

THE LOADER

Official Newsletter Of The Professional Loadmaster Association

Volume 19 Issue 3 | November 2016

Friendship Through Airlift



Professional Loadmaster Association
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CABIN REPORT

By Kathy Disney

Hey Load! If you were able to make it to the 2016 Gathering of Load's (GoL) in Oklahoma City, you are well aware of the good times had by all! If you were not able to make it, you missed a good one. The Trailblazer Chapter did a phenomenal job with hosting this year's Gathering! They

brought in interesting, informative and inspiring speakers that spoke to ALL Loadmasters. Ray Snedegar, Charlie Armistead, Ralph Bemis, rescue pilot Robert Frank, C-17 Pathfinders Mike Welch and Mark Smith, thank you sharing your experiences. Veteran Affairs representative Billy Rogers, Paul Bradick with Aerial Delivery Land Systems, Loadmaster ToolKits' Larry Crain, Justin "Bob" Laub with Social Selfie, thank you all for presenting your services and/or products. Doug Gardiner, Erik Kaupa and John Vujovich briefed the FAA Loadmaster Certification Working Group and the PLA's Task Force One - thank you! Doug Kuhn, Harley Ricketts and all the Chiefs that sat on the Chiefs panel, thank you for keeping us updated on current Air Force issues. Our guest speaker, Glen "Nick" Nickel, Operation EAGLE CLAW, thank you for sharing your experiences and inspiring words. And to everyone who attended - thank you for making it another successful event! Some items discussed at the General Membership Meeting: 1) Next year is the Professional Loadmaster Association's 20th Anniversary. The Rock Chapter has agreed to host the GoL in 2017. It is the first time a chapter has hosted a Gathering with only one year to plan! It will be helpful to get assistance from ALL chapters. Stand by for more information regarding how your chapter can help. Date to be announced. 2) Possibly eliminate the one-year membership and opt for a 3-year, 10-year and Lifetime membership. The one-year membership may not even cover a new member through to the GoL depending on when they subscribe. Eliminating it will reduce the amount of time tracking and sending out reminders regarding expired memberships. Per the by-laws we need to survey the members regarding an increase in dues. Proposed is 3-year - \$50, 10-year - \$150, and Lifetime - \$250. Please email me if you have any concerns with the proposed change. In preparation for our membership drive we also discussed getting new Loadmasters introduced while at BLM, prior to them being eligible for a membership. After further discussion, a proposal for an "introductory" membership for one year to carry them through to the Formal Training Unit's and/or Form 8 when a full membership can be purchased. The introductory membership only comes with a membership number, not access to the Facebook page or "The Loader." This also requires surveying the current membership, so if you have any concerns or questions, please send me an email. This will be voted on at the 2017 Gathering. Again, thank you all for supporting this organization. It never ceases to amaze me what a group of volunteers can accomplish when

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The Professional Loadmaster Association (PLA) was formed in the State of Washington as an active membership organization for an exclusive group of professionals recognized as Loadmasters. The PLA is organized and governed by a duly-elected Executive Committee of past and present Loadmasters. In March 1997, the State of Washington issued a Certificate of Incorporation declaring the Professional Loadmaster Association a nonprofit organization. PLA membership is comprised of and limited to current and former military and civilian Loadmasters who have flown as an Aircraft Loadmaster performing aircrew duties on transport aircraft. The association's principal reason for being is for the benefit of all Loadmasters and their families. The core values of the association are the Flag of the United States, Our Self-confidence, and Our Empathy for each other. Its basic mission is to guide the membership in solidarity, facilitate trust and mutual respect for one another, and inspire personal growth and the pursuit of a purposeful sense of vision for the future of the PLA. The association shall establish scholarship and grant programs to benefit Loadmasters and their family members. Reunions and meetings shall be scheduled and arranged so as to provide maximum participation and productive feedback to as many members as practical. A newsletter titled "The Loader" shall be published three times a year to inform membership of Loadmaster participation within the airlift community and the association's current & future business activities.

Cover Photograph: 2016 Gathering of Loads in Oklahoma City OK. L-R, Hector Leyva, Charlie Armistead, Robert Frank, Ralph Bemis and Arne Suvatne. Charlie, Ralph and Frank gave an excellent and informative briefing on their An Loc airdrop mission, crash of their aircraft and rescue by Frank and others.

we have the same passion, goals and commitment to the success of this professional organization. In CMSgt Bill Cannon's own words "We are all different from one another but it is important that we are all alike, alike in our need to feel important as part of a Loadmaster team which includes all Loadmasters, past and present." The Gathering of Loads provides the forum for all Loadmasters, past and present, to be part of something important. If you do not agree, I will have to guess you've never attended a Gathering of Loads! The 2016 Gathering definitely represented "Friends Through Airlift". Thanks again Trailblazer Chapter and everyone who attended this year's Gathering. Load Clear!

PLA Secretary

Bill Cannon - 1997 (Volume 1 Issue 2 "The Loader")

"YOU GOTTA BELIEVE, SO NEVER FORGET THAT THE PLA IS YOUR ASSOCIATION."

RENEWAL NOTICE: PLEASE RESPOND TO YOUR ELECTRONIC OR MAILED LETTER if you desire to remain an active member and continue receiving "The Loader" newsletter. There are only two ways to join or renew membership and that is by mail to the P. O. Box or online thru PayPal. When paying by PayPal, print and save your receipt to confirm your payment if a question should arise.

ELECTRONIC CONTACT: If a member has an e-mail address all contact between the secretary and the member will be conducted electronically. The association has saved on postage due to sending out renewal, grace period, and re-instatement letters. A big thank you to those, 113 stateside and 6 overseas members, who have agreed to accept "The Loader" electronically. If you are willing to receive "The Loader" electronically please send the secretary a note with your e-mail address.

LOST LOAD CANDIDATES: If your "The Loader" newsletter is returned to the association by the Post Office, for whatever reason, the PLA pays \$1.52 for the return. When trying to contact you for new information and find your telephone is no longer in service and you also have a bad e-mail address, YOU WILL BE PLACED ON THE LOST LOAD LISTING.

MOVING? IF YOU ARE PLANNING TO MOVE OR TRANSFER, PLEASE SEND US YOUR CHANGE OF ADDRESS AND NEW CONTACT INFORMATION AS SOON AS POSSIBLE. We cannot get your "The Loader" newsletter to you or make contact if we don't know where you are. Send an e-mail to buildsmall2@mac.com or Secretary@Loadmasters.com or leave a free two minute message at 1 (800) 239-4524. Remember to speak slowly and distinctly, so we can copy your information down. We have had a problem with the 800 number but the company believes it has been solved. Thank you!

DECEASED LOADMASTERS: If you suspect or know that a PLA member or a non-member Loadmaster has passed away, please contact the secretary, buildsmall2@mac.com and the necessary action will be taken.

FAMILY CONTACT INFORMATION NEEDED: The PLA Secretary is seeking information on the following deceased members. We need permission to name a scholarship after them, but don't have any information on next of kin (mailing address, telephone number, email address, etc). CHARLES E. BUCHER (Big Country), *RODNEY E. CLAPPER (Alabama), *DONNAM. DOBBINS (Liberty), *DONALD J. FLAVIN (Big Country), CLAUDE "FRENCHY" FERRAND (Big Country), JOHN EDWARD GROOMS, SR. (Smyrna, TN), *ELMORE JACKSON (Southeast), *ROBERT C. JOHNSON (Indiana), *EDWARD R. MEZA (Alamo), ROBERT C. RODEMEYER (Golden West). If anyone has any contact information, please contact the secretary at buildsmall2@mac.com or Secretary@Loadmasters.com.

ATTENTION ALL VIETNAM LOADMASTERS: Any and all Loadmasters that flew missions or worked the ground missions in South East Asia during the Vietnam War your stories are needed. We are not getting any younger, when we are gone there is no one to tell our story to the younger Loads that are following on. YOU, are living Loadmaster history. Please write your stories, record them on a cassette or video tape. A Loadmaster I was talking with last year told me that he couldn't do that, because it was bragging. I tried to explain that it wasn't bragging but Loadmaster history.

