

THE **LOADER**

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

Volume 15 Issue 1

March 2012



FRIENDSHIP THROUGH AIRLIFT

Loadmaster soars on American Idol



CABIN REPORT

Ron Pierce, PLA President

Greetings, as we say goodbye winter and hello spring. Hope the winter was kind to you and your families. Kris and I hope that all the chapters who celebrated the holiday season with a Christmas Party had a great turn out and outstanding "Fellowship through airlift". We had the opportunity to attend the Pacific Northwest event and we made it through with the power still on. It was great seeing so many come out for the event. We survived with National Secretary CMSgt Ron Campeau Jr. deploying with the 7th Airlift Squadron to the AOR for 60 plus days leaving me with the secretary tasks. I learned more of what that job entails and earned a new appreciation for all of his hard work. Reminder to all, if you move please update your address by going to www.loadmasters.com or send an e-mail to secretary@loadmasters.com. We pay for returned postage and address change notifications, this expense is growing. Example of these expenses range from \$.50 to \$3.40 based on what is mailed with an average of 10 per month. National Secretary Position, special thanks to Jim Schatza for volunteering to take over secretary duties effective at the gathering of loads. Jim works across the street from Ron which should be a plus when he has questions. We are still looking for a member to step up as editor for The LOADER. Please let me know if you are interested. Scholarships, we received a special card from a member who was a recipient of a PLA \$1000 scholarship and this outstanding individual sent: "Thanks for helping me out through the PLA scholarship when I was in financial need during my educational journey. Please use my enclosed donation of \$1200 towards the scholarship fund to assist another PLA member" and ended with "Friendship Through Airlift". Here is a scholarship thank you message received from Justin Allen. "Thank you for all the help with the scholarship. I currently have a 3.6 GPA after finishing the fall 2011 semester. In both the spring and fall semesters I was awarded with the Vice President's award for academic achievement. After the spring semester, I was also invited to join the Phi Theta Kappa Honor Society, of which I am now a member. I am currently enrolled for next semester at Clovis

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Tech. Sgt. Blaire Sieber, a Loadmaster with the 439th Airlift Wing at Westover Air Reserve Base, Mass., (pictured here when she was a member of the 22nd Airlift Squadron at Travis AFB, CA) recently participated in the American Idol competition.

by 2nd Lt. Ander Bowser
439th Airlift Wing Public Affairs

3/19/2012 - WESTOVER AIR RESERVE BASE, Mass. (AFNS) — For one aspiring singer at Westover, 15 minutes of fame stretched out over weeks as a contestant on American Idol. The television show broadcast to millions gave Tech. Sgt. Blaire Sieber an opportunity to stand in front of the world and live out her dream. "It's really hard to describe the experience," she said in a telephone interview. "You feel like you're on top of the world." The American Idol contestant from Medford, Mass., received marks of approval from global icon Jennifer Lopez, rock legend Steven Tyler and Grammy Award-winning producer Randy Jackson. This 11th season heard vocalist hopefuls from several states, including Missouri, Oregon, California, Pennsylvania, Georgia, Colorado and Texas. Sieber said she traveled to Georgia for her audition. "I wasn't sure that I was going to make it, so I turned it into a vacation just in case," she said of her audition in the antebellum city of Savannah. The audition process, however, was not a vacation. American Idol contestants endure at least three sets of cuts. The number of people auditioning can exceed 10,000

Continued on page 3

TL Editor

Hopefully you have heard or read that I am giving up my position as THE LOADER Editor. If you are interested in this position, please contact me for the details. Those interested should have a working knowledge of INDESIGN or PAGEMAKER and ADOBE PHOTOSHOP. The job comes with a laptop and all the software needed to produce this newsletter. If you have any questions about the position, please contact me at erenneckar@yahoo.com -Onion, Checking Off!

PLA Secretary

The Professional Loadmaster Association membership has reached 2,059 members as of April 29. I have noticed since the last Loader was sent out to our members, we have had an increase in members going in-active; **Chapter Presidents please send me your current Officer Listing:** then I can update it in the data base. I will also send the Chapter presidents a complete listing of ALL MEMBERS that are associated with the particular chapter. If you have any updates please send them to me. This is still an ongoing problem: I have had a multitude of individuals going on line and fill out new membership applications but cannot confirm payments. I tried to contact the individuals but sometimes these individuals don't call back or even email me back. If you know of anyone that has gone on line lately and has had an issue with the PayPal website please have them get in contact with me so that we can fix any problem. Trying to contact these individuals is very time consuming to say the least. Please utilize the PLA 1-800 number contained in the publication to update the secretary in order for me to provide the most current and accurate information to the membership. However: I would rather get an email through the website or my personal email which is: campeaujr@earthlink.net or my work Ronald.campeau@us.af.mil We did manage to locate a few

