; using personal equipment and oxygen, communications; current flying directives; interpreting diagrams, loading charts, and applicable technical publications; border agency clearance requirements and forms; principles of dispensing and preserving food aboard aircraft; operation of cargo loading equipment; and cargo and personnel airdrop techniques and equipment.

3.4.2 1A271. Qualification in and possession of AFSC 1A251. Also, experience in types, capacities, and configuration of transport aircraft; airdrop techniques; weight and balance factors; arithmetic; emergency equipment and in-flight emergency procedures; personal equipment and oxygen use; communications; current flying directives; interpreting diagrams, loading charts, and applicable technical publications; border agency clearance requirements and forms; principles of dispensing and preserving food aboard aircraft; and cargo restraint techniques.

3.4.3 1A291. Qualification in and possession of AFSC 1A271. Also, experience in directing functions such as loading military cargo aircraft and establishing procedures for maintaining related records.

3.5 Other. The following are mandatory as indicated:

3.5.1 For entry, award, and retention of these AFSCs:

3.5.1.1 Physical qualification for aircrew duty according to AFI 48-123, Medical Examination and Standards, Class III medical standards.

3.5.1.2 Qualification for aviation service according to AFI 11-402, Aviation and Parachutist Service, Aeronautical Ratings and Badges.

3.5.2 For award and retention of AFSCs 1A231/51/71/91/00, eligibility for a secret security clearance according to AFI 31-501, Personnel Security Program Management.



AIRCRAFT LOADMASTER HISTORY

The Loadmaster career field came about because of the unique needs of airlift. Almost at the outset of large-scale airlift operations in World War II, the need for someone to properly load and unload cargo, compute weight and balance, conduct airdrops, and supervise passengers was quite evident. The weight and balance officers, cargo loading officers, flight traffic clerks, pushers, and kickers all were filling important positions in the airlift system of the early years and evolved into what we now call Loadmasters. The closest use of personnel as "Loadmasters" (in present day context) was in the China-Burma-India Theater (CBI). Many different names were used for the forerunner of today's Loadmaster, and they seem to have varied by mission. On crews flying "The Hump," the airlift over the Himalayas, this person was the Flight Traffic Clerk. Flight Traffic Clerks were part of the aircrew and when carrying passengers were sometimes referred to as Flight Attendants. The airdrop mission produced yet a different name for the enlisted man in the back of the aircraft. The first airdrops in the CBI began in March 1943 by the Army Air Force Ferrying Command (later ATC). An experimental airdropping detail was formed, establishing the first "kicking" detail; "three or four enlisted men who push cargo from the plane." The experimental drops were so successful that the operation was immediately expanded. Operations increased and the Tenth Air Force records show that between April 1943 and July 1944, "Kickers" (called "Pushers" in ATC) flew 45,997 combat missions, logging over 93,664 hours of combat time.

After World War II, Loadmaster duties were handled much the same way as during the war. However, in 1947, Army Air Force Manual 35-1 listed a job description for Flight Traffic Clerk, remarkably similar to present day Loadmaster job descriptions, without mentioning airdrop duties. During the Korean War, kickers continued to perform this function on C-119 aircraft. By 1951, the Army Air Forces Flight Traffic Clerk was replaced by the Air Force Senior Flight Steward. Also, at this time, the Air Force was receiving the first of its new C-124s. In an after-action report from Operation Blue Jay, airlift support for construction at Thule AB, Greenland, one of the assigned factory crewmembers was referred to as the "Douglas Loadmaster." Immediately after this, in June 1951, Military Air Transport Service directed the establishment of a C-124 transition unit, including aircrews consisting of "one Pilot, one Co-Pilot, one Flight Engineer, one Flight Mechanic Technician, and one Loadmaster." In 1953, the Aircraft Loadmaster and Aircraft Loadmaster Technician appeared in Air Force Manual 35-1 with a job description nearly identical to what it is today. The 1962 version of AFM 35-1 made a few changes. The Loadmaster Air Force Specialty Code (AFSC) was changed and established the nine-level Loadmaster superintendent position. Between 1975 and 1993, the AFSC has undergone further revisions, more clearly defining Loadmasters as crewmembers.

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

Proudly serving on all United States military transport aircraft (C-5, C-7, C-17, C-23, C-46, C-47, C-119, C-123, C-124, C-130, C-141, etc.), and helicopters to include rescue type aircraft and gunships, Loadmasters today look back on their heritage with pride and distinction. Even as you read this, Air Force Loadmasters are flying around the globe, maintaining the great airlift and mobility tradition of "Anything, Anywhere, Anytime."