PLA MEMBERSHIP

PLA MEMBERSHIP AS OF: October 1, 2016
TOTAL ACTIVE MEMBERS: 960 (13 Lost Loads)

(19) NEW MEMBERS listed since the July 2016 issue
(*Denotes Life Member)

June

Erik Kaupa	Rio Rancho, NM
Adam Mattson	Summerville, SC
Edward Metz	Charleroi, PA
Nicholas Phipps	Summerville, SC

July

*Ronald L. Dunn	Victorville, CA
Wesley N. Spainhower	Altus, OK

August

Thomas Conn	Boise, ID
Bradley Edwards	Burlington, NJ
Ray Rose	Atlanta, GA
Levi Sortomme	Ward, AR
Matthew Tinsman	Little Rock, AR
Dustin Thomerson	Little Rock, AR
Jeremy Wolski	Hurlburt Field, FL

September

Sara DeRosia Litchfield Park, AZ
 Richard Hauf Cabot, AR
 *Douglas Kuhn Scott AFB, IL
 John Metcalf Little Rock, AR
 Ronald Nagy Kechi, KS
 Daniel Simonson Abilene, TX

(20) IN-ACTIVE MEMBERS listed since July 2016 issue

Gerald Amburgey	Sanford, FL	July
Bobby Atkinson	Lithia Springs, GA (L)	August
Jared. P. Beadle	Lakewood, WA (NW)	August
Jason T. Buttke	Jacksonville, AR (TR)	May
Jesse Callahan	Roseboro NC (M-A)	August
Shane Clayton	Philadelphia, PA (L)	August
Michael G. Cowart	Summerville, SC (SE)	July
James P. Engelker	Ovid, CO	June
James King	Tacoma, WA (NW)	July
Steven M. Linder	Bonneau, SC (SE)	May
Erin Manley	Kettering, OH (SE)	July
John W. Martin	Vacaville, CA, (P-A-P)	June
Harold Mason	Scott AFB, IL (G)	August
Joshua Nelson	Summerville, SC (SE)	July
Ronald Strayhome	Fairfield, CA (P-A-P)	August
Darold Underwood	Riverside, CA (GW)	July
Mathew Verghese	Elizabethtown, PA	August
Michael D. Vo	Mira Loma, CA (GW)	August
Kirk Whetsel	Newburgh, IN	May
Terry A. Zimmerman	Lonfview, WA (NW)	May

LOST LOADS (13): If you know any of the Lost Loads please contact us or have them contact us with their current contact information. *Denotes Life Member — Last address, month and year when they became lost

*John L Branski	Tacoma, WA	Nov 2011
*Robert B. Burnett	Dulles, VA	Jul 2011
*Christopher S. Clay	Arlington, VA	Nov 2011
*Daniel Downey	Abilene, TX	Jul 2012
*Josh Knight	Fort Mill, SC	Nov 2016
*Donald B. Kubik	Warner Robins, GA	Mar 2016
*Jack L. Langenstein	Summerville, SC	Jul 2014
*James Lewis	Palmdale, CA	July 2016
* Michael L. Piasecki	Lake City, FL	July 2016
*Dewhitt Sizemore	Bonita Springs, FL	Nov 2012
*Tony E. Strader	APO AE	Nov 2011
*David L. Terrell	APO AE	Nov 2015
*Daniel K. Torgerson	Anchorage, AK	Mar 2016

East Coast Vice President

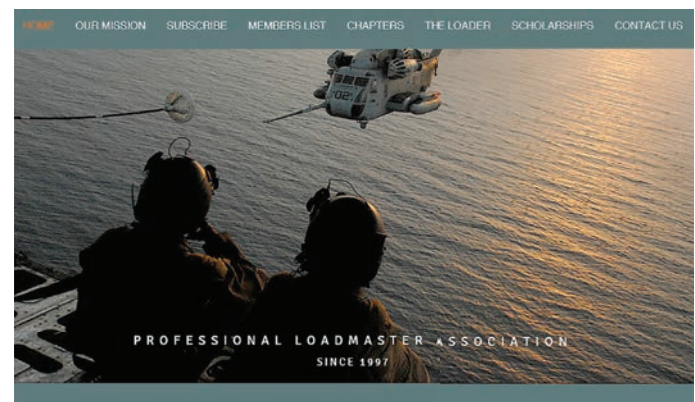
Kent Brown, East Coast Vice-President - HEY LOAD. The AMC museum at Dover AFB, <http://amcmuseum.org/>, is going ahead with a display dedicated to Loadmasters. In mid-October, four of us from the Liberty chapter went to the museum to donate

more items received from members and see the design and offer our inputs. We have been looking forward to this for about 4 years and it is finally going to happen. I asked for donations in the past and just want to say thanks to those that sent items, but we could use more. So I am calling on everyone to go to that place where you have all those items you used during your Loadmaster career, look and send if appropriate. Keep in mind we are looking for anything that relates to being a Loadmaster on any cargo aircraft. We are looking for load adjusters, special checklist (special loads like missile's or space stuff, any test load checklist), unique things the Loadmaster used in doing the job. We have already received all the T.O.'s we can use. I am sure there are many things I missed that you have to donate. If you have any questions on what might be acceptable please e-mail me, heyload@comcast.net. If you wish to donate articles please send them to me at Kent Brown, 28 Pineview Drive, Browns Mills, NJ 08015-6850. On each item that you donate please put a tag on it with information about the item (nomenclature, etc.), what it was used for, if not obvious, and any special things about it and your name and rank. On another note, I know you are busy, and we want you to share what special or interesting things you are doing with our membership. I know all Loadmasters have unique loads or go to someplace off the beaten path, and you didn't just carry the groceries there. Let your fellow Loads know about that. You don't have to reveal secrets; we have all been to base X & carried loads covered in black plastic. Without revealing those secrets tell us. Photos are always welcome. Submit stories to the editor of "The Loader," his info can be found in the front of newsletter. You may not make the next "The Loader," but Bill will try to get it in a later issue. Another way to share info about your chapter is keep the PLA webmaster, Ryan Lockhart ryanslockhart@yahoo.com informed on what's going on where you are. He has made space on the PLA webpage, <http://www.loadmasters.com/>, for each chapter's info. If you look, that info is missing for most chapters. Chapter officers please get this info to Ryan and send updates when needed. ALONE WE CAN DO SO LITTLE, TOGETHER WE CAN DO SO MUCH - Helen Keller - Thanks, Cabin Secure.

Treasurer Report

Chris Dockery, Treasurer - As of August 31, 2016 The Professional Loadmaster Association has a total of \$5,863.00 in checking and \$41,041.00 in savings. Total Assets \$46,904.00.

Webmaster



Ryan Lockhart, PLA Webmaster - The new Professional Loadmaster Association (PLA) website is up and running. The new website is: <http://www.loadmasters.com/>. You are now able to go to the Membership List tab and create an account. If you have a smart phone, there is a mobile friendly version. If any of the PLA Chapter Presidents or the general membership have suggestions to improve the website, please contact Ryan Lockhart at ryanslockhart@yahoo.com.

“The Loader” Editor

Bill Weeper, “The Loader” Editor - Thank you to all the chapters who submitted articles and photographs for “The Loader.” This issue had almost all chapters contribute an article and share what is going on at their chapter. Congratulations to the Trailblazer Chapter for an outstanding 2016 Gathering of Loads (GOL) convention. Please look in this issue for the GOL review by Trinidad Gutierrez the new Trailblazer Chapter President (congratulations on becoming chapter President). We also have articles by Doug Gardiner, about the FAA Loadmaster Certification Working Group and the PLA Task Force 1. Continuing the civilian Loadmaster theme, Karl Hinkamp and Dave Bell wrote a nice article about “The Airline Professional Loadmaster: Terminology.” Hopefully there will be more civilian Loadmaster updates in the future. We would like to welcome back one of our long time sponsors Larry Crain and the “Loadmaster Toolkit.” Also we would like to mention the Air Mobility Museum at Dover AFB DE will be advertising with us in a future “The Loader” newsletter and congratulations on their new Loadmaster exhibit. If you get a chance to visit Dover AFB please stop by the museum and check out the Loadmaster exhibit and tell the staff that you read about it in “The Loader.” For those of you who know anyone who would like to advertise in “The Loader” please have them get in touch with me. Advertisements will help defer the cost of printing “The Loader.” A full page advertisement is \$500.00, a 1/2 page is \$250.00, a 1/4 page is \$125.00 and a Business Card size is \$100.00. Some chapters have been reconstituted and I will help promote those chapters through “The Loader.” In order to provide the best, most interesting articles in “The Loader,” I need your input. If you belong to a PLA Chapter please help your Chapter President submit inputs to me (providing old and new Loadmaster stories, chapter information, personal achievements, photographs, etc.). If you don’t have a chapter, send me your Loadmaster related information directly to: weeperjr@satx.rr.com.