Continued on page 11

Scholarship Information

The PLA offers four scholarships annually for college and/or vocational/technical school after high school graduation. We have one scholarship in the amount of \$1,000 named in honor of John L. Levitow, (this is a permanent scholarship) and three additional \$500.00 scholarships each named for a different deceased Loadmaster each year. Candidates for the selection process must be from PLA members in good standing and their family members (sons, daughters or grand children) and are limited to one per family. If exceptional circumstances should arrive, the Executive Committee will handle them accordingly. For more information on scholarships go to www.loadmasters.com and click on scholarships. Applications may be applied for through Jim Engelker at engelkerj@gmail.com

Timeline for Scholarships

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

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.

MOVING ?

IF YOU ARE PLANNING TO TRANSFER, PLEASE SEND US YOUR CHANGE OF ADDRESS AS SOON AS POSSIBLE. We cannot get your newsletter to you if we don't know where you are. Send and e-mail to Ronald.campeau1@us.af.mil or leave a free 2 minute message at 1 (800) 239-4524. Remember to speak slowly and distinctly, so we can copy your information down. Thank you!

LOST MEMBERS

We need addresses for the following:

*Denotes life member

* Robert Burnett
* James Carden
* Joseph F. Colello
* Peter Hall
* Jessie Burdette
* Tony Strader
Edward Compos

* Christopher Clay
* John Branski
* Steve Cooper
* Brad Fraken
Shaun Joy
* Michael Piasecki

PAY PAL SITE

<http://www.loadmasters.com/payhere.htm>

This is the only address you can use to join on line, renew your membership, or order merchandise.

Links of Interest

www.c141heaven.com

www.c141flyingsquadrons.com

www.facebook.com USAF Enlisted Aviators/Aircrew-Past and Present

Scholarship Manager

Jim Engelker
10925 Cnty Rd 29
Ovid, CO 80744
engelkerj@gmail.coop



Cabin Report, Cont. from page 1

Community College after which I intend to transfer to NMSU to pursue an Electrical Computer Engineering degree. Please pass along many thanks to the members of the Professional Loadmaster Association for the scholarship." Recent business travel took me to MCAS Iwakuni and brought back memories of a 63rd MAW C-141B mishap from January 1987 where; "The crew of a diverting C-141 attempted a landing at Iwakuni AB in high crosswinds and blowing snow. Due to improper technique, the pilot lost control of the aircraft after touchdown. The aircraft departed the runway, experiencing heavy damage. The crew and passengers evacuated safely." Glad they all walked away. The Gathering of Loads, based on message traffic it appears that the planning is in full swing for the GOL 2012. If you can think of any companies that may want become a sponsor please send those in with contact information. We still have openings for advertisement in The LOADER as well. Monument update, the monument is completed and we are waiting on the museum to complete the sidewalks. This should be done shortly and the monument can then be placed. Load Clear!

American Idol, Cont. from page 1

people in each city, but only a few hundred make it past the first preliminary auditions. Those who are chosen then sing in front of producers. After another cut, contestants audition in front of the judges, which is the only audition phase shown on the show. Those selected by these judges are then sent to Hollywood. Sieber said her experience consisted of many long days. "It's the first round that takes the longest. I got there at 5 or 6 in the morning," she said. "I don't think I auditioned until 4 in the afternoon, and some people might not have auditioned until 2 the next morning." The odds of being selected are slim. Between 10 and 60 people in each city have a chance to make it to Hollywood. "We all put American idol on a pedestal because it has been going on for so long," Sieber said. "You feel like you're on this rollercoaster that is perpetually moving." Sieber made it to the top 42 performers out of more than 100,000 contestants who had auditioned and hundreds who had advanced. However, more impressive than making it as far as she did is the fact that it wasn't her first time making it onto the show. "This is my third time auditioning, and second time on the show," said Sieber, a certified nursing assistant who is studying to become a nurse. "I didn't make it to Hollywood the first time." Last year, she received the coveted golden ticket to Hollywood but was unable to advance past that first round in Tinsel Town. This year, Sieber was one of only 330 American Idol hopefuls sent to Hollywood week from a pool of more than 100,000 other aspiring entertainers. She advanced through three "Hollywood Week" rounds and one performance round in Vegas, which got her into the top 42. Shortly thereafter, she bowed out gracefully. Sieber said she would do it again if given the opportunity. "You have to keep high hopes and say 'it is going to work out in the end,'" she said. After all, she said it's a surreal experience to receive pointers from international superstars, referring to Steven Tyler and his remark about her "growl." "He told me to 'get comfortable