Bill Cannon Bench Update

Erin Manely - Bill Cannon Bench Update. The Bill Cannon bench will be placed next to the Professional Loadmaster Association (PLA) monument at the National Museum of the U. S. Air Force. The bench is already at Dodd's Monument of Dayton OH. They have provided CAD drawings of what the design will look like to Kathy Disney and the PLA Executive Committee. Since the last issue of “The Loader” the committee reviewed the design and sent back changes to provide updated CAD drawings. The latest CAD drawings were shown to PLA members during the 2016 Gathering of Loads in Oklahoma City and everyone thought the design looked good. Marion Cannon will be con-

tacted for comment and final approval will be made by Kathy Disney and the Executive Committee for Dodd’s Monument to inscribe the final design on the bench. Then Dodd's Monument will apply the design to the bench, transport it to the museum and attach it to the concrete pad. The last step will be to dedicate the bench at a date and time to be determined. The following are the proposed CAD drawing for the Bill Cannon bench:



New cement pads on each side of the PLA monument at the National Museum of the U. S. Air Force. The Bill Cannon bench will be placed on one of these pads

Bill Cannon Street Renaming

Dan Watson – CMSgt William M. Cannon Boulevard Update. Here is the latest update on our progress of the Posthumous Memorialization of 5th Street Northeast on McChord Field to CMSgt William M. Cannon Boulevard. I have just received confirmation that the memorialization package has been signed by Col Morgan, Joint Base Lewis McChord Commander and is being sent to Installation Management Command (IMCOM) at the Pentagon for final approval. At this point, everything has been done at the installation level that can be done. We just need to wait on the final approval to work its way through the system, which is outside of our control. Just one more hurdle at Pentagon level. On September 23, 2016, I spoke to General Paul Selva who was the guest speaker at the AF Ball. At one time he was the 62nd AW/CC and is now Vice Chairman of the Joint Chiefs of Staff. I asked him for support from his office to see this to fruition. One thing that helps greatly is that General Selva knew Chief Cannon and he has been following the progress of street renaming. I am also going to solicit some more elected official’s for endorsement letters and those who have already contributed to please keep this alive when it heads to DC. Thank you all for your time and patience.



The corner of G Street and 5th Street NE on Joint Base Lewis McChord - McChord Field WA. The proposal to rename 5th Street Northeast to CMSgt William M. Cannon Boulevard continues at the Pentagon level

Alamo Chapter

Bill Weeper, Alamo Chapter Member - Buenos Dias from San Antonio and the Alamo Chapter. The chapter monthly meetings will now rotate between the Texas Air Museum, the Basic Loadmaster School and the 68th Airlift Squadron in an effort make it easier for Loadmasters to attend our meetings. The chapter will meet for breakfast at Nicha's Comida Mexicana, 3119 Roosevelt Avenue, San Antonio, Texas 78214, (210) 922-3330 on November 5, 2016 at 1100. Following breakfast there will be a chapter meeting at the Texas Air Museum – Stinson Field Chapter at 1200 and John Tosh will be our host. It is located 2.1 miles from Nicha's on the Stinson Airport at 1234 99th Street, San Antonio Texas 78214, <http://www.texasairmuseum.org>, (210) 977-9885. The chapter recently had a business meeting at the Basic Loadmaster School (BLM) on September 9, 2016 and meet with James Grove and discussed having future chapter meetings at the school, continuing sponsoring a classroom and breakroom, and upcoming fundraisers. The Alamo Chapter continues to sponsor a BLM classroom at the Career Enlisted Aviator/Center of Excellence on Lackland AFB Texas. The Alamo Chapter will be purchasing more picture frames and photographs displaying Loadmaster history and heroes in the sponsored classroom. If you would like to help the Alamo Chapter with this classroom financially or materially, please contact Andy Vaquera. Also discussed and finalized was the PLA business plan that was to be presented by Hector Leyva at the 2016 Gathering of Loads (GOL) convention. Arrangements were made to have a chapter meeting and fundraiser sometime in January 2017. The Alamo Chapter wants to congratulate the Trailblazer Chapter on a very successful GOL, our chapter knows how much work goes into putting on a convention like this and the dedication it takes from the chapter members to complete the event. The Alamo Chapter had 11 members from the chapter in attendance. Hector Leyva purchased note pad/pen sets for the chapter to handout as gifts during the convention. Andy Vaquera is looking into having a chapter Christmas party in December and will let members know about the date, location and time. Andy Vaquera is our President/Treasurer, Jerry Zuniga is Vice President and David Molinar is our Secretary. Andy Vaquera or David Molinar will send out

notice for the upcoming meetings or events by email, text or telephone call. If you have any questions, feel free to contact Andy Vaquera at (210) 559-7487, andyvaquera@sbcglobal.net or David Molinar at (210) 415-3735 damolinar@aol.com.

Aloha Chapter

Keith Roscoe - Aloha Chapter President. Aloha from Hawaii Loadmasters. Our chapter had a fun filled Kaneohe Bay Pontoon "Pau Hana" morale event that we hope becomes an annual tradition. We are also preparing for our first Golf tournament on Friday, October 28th with a 1200 Shotgun start at Waikale Country Club. Right now, we have about 13-14 teams of four signed up to participate. All proceeds of the event will go towards the PLA Aloha Chapter and our education scholarship we have named in honor of our fallen brother, SSgt. Danny Hollister. SSgt Hollister's father and family members will be participating and helping in the golf tournament. We have multiple dining gift certificates, a \$500 Taylor Made M1 driver and two \$250 Calloway works putters as some of our prizes. J&N Auto from Honolulu, HI has also sponsored one of the holes, for a "hole in one" tournament with the opportunity to win a car and three other "hole in one's" with the opportunity to win an "island get away package." We are currently accepting applications to award our scholarship by the end of the month and hopefully will have a report on that for the next "The Loader." Our meetings are usually held the third Friday of the month at the Puka on base at 1530-1630. Lastly, we will be holding elections for every board position this November and have a healthy amount of both Guard and Active Loadmasters standing up to take the baton from the current board. Till next time, fly safe.



Aloha Chapter members at Kaneohe Bay Pontoon "Pau Hana" morale event

Big Country Chapter

Kevin S. Letz - Big Country Chapter member. The Big Country Chapter held a membership drive and fellowship meeting on September 1, 2016. We had over 45 active duty Loadmasters and retired Loadmasters in attendance. Current Active Duty Events: The 39th Airlift Squadron just returned from deployments to Djibouti, Africa and Ramstein AB, Germany. The 40th Airlift Squadron just deployed to replace the 39th Airlift Squadron in Djibouti, Africa and Ramstein AB, Germany. The 317th Airlift Group also just completed Red Flag Alaska and Green Flag, Little Rock Exercises. Future Events: The Big Country

Chapter will have a float in the upcoming Veteran's Day Parade November 12, 2016. The Big Country Chapter will be starting up an Active Duty Auxiliary to the Big Country Chapter that will meet every 3rd Thursday of the month starting in November. The meeting will be primarily professional development and Loadmaster specific training. The main chapter meets every other month at the VFW Post 6873 (Please see the Facebook page for actual dates and upcoming events).



Big Country Chapter membership drive and fellowship meeting

Denali Chapter

Lloyd Llaneza – Denali Chapter President. The only news for the chapter is that we will be having elections in November. We have our Chapter meetings at our TFI Hardstand room (break room) usually once a month. My number is 907-250-5018 and my email is Highflt808@aol.com. Chapter officers: President: MSgt Lloyd Llaneza, Vice President: SMSgt (Ret) JD Bartlemus, Treasurer: TSgt Doug Mathes, Secretary MSgt Brian Johnson, and Sergeant at Arms MSgt Dave Thomas.

Golden West Chapter

Steve Clark - Golden West Chapter President. Greetings to all Chapters from So Cal Loads. We wish all a safe and enjoyable holiday season. Our Chapter will be hosting our annual Christmas luncheon and community service projects. I will FYI members on dates. All Loads in local area are welcome to Chapter functions.



Golden West Chapter members - L-R, Dan Paumier, Jimmy Bardaro, C. Lever, Doug Van Buege, Steve Clark, and Kevin Perdue at the Norton AFB Muesum

Recent events include the San Bernardino Airfest 2016 and now a yearly event. Former 63 MAW/15MAS Loadmaster CMSgt (Ret) Dan Paumier visited the group in August. Lot of nostalgic memories discussed. Bill Heaton and Steve Clark still DNIF but getting better. A big kudos to all the Loads who attended the Gathering of Loads in Oklahoma City. We would very much like to get more Loads on board for the coming new year. We meet the second Saturday of each month at the Pepper Steak Diner, 26589 Highland Ave, Highland CA Meeting time is 1000hrs. You can contact me anytime at steve.clark38@yahoo.com or (909) 717-5109. Load Clear! and be safe.

Liberty Chapter

Michael Kent - Liberty Chapter President. Hello from Exit 7. Greetings from the Liberty Chapter! My name is Mike Kent and I am the chapter President. Shem Miller is Secretary and Kent Brown is our Treasurer and the East Coast Vice President. We have all held numerous posts within the chapter over the years. The Liberty Chapter is centered around Joint Base McGuire-Dix-Lakehurst, New Jersey. We hold our meetings the 2nd Saturday of each month at the Garden State Diner in Wrightstown NJ. We meet for breakfast at 0900 and have our meeting at 1000. The Diner is located about 2 miles from the main gate of the base. We had a fundraiser July 23-24 on the Joint Base. We provided security at a 2 day soccer tournament. We augmented the DOD Police by checking ID cards and other credentials at the gate leading into the tournament and also assisted in parking cars. The tournament participants were mostly people not associated with the military. We had 11 chapter members participate in the event. We normally would have participated in the air show. This is our big fundraiser, but we were not selected this year. We made about the same amount of money as we would have at the air show. A few chapter members mentioned that they enjoyed this event more than cooking at the air show all day in the hot sun. We were scheduled to return to the C-141 Memorial for another clean up in August. The week of the event we had a heat wave here in New Jersey. The temperatures were in the high 90s with high humidity. We decided for safety reasons to postpone the event to a later date. We selected the September 9th as the cleanup date. This worked out well because the 18th MAS was holding a reunion on the September 10th. As part of their activities they were scheduled to have the C-141 open for tours. As part of the clean up we took down 3 dead trees and disposed of them. We weeded the sidewalks, edged the walkways and spread out some new sand to fill in between the bricks. The chapter took over responsibility for the memorial bricks a little while ago. We continue to receive new orders. Please contact one of the chapter officers if you would like to order a brick. The C-141 is due to be painted soon. The base has put out a contract for bid. We are all excited about this as the plane is looking a bit weathered. We had four chapter members take a recent trip to the AMC Museum at Dover AFB. Our chapter has been working with them for years to get the Loadmaster display set up. Kent Brown started this project years ago for our chapter. We have donated a lot of items for the displays and donating items was the main purpose of this trip. We were very excited to see the room where the display will be housed. They are working on the

room now. We were also fortunate enough to see their plans for the layout of the displays in the room. The museum staff does an awesome job putting this stuff together. We can't wait until the project is complete and open to the public. The museum is still looking for items for the displays. If you have any older pictures or videos of Loadmasters in action they would love to have them. This is a lengthy process and the staff would not give a time frame for completion. They are working hard to make this a great display and we are looking forward to the grand opening. I have included a picture of our visit with the AMC Museum staff. Thanks to the Trailblazer chapter for hosting the 2016 GOL. The location was great and the briefings were excellent. I know that it takes a lot of work to put something like this together and you guys did an awesome job. It was great to see some new faces at the event. There was a lot of conversation and new ideas about how to move the organization forward. This organization is all volunteers and it was great to see some new members taking on new roles. I came away feeling good about the future of the PLA. We have selected December 3rd as the date for our Holiday Party. J.P. and Barb Salisbury will be hosting again this year. The festivities will start at 1800. We ask that all attendees bring an unwrapped toy as a donation to one of several local charities. We will also be doing a Yankee swap. Please bring a wrapped gift for this for each person attending. The gift should be a white elephant (questions google it). The chapter will provide 3 main courses and some beverages. Please bring a side dish of your favorite dessert. If you have a particular drink you like please bring that along as well. Please let me know what you plan on bringing so we have a variety of dishes for the party. It has been a good year at the Liberty Chapter. We are looking forward to the party and another good year in 2017.



Liberty Chapter members, Phil Julia, Kent Brown and Shem Miller donate Loadmaster artifacts to the AMC Museum Staff

Parker-Aguillon-Payne Chapter

Mark E. Raymond – Parker-Aguillon-Payne Chapter President. Our annual \$1,000.00 “Irv Mahler Scholarship” has been presented to Bridgid Lucky, granddaughter of JC Wiley. Bridgid has overcome many adversities and has set and is working hard on her personnel goals to ensure they are met. It's not always about the straight “A” students but those students that have the inner drive to aggressively pursue their goals and dreams. Our

chapter is proud that we have selected Bridgid as our annual “Irv Mahler Scholarship”. Instead of using a different name every year for our scholarship, we have been given permission from Shirley Mahler to use Irv's name to represent all our chapter members that have passed. I would also like to repeat the disappointment I had as the National PLA Committee Chairman for this year's election of Secretary, Treasurer, and Public Relations positions. For those that voted, thanks, but the voting numbers were small. We need to keep the spirit and vision of CMSgt Bill Cannon's, Professional Loadmaster Association alive and well. This year's Gathering of Loads in Bricktown, Oklahoma City was outstanding. I was impressed with the number of active duty in attendance. We need to continue to grow our active duty Loadmasters. They are the future. All briefings were very professional and informative. The briefing by Ray Snedeger in regards to “Operation Babylift,” always keeps us on the edge of our seats. Although tragic, the heroism of the crew members and those accompanying the orphans is inspiring. As many of you know our chapter is named after those Loadmasters that died on that mission and we are honored that their families have allowed us to use their names. Also, the briefing from Charlie Armistead and Ralph Bemis on when they got shot down during an airdrop over An Loc, South Vietnam, was a reflection of how Loadmasters always have each other's backs. Another inspirational and outstanding briefing. We have had another successful summer volunteering at Sonoma Raceway, for NASCAR, NHRA, and the INDYCAR races. This is our chapters' opportunity to raise money for our annual scholarship and Christmas party. A very special thanks to, Bill Bostock, Arne Suvatne, Jim Rost, JC Wiley, Al Horwedel, Jim French, and Max Gaine for volunteering at the raceway. As I always do in this newsletter I thank all those loyal members that have continued to support our local chapter since 1998. A great tribute to those members that continue to support our chapter. We have been having our monthly meetings the first Tuesday of each month at Delta Breeze Club (NCO Club). If you have any question, please contact Mark E. Raymond at mark.raymond@att.net or mark.raymond@kc10ts.com.

Northwest Chapter

Caleb Patterson - Northwest Chapter President. Loadmasters, it has been a busy autumn here in the great Pacific Northwest. We closed out the summer with our annual picnic. At the picnic Mr. Dan Watson presented a certificate to Mrs. Marion Cannon and announced a road on McChord AFB will be renamed after CMSgt Bill Cannon. Nineteen Loadmasters were in attendance for the event. We are planning a Thanksgiving turkey fry for November and are looking forward to recruit some newer active duty members. Also, we are planning the annual holiday dinner which will be held December 3rd at Ron Pierce's home. Our meetings are being held at the McChord golf course at Habanero's Mexican Grill at 1000L sharp. If you are in the area, feel free to stop on by. Due to some Permanent Changes of Station we have lost a couple of key executive council members and we combined the secretary and treasurer positions. Also, we elected Jennifer Patterson to fill both of these roles. We had several members of the chapter attend the Gathering of the Loads in Oklahoma City

and reported back that it was an outstanding event. I look forward to the upcoming Gathering of the Loads, next year! Load clear!



Dan Watson presenting Mrs. Marion Cannon with a certificate

The First State Chapter

Chris Koch – The First State Chapter Interim President. The First State Chapter is looking to restart and will be having a chapter meeting on Thursday October 27, 2016 at the USO on Dover AFB DE at 1500. We will nominate new chapter officers, schedule a follow-up meeting to vote the new officers in and put together the plan to get the chapter up and running again. You can contact me at redgoon12@yahoo.com if you are willing to help. We will have more from here after our first meeting.

The Rock Chapter

Dave Hoffer – The Rock Chapter President. We have started revitalizing The Rock Chapter. We have had a few very successful general membership meetings. We have The Rock Chapter shirts available (see page 16). Our meeting times and dates have been flexible as we are trying to find the time that best fits our chapter. We are trying to find ways to unite and suit both the active duty Loadmasters and our retirees. We organized a Loadmaster free burger burn and served about 100 Loads.



The Rock Chapter sponsored a Loadmaster free burger burn

We also organized a tailgating event to an Arkansas Razorback football game where we gave out ten free tickets. Planning stages are underway for the next Gathering of the Loads hosted by the Rock Chapter in Little Rock. Our officers are: President Dave Hoffer C-130lm@hotmail.com (501)247-9324, VP Adam

Monroy adam.monroy01@gmail.com (501)773-3106, Secretary Jason Kunkel jason.kunkel75@me.com (661)8606399, and Treasurer Tim Blair timblair12@yahoo.com (501)533-5873.

Loadmaster Of The Year Awards

The Loadmaster Of The Year awards were presented at the 2016 Gathering of Loads in Oklahoma City Ok. The award winners are pictured below:



Loadmaster Of The Year Award
Aaron Avery accepting for MSgt Adam N. Mattson



Loadmaster Of The Year Award
SSgt Richard A. Hauf III



Loadmaster Of The Year Award
Kevin Letz accepting for SRA Ryan D. Usher

Trinidad Gutierrez – Trailblazer Chapter President. Gathering of Loads 2016 Review - The Trailblazer Chapter of the Professional Loadmaster Association hosted the Gathering of Loads, September 22-25, 2016, at the Hilton Garden Inn Bricktown, Oklahoma City, OK. With 113 registrants, this was the one of the largest “Gathering’s” that the Professional Loadmaster Association has had. Thursday started off with registration check-in followed by an evening mixer. A big thanks to Brian Bush the President and CEO of the Altus OK Chamber of Commerce for the generous donation. He was a big reason why the Thursday evening mixer was a huge success. Congratulations to everyone for polishing off not one, but two kegs worth of beer! Those who were able to get up the next morning were treated to some great speakers starting with Ray Snedegar and his incredible story during Operation Babylift. That was followed by briefings from Billy Rogers (Veterans Affairs Benefits), Paul Bradick (Aerial Delivery Land Systems), and SMSgt Doug Kuhn and MSgt Harley Ricketts (618th AOC). In the afternoon, we had the pleasure to hear CMSgt (Ret) Mike Welch and CMSgt (Ret) Mike Smith speak about the C-17 Pathfinder Loadmasters and the incredible work they did to get the C-17 off the ground. That was followed by Mr. Glen “Nick” Nickel and his experience during Operation Eagle Claw. What a truly amazing story! On Friday, Charlie Armistead and Ralph Bemis (along with Robert Frank) spoke on their An Loc Experience. Doug Gardiner, Erik Kaupa and John Vujovich gave an informative briefing on the FAA Loadmaster Certification Working Group, the PLA Task Force 1 and the Loadmaster career field being recognized by the FAA. Next we were treated to a Chiefs Panel from various active duty, reserve, and retired Chief Master Sergeants. That was followed by a briefing from Lawrence Crain (Loadmaster Toolkit), a general membership meeting, and the group banquet where we heard once again from our guest speaker Glen Nickel. Thank you to our sponsor Engraved Valor and all the Chapters that were able to come out and make this one hell of a “Gathering!” The Trailblazer’s are truly honored that we were able to treat you to a great gathering of some truly incredible people. We look forward to the next Gathering of Loads hosted by the Rock Chapter.





Task Force 1 Briefing to the 2016 GOL Convention

On September 24, 2016, Erik Kaupa, John Vujovich, and Doug Gardiner briefed the General membership of the Professional Loadmaster Association (PLA) on 747 Bagram Air Base Afghanistan accident, National Transportation Safety Board (NTSB) recommendations, Aviation Rulemaking Advisory Committee (ARAC) tasking, and formation of the Loadmaster Certification Working Group. The 747 accident in Bagram Air Base, Afghanistan, in April 2013 was investigated by the NTSB. The 747 was loaded the way it was planned. However, the Loadmaster (term used in the NTSB report) did not calculate the restraint of the straps used and where they were attached to on the cargo floor. On takeoff roll, with a combination of restraint failure and straps shearing, one of the items came loose striking the Data Recorder and then moving aft damaging hydraulic lines and horizontal stabilizer components. From this the NTSB made six recommendations to the FAA (which can be seen at www.education.ascendingsol.com on the PLALoadmasterCertification Working Group Information site). Recommendation A-15-14 states, "Create a certification for personnel responsible for the loading, restraint, and documentation of special cargo loads on transport-category airplanes, and ensure that the certification includes procedures; training; and duty hour limitations and rest requirements consistent with other safety-sensitive, certificated positions." The FAA turned to the ARAC which is made up of aerospace industry companies and organizations. The ARAC formed the Loadmaster Certification Working Group to make recommendations for the best way to respond to the NTSB recommendation. The PLA submitted two members, Erik Kaupa and John Vujovich. Erik Kaupa was selected by the FAA to sit on the Loadmaster Certification Working Group and represent the PLA. The PLA Executive Committee authorized the formation of PLA Task Force 1 to establish a cooperative environment for Loadmasters to discuss and participate in the foundation of FAA Loadmaster Certification. Kaupa, Vujovich, and Gardiner described to the membership what is scheduled to take place in the next couple of months. Gardiner made a request for participation. Please see PLA TASK FORCE 1 article for instructions on how to participate.

The Airline Professional Loadmaster: Terminology



Dave Bell & Karl Hinkamp - The Airline Professional Loadmaster: Terminology. We are the "Professional" Loadmaster Association. Have we forgotten why we call it this? In the military, your title is "Loadmaster," period, with skill levels of Basic, Instructor and Flight Examiner. Being a professional is expected—a given, if you will, as an Enlisted Aviator. To some, the term Professional Loadmaster is synonymous with a *Civilian* Loadmaster, one who is paid a salary for that skill. It also indicates focus and dedication to that skill. Some airlines employ Professional Flight Engineers (PFEs) as opposed to a pilot with an FE license who is waiting to move into the right seat. Some airlines that employ flying Loadmasters refer to them as Professional Loadmasters (PLMs). What about the term

"Loadmaster" itself? Everyone in the military knows what a Loadmaster is but what about the airline industry? Webster's Dictionary (10th Edition and online) defines a Loadmaster as "a crew member of a transport aircraft who is in charge of the cargo." Webster does not limit the term to military transports. Yet, the FAA does not currently classify Loadmaster as a crew position, even though some airlines employ them. Many people in the civilian air cargo industry will tell you they are Loadmasters. However, their duties and level of training may more resemble those of a military load team chief or loading supervisor, where their primary responsibility is to load the aircraft.....any (type) aircraft based on a load plan they were given. As you can see, the use of the term Loadmaster in the air cargo industry is a little wobbly and unclear. Other terms in the airline industry are more clearly defined. One could say they are *the same, but different*. For example, the military Aircraft Commander and Co-Pilot's civilian counterpart are Captain and First Officer respectively. What the military simply calls pallets, nets and straps, the airline industry calls "Unit Load Devices (ULDs)" which includes cargo pallets, pallet nets and hard-shell containers, all in various sizes and shapes. Civilian aircraft normally require a "push back", whereas a military aircraft simply "blocks out." What an Air Force crewmember knows as "the forms" is the aircraft "logbook." The term "Form F" is not used, but is called the "Weight & Balance Form/Sheet." The military carries "dead-head" crewmembers, the airlines call them both "jump-seaters" and "dead-head crew." Please look at our PLA emblem. The PLA did not choose Air Force or Army wings for the emblem, or wings of the Sea Services. Our wings have the military WAM formula at the center of stylized, generic, airline wings. The PLA is *the* organization for all Loadmasters, military and civilian, U.S. and around the world—as it should be.

What is PLA Task Force 1?

PLA TASK FORCE 1 - What is PLA Task Force 1? This Task Force was authorized by the Professional Loadmaster Association (PLA) Executive Committee on September 22, 2016 at the Gathering of the Loads 2016. However, let's start with some background. The reason for the task force is in response to the US Government reaction to the Bagram Air Base, Afganistan 747 accident on April 29, 2013 (for more information go to <http://www.nts.gov/layouts/nts.aviation/index.aspx> and search using Accident Number DCA13MA081). From this accident, the National Transportation Safety Board (NTSB) made several recommendations. One of those recommendations, titled A-15-14, states, "Create a certification for personnel responsible for the loading, restraint, and documentation of special cargo loads on transport-category airplanes, and ensure that the certification includes procedures; training; and duty hour limitations and rest requirements consistent with other safety-sensitive, certificated positions." In December 2015, the Federal Aviation Administration (FAA) initially contacted the Aviation Rulemaking Advisory Committee (ARAC). The ARAC did not take the tasking and told the FAA they needed more information. The ARAC is a board comprised of personnel from the aerospace industry that has a vested interest in rules

and procedures the FAA enacts to regulate the industry. More information can be found at <http://www.faa.gov/regulations/policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/1>. Finally, on March 23, 2016, the ARAC accepted the tasking from the FAA and created the Loadmaster Certification Working Group. The FAA is charged with staffing and oversight of this working group. At this time, Doug Gardiner started making connections with Loadmasters with commercial air carrier experience. Unfortunately, the PLA is not organized into job specific or aircraft experience categories, so the only way to find and connect with people is through conversation and networking. At the end of May 2016, the FAA published the criteria for membership on the Loadmaster Certification Working Group and gave the airline industry a two week deadline to submit candidate names and qualifications. Gardiner worked with the PLA President, Kathy Disney, to find someone available with the experience the FAA was looking for. The PLA presented two names (Erik Kaupa and John Vujovich) to the FAA hoping that both would be selected to represent the PLA. The FAA selected Kaupa as primary and Vujovich as alternate. Gardiner worked with the PLA Executive Committee to gather people together to work on this project. Despite lacking a rapid response communication plan within the PLA, Doug Gardiner gathered a few PLA members with airline experience, both line fliers and managers. At the recent Gathering of Loads in Oklahoma City, the Executive Committee created PLA Task Force 1. The task force structure is not as limited as a committee would be, and allows all PLA members to participate in this very important project. A task force is open ended and allows all that have an interest to participate. The purpose of this task force is to support Kaupa and Vujovich as they represent the PLA on the Loadmaster Certification Working Group. This will include research, analysis, preparing reports, preparing briefs, building processes, and have discussions about how to certify commercial Loadmasters and what that means to the nation, air carriers, and the career field. You can participate in PLA Task Force 1 by joining our collaboration site at <http://education.ascendingsol.com/> and clicking on the title PLA Task Force 1. This will take you to a login screen. If you have not registered before, use the right side of the screen. After registration, you will be asked for a key. The key is PLATF1. Once in the collaboration site, feel free to browse around and get acquainted with all of the sections and contribute where needed. This is a dynamic site and will change often based on who is contributing and what the current task might be. Another way to participate is through [Slack.com](https://slack.com) (a team collaboration messaging site) at teampla.slack.com. Register and download the app, if you like, and participate through conversation. This is an exciting and critical time for the Loadmaster career field but we have many challenges ahead that are going to come and go quickly. It is extremely important for all interested Loadmasters to login to the collaboration site and get connected on Slack to engage in the conversation. We will try to update the PLA website at regular intervals. It is going to take a lot of people for this effort, so I look forward to hearing from you. Load Off Headset...

Loadmaster Tales

John F. Limbach - Loadmaster Tales, Part 1: How I Became A Loadmaster. (Disclaimer: I swear to God this is all true. It has to be because you just couldn't make this stuff up. I thought maybe I should change some names to protect the innocent but since nobody's really innocent, I thought "screw it" and just left it alone.) Back in about 1982 I was a recently freshly minted CMSgt on the MAC staff working in the Aircraft Acquisition Office, mostly on C-17 issues. So one day I'm standing out in the hall trading insults with the DOV and DOX Chief Loadmasters (LM), Tim Terrell and Dave Torbush and the talk got around somehow to LM School. And, of course, I piped up that I'd never been to LM School which these two clowns said was perfectly obvious. Ha, ha. But the truth is even stranger.....Flashback to early 1964. I had just finished three years in the Air National Guard as a weapons mechanic on the F-86H. In those days when you joined the Reserve Forces you had a six year commitment. I didn't reenlist in the Guard and so got defaulted into an AFRES C-119 outfit, the 756th Troop Carrier Squadron at Andrews AFB, MD. This was long before the days of the AC-119 gunship so there was no call for my AFSC and I was pretty much not doing anything on drill weekends. Come to think of it, in those days nobody else was either. Now in those unenlightened times LM was not a basic crew position on the C-119 (Radio Operator still was) and there were none authorized in the manpower allocation for the flying squadron. There was an Aerial Port Squadron in the Wing and if there was cargo to haul, the air freight guys would load and tie it down and somebody on the other end would take it off. If you needed to do an airdrop, a couple of Aerial Port LMs would show up and do it and then go back to the Aerial Port. I think we might have had half a dozen LMs in Aerial Port of which two were Instructors. So in early spring of 1964 the fun began in earnest. An order came down from TAC establishing LM as a basic crew position and authorizing around 20 or so to be in the squadron. Radio Operators were deleted from the crew complement largely on the idea that in the C-119 we were unlikely to get far enough from home to have to talk to anybody on the HF, which was WW2 era stuff and not the "dial-in-the-number" Collins 618T that we still have on the Herc. This all generated some excitement at Wing HQ since it was now March and we had our annual ORI coming up in June including fun things like max effort formation airdrops, and oh yeah, we don't have any LMs in the squadron. Well of course I volunteered immediately if only because I was going nuts sitting around out there on weekends with nothing at all to do. A few other guys volunteered, a bunch of the ex-Radio Operators got volunteered and the Wing weenies started to see light at the end of the tunnel. After we passed flight physicals, they put us on Aeronautical Orders, sent us off to the altitude chamber and issued us our personal equipment which included a full-sized mechanic's tool box with enough stuff in it to take your '58 Chevy apart and put it back together, including a carpenter's hammer, crosscut saw and framing square. After some head scratching one of the higher ups explained that the LM was responsible for making his

own shoring kits away from home station. Now I have to tell you that I've been a LM now for over 50 years and have never cut up any 2x12s for shoring. So, now its April and we're all good to go except we don't know the first thing about all that good LM stuff like loading, tiedown, airdrop, weight & balance, how to take the cargo doors off and leave them on the ground for airdrop, and etc., etc. and so on. But unbeknown to us, there is a plan. On Saturday of the April drill weekend we newbies report to the Aerial Port squadron and have a full day of lectures about stuff we haven't got a clue about, like MAC & LEMAC and like that. At the end of the day I think we took a 10 question multiple choice test (open book, of course) and they signed off our academics. On Sunday, we went out to the airplane and learned how to do pre-flights, open the cargo doors, take them off (I still remember the -1 says to use a minimum of four guys and don't try it if the wind is blowing). For airdrop you take them off and stack them on the ground until you get back. We learned how to hook up chains and straps and learn where the glider tow mechanism is located and how it works. Why this is important we'll find out next month when we get to airdrop training. After this we learn how to man the fire bottle on engine start and actually go on our first flight. I seem to remember that we flew up to BWI, parked in front of the terminal, shut down engines (left the forms running, though) had a leisurely lunch and then made the 10 minute flight back to Andrews logging a couple hours in the process. Now it's May, and we're actually going to get to do airdrop. So we're going to launch six airplanes (assuming we can get all the engines started) which will give us two V's of three ships each. We stroll out to the flight line and find six airplanes sitting side by side and lo and behold, some kind souls have already removed the clamshell doors for us. Sitting on top of the rollers in each bird is a single A-22 container, a six-knife aft release gate, 15-foot extraction parachute, 3-foot pilot chute, a bag containing 7-8 pounds of lead shot known as, what else, the shot bag. Attached to the shot bag is a round piece of metal that has a protrusion sticking out at 90 degrees. This piece is plugged into the glider release socket on the end of the fuselage (aha, so that's what it's for) so that when the copilot pulls the glider release lever in the cockpit, the shot bag falls away from the airplane. More on this later. So now we have three new guys assigned to each airplane and a total of two, count them, instructors. Fortunately, 1. We have our -9s with lots of pictures in them, and 2. It's not really that hard. So, with one of us quoting the -9 and the instructors walking up and down the line of airplanes coaching us and instructing us on the finer points, we manage to rig our A-22 for airdrop in a couple hours or thereabouts. To do this, you first secure the A-22 using a chain bridle for forward restraint, and then hooking the 6-knife gate to the floor tiedown rings for aft restraint. There is a nylon line with six V knives on it. For a single stick drop, you only use four of these knives, which are connected to the release gate so as to cut in the following order: Left, Right, Top, Center. I haven't done that in over 50 years but I can't seem to forget it. Anyway, the free end of the line from the gate attaches to the extraction parachute which is tied to the floor aft of the load with 80-lb tape. On top of the extraction chute (but not connected to

it yet) you put the 3-foot pilot chute and then connect one end of its lanyard to the shot bag fitting. Slide one end of the long safety cable under the A-22 and insert the end through the bag closing grommet on the pilot chute, safety tie it with good old Ticket 5 cotton thread and you're ready for the Before Starting Engines Checklist. The observant among you will have figured out that only one end of the pilot chute is hooked to anything. More on that later. So, the way all this works is that at Green Light, the copilot pulls the Glider release lever, the Pilot pitches up smartly, the shot bag falls off pulling the pilot chute out with it. The pilot chute opens and pulls out the extraction chute (I know, it's not connected to it but it will be), the extraction chute opens and pulls on the four knives in sequence, cutting the release gate (Left, Right, Top, Center), thereby allowing the A-22 to roll out of the airplane. And, if you've followed your After Loading Checklist and hooked up the static line to the anchor cable, the G-12 will open and down it goes.



Yours truly, fourth from the left. Good view of the shot bag and parachutes. Notice the winter flying suits. It was pretty nippy in the back of that thing in winter with the doors off.



Now if you look closely at the picture of me performing this death defying feat, you can imagine lying on the rollers with both hands engaged outside of the airplane while bouncing along at low level is a shaky operation at best. But notice my good friend and colleague holding on to me to keep me in the airplane. You really need this guy, so make sure to stay on good terms with him and buy him lots of beer at the appropriate times.

Now for a few of the missing bits. There are two safeties built into the system. One, the pilot chute is not attached to the

extraction chute until the 6-Minute Warning. At that time, one LM lays on the rollers aft of the load, hangs out over the end of the cargo compartment as far as necessary and, using both hands, passes the free end of the pilot chute's lanyard through the apex of the extraction chute (twice) and then hooks it back on itself. So, now the extraction chute is armed and the pilot chute will pull it out when it opens. Oh yes, the second safety. Remember the safety line that runs through the bag closing on the pilot chute? This runs under the load so you can stand forward of it and pull it out at the One Minute Warning. So, now you just tell the pilot that the load is Hot, right? Well, what I forgot to tell you is that the cargo compartment interphone system is contained in the clamshell doors that we took off and left on the ground. What genius though that up? So, no comms with the cockpit. Not to worry, the procedure is for the LM with the now free safety line (which has a big red flag attached to the end), to run up to the flight deck ladder at the front of the cargo compartment, hold the red flag end up as high as possible and wave it around briskly until the copilot notices it. Now at Green Light he pulls the Glider Release and the whole Rube Goldberg apparatus does its thing, and another successful airdrop happens. Mostly. OK, I realize you can count, so you haven't forgotten that we had six airplanes in this gaggle and only two Instructor LMs. So what they did was somehow figure which twelve of us looked moderately more gifted, told us to follow our checklists, and sent us off, three per plane, into the wild blue unsupervised. Personally, I think they thought the ex-Radio Operators needed adult supervision more than we did. God's honest truth. In any case, fortune smiled on us, everything that was supposed to come out of the airplanes came out, and at the right time too. So an hour or so later we do an overhead break back at Andrews and land, miraculously enough with two engines running on all six airplanes. And head off to Aerial Port for debriefing. After chatting about it for a while, they gather us all in the conference room and the Aerial Port Commander, Capt. Tom L---- (ya, I know I said I was going to name names but he may still be alive so I chickened out), walks up to the front of the room and exclaims in a loud voice, "Congratulations men. You're now all Phase 3, Combat Ready Loadmasters." Then he handed out our signed off Form 8's. Honest. And so, a month later we did the ORI launched the entire squadron and did our drops for real, most of which were extractions, which were still another first time event for all us. But all the chutes open, everyone had all their fingers and toes when it was over, Wing was happy, the inspectors were happy and we thought we were hot stuff. I've spent the intervening years learning how to really do it, sometimes even the right way. Well mostly, but that's another story (or two).

PLA at A/TA 2016

Matt Thompson - Gateway Chapter Vice President. This year's Airlift and Tanker Association (A/TA) Symposium, held at the Gaylord Opryland in Nashville Tennessee October 27 - 30, 2016, marked the return of the PLA exhibit booth. Presenting an exhibit booth in the Air Mobility Technology Exposition presented a unique opportunity to fulfill our mission to "preserve, unite, and promote the professionals in the Loadmaster career field" to a wide variety of attendees from across the Department

of Defense, the aerospace industry and allied nations. During this year's Technology Exposition, the Professional Loadmaster Association (PLA) representatives concentrated on raising awareness of the PLA, focusing on the opportunities for professional development, networking and support. The exhibit booth also afforded the PLA representatives an opportunity to garner support from mobility leaders. This year's Gathering of Loads, expertly executed by the Trailblazer Chapter, was highlighted as an example of the professional development opportunities and benefits the PLA provides Airmen. The Distinguished Visitor Exhibit Tour provided an opportunity to discuss our organization with mobility leaders and industry partners. Multiple AF leaders stopped by and thanked us for everything we do for Rapid Global Mobility. Some noteworthy visitors were Gen (Ret) Ronald Fogelman, Maj Gen James Vechery HAF A5, and CMSgt Shelina Frey, AMC Command Chief. Additionally, we were able to get a picture with Medal of Honor recipient, Col Joe Jackson, who stopped by the booth. Col Jackson's Medal of Honor story is shared at every A/TA and is certainly a story every Loadmaster should hear! We also had many past and present Loadmasters stop by and many stories were told. Another unexpected opportunity presented itself when various contractors stopped by to show interest in hiring Loadmasters, and asked for the PLA's help in spreading the word. This was networking at its best! This opportunity would not have been possible without the support from CMSgt (Ret) Mark Smith and the Tanker and Airlift Association. Special thanks to SMSgt Matt Mueller and SMSgt Doug Kuhn, from the Gateway Chapter, SMSgt Kevin Letz, from the Big Country Chapter and Ron Pierce, from the Northwest Chapter for their help in making the PLA exhibit booth a tremendous success. For more information on the A/TA Air Mobility Symposium and Technology Exposition you can visit, www.atalink.org. Additional photos and information from this year's event can be found at the PLA and PLA - Gateway Chapter Facebook page. Hopefully this is the beginning of a long partnership between the A/TA Symposium and PLA! Next year's symposium will be held in Orlando from October 26 - 29, 2017.



Liberty Chapter Loadmaster Coins

Mailed for \$10 each plus priority shipping of \$5.80. Thirty in one box for that shipping cost. If chapters want 30 or more, sold for \$9 each with shipping included. Cheaper alternative is to ship up to three, for \$4.00 shipping first class mail. Send a check made out to Liberty Chapter PLA, or USPS postal Money Order made out to Kent Brown, 28 Pineview Dr., Browns Mills, NJ 08015-6850.



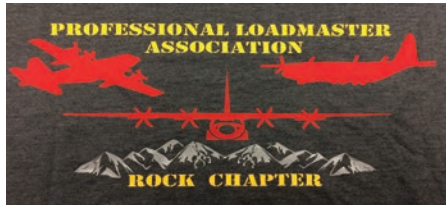
PLA Coins

The new coins have both Friendship Through Airlift and Yesterday - Today - Tomorrow around the circle on the back and now they are in full color! The US Flag is in color and unchanged. The box below the flag is empty so you may have whatever you wish engraved in it. The PLA coin is \$10.00 If you or your Chapter are interested in having some, please contact us. E-mail: secretary@loadmasters.com



PLA Pins and Patches

PLA Coins, Pins and Patches are available through the National Secretary. The PLA Pin is \$7.00 and the Patch is \$10.00 each, including mailing. If you or your Chapter are interested in having some, please contact us. E-mail: secretary@loadmasters.com



The Rock Chapter Tee Shirts

\$25.00 per tee shirt, shipping included. Send a check to SMSgt Tim Blair, 27 Wellington Place, Cabot, AR 72023. All adult sizes available while supplies last.

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-- ATTENTION --

IT'S ANNUAL AWARDS TIME!!

The 2016 William "Bill" Cannon
Loadmaster of the Year Awards
are due January 31, 2017

ALL LOADMASTERS ARE ELIGIBLE

Nomination Packages should include:

Biography
Nomination Letter
AF Form 1206

For more information please contact your Chapter Presidents,
Executive Committee Members or Brian Andersen at:
brian.andersen67@yahoo.com

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

Underlined name denotes a PLA Member. * Denotes PLA Life Member

Leon G. Hopp, 21 July 1949 - 26 Sept 2016. A Minnesota farmer's son enlisted in the USAF as a Loadmaster in April of 1968. After basic military training at Lackland AFB in San Antonio, Texas he attended Loadmaster Principals school at Sheppard AFB in Wichita Falls, Texas. There he learned aircraft weight and balance, basic aircraft limitations, and hazardous freight packaging. He trained along with Navy and even international students. Upon graduation he was assigned to the 44th Military Airlift Squadron at Travis AFB near Vacaville, CA. He began on-the-job training as a Loadmaster flying aboard the new Lockheed C-141 Starlifter, a 4-jet engine transport that carried troops and supplies around the US and also to many locations overseas to include the combat zone in Vietnam. He recalled one particular mission that departed a base in Kansas. The runway was very icy and the cold winds blew the airplane as they lifted off into the sky, that was a scary take off for such a young Loadmaster. As he gained experience he was trusted to fly more dangerous missions and went into Vietnam many times. He felt fortunate to fly wounded soldiers out of Vietnam to better hospitals in Japan, Hawaii, and California. The missions were long and without the ability to refuel while aloft Leon stopped at Hawaii, Wake Island, Clark AB in the Philippines, and often times in Tokyo or Okinawa. In February of 1969 Leon was selected to retrain onto the Lockheed C-130 turbo prop transport and was stationed at Royal Air Force (RAF) Mildenhall in England. There he was assigned to the 5th Aerial Port Squadron (APS) which was housed in a large hanger on the far side of the base. With no quarters available at Mildenhall, Leon was assigned living quarters at RAF Feltwell, about 14 miles away and rode a shuttle bus to and from work. But the bus ride was boring and Leon decided to buy a brand new 1970 VW fast back which zipped him back and forth and all over the English countryside. Leon's parents came to visit him and they motored through England, the UK, and Scotland. Stateside C-130 units would come to England on 6-month rotations and would fly missions supporting NATO exercises held in some of the most picturesque countries in the world. The APS unit consisted of a motor pool, administration, combat controllers, airdrop riggers, and Loadmasters all in one unit. Our motto was "Anywhere, Anyplace, Anytime, quipped Leon." His first APS mission was to Thessaloniki, Greece, and during a break in the exercise he had the opportunity to fly to Athens. His team worked hard and took every opportunity to see the sights too. Leon recalled receiving his C-130 qualification check-ride from Dan Kohli who was a flight examiner. He also recalled with great excitement the thrill of conducting airdrops of cargo and troops into the English countryside as their foggy weather always gave the pilots and navigators a challenge and the rest of the crew's additional anxiety. Leon also worked on a parachute and equipment recovery team on the drop zone and recalled that windy days were a real challenge to get the chutes deflated before they dragged equipment or paratroopers away. While in the APS a supervisor named Johnny Roland selected Leon and one other Airman to be the USAF ground crew sent to assist the US aircraft industry at the Biannual Paris Air Show. Before leaving the Air Force Leon had friends that worked on the XC-99, an experimental cargo plane designed to carry 100,000 pounds of freight or 400 fully loaded troops. Although they went their separate ways after the service Loadmasters like Leon share a special kinship unmatched in civilian life. He was blessed to experience Asian, European, and Mediterranean cultures before returning to his Minnesota roots where he raised crops, livestock, and the best family anyone could hope for. Load Clear.

Frank C. Solis Jr. born on July 9, 1929 went to be with the Lord on April 25, 2015 at the age of 85. Frank retired with the United States Air Force 433rd Alamo Wing Reserves squadron. He was a US Postal Letter carrier for approximately 20 years; Union President for the NALC local union 421 & retired as a Manager of Labor Relations at the district offices on Perrin Beitel. He is preceded in death by his beloved wife Helen Q. Solis and son Frank Q. Solis. Survivors include his loving children: Marie Anna Solis and John Xavier Solis, sister Isabel Chavez, 5 grandchildren: Jared, Justin, Heather, Alejandro, and Paloma, 3 great grandchildren, numerous nieces, nephews and other loving family members and friends. Visitation will begin on Tuesday, May 5, 2015 at 6:00 p.m. with a rosary to begin 7:00 p.m. at St. Benedict's Catholic Church. Funeral mass will be celebrated on Wednesday, May 6, 2015 at 10:00 a.m. at the church. Interment will follow at Mission Burial Park South.

Charles K. Ray, Navarre Beach, FL passed away July 8, 2016. www.legacy.com/obituaries/nwfdailynews/obituary.aspx?pid=180644153#sthash.y3aqWeOf.dpuf

CMSgt (Ret) Paul D. Romans, passed away August 2, 2016. A memorial service was held on Sept. 8, 2016 at the Riverside National Cemetery. No obituary. For those who wish to express condolences contact his daughter Robin Hoffman at: robinh@wildblue.net.

James Lee Upchurch, Abilene, TX passed away September 3, 2016. <http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=James-Upchurch&lc=7505&pid=181296404&mid=7074715>

SMSGt (Ret) James 'Mike' Walganski, passed away July 24, 2016 at home in Christchurch New Zealand after years battling Parkinson's Disease. No obituary. If you would like to send a note to his wife Gael, please email CMSgt (Ret) Brian Summ: twosumm@hotmail.com.

Scholarship Information

Scholarship 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.

Scholarship Manager
Jim Engelker
10925 County Road 29
Ovid, CO 80744
engelkerj@gmail.com

The Professional Loadmaster Association (PLA) offers five scholarships annually for college and/or vocational/technical school after high school graduation. We have two scholarships in the amount of \$1,000 each named in honor of John L. Levitow and Bill Cannon. These are permanent scholarships. Three additional \$500.00 scholarships, each named for a different deceased Loadmaster, will be awarded each year. Candidates for the selection process must be from PLA members in good standing and their family members (sons, daughters or grandchildren), and are limited to one scholarship per applicant. If exceptional circumstances should arise, the Executive Committee will handle them accordingly. For more information on scholarships go to <http://www.loadmasters.com/scholarship.htm>. Applications, located on the PLA website, may be applied for through Jim Engelker at engelkerj@gmail.com.

Timeline for Scholarships: Submission of all scholarship applications is due to engelkerj@gmail.com by the close of business on April 1st Mountain Daylight Time of the year before scholarship announcement. All scholarship applications received after that date will be returned. 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 two scholarships of \$1000 and three \$500.00 scholarships a year to PLA members and their family members.

Additional Scholarship Name Selection: Selection of names to be honored for upcoming additional scholarships shall be provided by December of the year before scholarship announcement.

Scholarship Update: The selection committee would like to encourage every chapter to talk to their members about the scholarships and encourage them to take advantage of this rare opportunity for our Loadmasters and their family members - past, present, and future - to further their education with a scholarship that honors our fallen Loadmasters. While the application is time-consuming, the selection committee needs the information from the application to make an appropriate selection. Specifically, the committee is looking for information about the applicant and his or her commitment towards the work required to complete a collegiate degree. There are a lot of Loadmasters with children who are considering college; and there are numerous scholarships from which to choose. But the PLA scholarship is specifically and uniquely designed to support our own. When completing your PLA application you will need to know the PLA membership # and date. Please contact John Moore at Secretary@Loadmasters.com or buildsmall2@mac.com to obtain this information."

PROFESSIONAL LOADMASTER ASSOCIATION
SCHOLARSHIP APPLICATION Rev: February 2015

Please limit your application to only those items requested on the form below.

NOTE: If additional space is required to complete the application, please continue on a separate piece of paper, and make sure you reference the item you are continuing.

Student's Full Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Phone: _____
 Email address: _____

High School Students:

GPA: _____ Class Rank: _____ Class Size: _____ ACT/SAT: _____
 College(s), University(ies), and Vocational/Technical School(s) you have made application to:

College Students:

College/University, Vocational/Technical School GPA: _____
 College/University, Vocational/Technical School you are or will be attending: _____

All Students:

Proposed Field of Study: _____
 Why did you choose this field of study? _____

Scholarships/Financial Aid you have received (include amounts):

Scholarships/Financial Aid you have applied for and still pending:

What is your connection with the Professional Loadmaster Association? Please provide the name of the PLA member and his/her relationship to you. _____

Membership # and expiration date of PLA membership: _____
 (i.e., I am a member, my father/mother/grandparents are members, etc.): _____

Have you ever received a PLA scholarship in the past? If so, you are not eligible for additional PLA scholarships.

If at all possible, complete application and email to engelkerj@gmail.com.

Please attach the following items:

1. List of activities (high school or college or military or all) to include positions/offices held in athletics and/or organizations.
2. List of community activities to include positions/offices held.
3. A typed written paragraph of your educational goals and your dreams for what you will be in five years.
4. Explain why financially you should receive this scholarship.

Student signature

Date

"The Loader"
Professional Loadmaster Association
P.O. Box 4351
Tacoma WA 98438
Address Service Requested

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REUNIONS

41st TCS/TAS/AS - 75th Anniversary Celebration:
February 23 - 25, 2017, Little Rock AFB, AR

Norton - March Aircrew Reunion: March 23 - 35, 2017,
Registration starts: Jan 2, 2017,
www.norton-marchaircrew.org

57th Alumni Association Reunion: October 18 - 23,
2017 at Oklahoma City Ok.

Cabin Report, Secretary Report, East Coast VP, Treasurer Report, Webmaster Report, "The Loader" Editor, Bill Cannon Bench & Street Renaming Update, Chapter Reports, Loadmaster of the Year Awards, 2016
In This Issue... GOL Convention Review & Photos, Civilian Airlines, Articles, Memorabilia, Advertisements, In- Memoriam, 2016 - 2017 PLA Membership Roster, Scholarship Information & Application Form, and Reunions

Professional Loadmaster Association Registration Card/Personal Data Change

FIRST NAME _____ LAST NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____ COUNTRY _____
PHONE: WORK _____ HOME _____ E-Mail _____
COMPANY/BASE/UNIT _____ JOB TITLE _____
AIRCRAFT FLOWN _____ SPONSORED BY (optional) _____
ACTIVE ___ RETIRED ___ RESERVE ___ ANG ___ CIVILIAN ___ OTHER (please specify) _____
HOW DID YOU HERE OF THE PLA? _____
WHO REFERRED YOU? _____
PERFERRED METHOD OF COMMUNICATION: U.S. POSTAL _____ ELECTRONIC _____
I CERTIFY THAT I AM/OR HAVE BEEN A QUALIFIED LOADMASTER _____
ADD ANY COMMENTS ABOUT YOURSELF: _____

LENGTH OF MEMBERSHIP: 1 YEAR _____ \$20.00, 3 YEARS _____ \$50.00, LIFETIME _____ \$250.00

Please enclose your check or money order and send to:

PROFESSIONAL LOADMASTER ASSOCIATION
P.O. Box 4351
Tacoma, WA 98438-0351

You may also join at www.loadmasters.com/subscribe. By becoming a member, you agree to the terms and conditions located at www.loadmasters.com/blank. We can be reached at the following telephone numbers or E-Mail addresses: 1-(800) 239-4524 or (319) 936-2154 and Secretary@Loadmasters.com or buildsmall2@mac.com. You should receive your welcome package in 2-3 weeks. Thank you for your membership and welcome to your organization.