with that growl in your voice and become friends with it,'" she recalled. Actor/singer Jennifer Lopez told the aspiring singer to open up more. "She told me that she wanted more from me," Sieber said. "The way I interpreted it was that she wanted more emotion in my singing." Sieber said it was a challenge to compete in front of such musical luminaries. "Before my first critique from J-Lo, I tried not to focus on whether the judges were dancing in their seats or not," Sieber said. "They are still people you idolize, but you have to focus on your performance." Sieber is a C-5 loadmaster with eight years' experience. When she puts on the uniform to serve in the Air Force Reserve at Westover, she said it's all military business. "I'm really lucky because I'm aircrew, and they've given me opportunities to reschedule my unit training assemblies, volunteer for missions and manage my Reserve schedule with a week here, a couple weeks there," she said. "That has really helped me get the hang of balancing the Reserve with my school and work schedules." The 337th Airlift Squadron loadmaster said striking a balance between service to her country, her medical career, educational and singing aspirations was tough, but not impossible. (Senior Airman Kelly Galloway, 439th Airlift Wing Public Affairs, contributed to the article).

Today in SEA History is a product of retired Chief Master Sergeant Bob Laymon. The purpose of this series is historical research and education to preserve the heritage of our SEA warriors. The opinions expressed herein are CMSgt Laymon's alone. This is a not-for-profit research and educational series from the database of Chief Laymon's PowerPoint briefing: SCATBACK COMBAT COURIER, A Front Row Seat to the Air War in Vietnam. Today in SEA History stories are not to be posted on internet web sites or used for any commercial purpose. The Fair Use provisions of Section 107, Title 17 - United States Code may apply.

Today in SEA History

15 April 1972

Today, we honor the heroism of Det. 1, 374th Tactical Airlift Wing combat crews who planned, organized, flew and maintained the marvelous C-130E Herks on 'Rebel Ramp' Tan Son Nhut Air Base during the **Battle for An Loc**. On Saturday, 15 April 1972, a fellow enlisted aircrew member at Tan Son Nhut, Technical Sergeant Jon H. Sanders, C-130E flight engineer, gave his life in the first attempt to resupply besieged ARVN forces at An Loc.

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Networking 4 your future

If you know of employment opportunities and they don't have to be aircraft specific, as Loadmasters quickly adapt to just about any environment. Just drop me a line at, erenneckar@yahoo.com
ATTENTION ALL LOADMASTERS! Job listings have been posted on the loadmasters.com web site! Check it out today!

Big Country Chapter annual Christmas dinner

The Big Country Chapter had their annual Christmas dinner on December 17, 2011 at the VFW Post 6873, Abilene, TX. A total of 24 attended including spouses. All enjoyed a delicious dinner and gag gifts were exchanged after dinner.



Robert & Janie Leet were among the many who attended the Big Country Chapter Christmas party at the local VFW Post in Abilene, TX



Yolanda Lopez, Bettye and Mike Lutzko were also among the many who attended the Big Country Chapter Christmas party at the local VFW Post in Abilene, TX



"FIFI" is the only B-29 flying today out of the 3,970 built.

Altus C-17 Loadmaster keeps FIFI flying



CAF flight engineer Brad Pilgrim of Snyder, Texas, sits at the Flight Engineer station on "FIFI". Brad is a real-life C-17A Loadmaster at Altus AFB, Oklahoma.

March 5, 2012, The Commemorative Air Force's star attraction, the B-29 "FIFI," landed late in Daytona Beach March 1 because she flies "VFR only" these days. But she immediately swelled the hearts of World War II vets and awed general aviation flyers here more than a decade after her last Florida appearance. And there's more to come. Sun 'n Fun visitors were in for a treat March 27-31 during the annual event. So are the aviation-minded in Titusville March 7-11 at the TICO warbird show, Ft. Lauderdale March 14-18, Punta Gorda March 18-25 at the Florida International Airshow, and in Tallahassee April 3-5. Why the excitement? The B-29 pioneered many features of post-war military and airline aircraft, from centralized computer control of its defensive fire to its Garrett AirResearch pressurization. Its operations near the stratosphere first revealed the jet stream — the bane of high-altitude bombing in the Pacific and a new factor in long-range flight planning and modern weather forecasting. And FIFI is the only B-29 flying of the 3,970 built. She had been on "injured reserve" for years after powerplant woes and a failed engine replacement, but returned to the airshow circuit in 2010 after a second re-engining. CAF flight engineer Brad Pilgrim of Snyder, Texas, described FIFI's "new" powerplants as built up from engine sections off old C-119 cargo planes and single-engine Douglas Skyraiders. Comically, each engine is christened in paint on its cowling — named not, as I had suspected, for crewmember's wives but for four Hollywood actresses: Ingrid, Mitzi, Rita and Betty. And most unusually, throttles and other controls for Bergman, Gaynor, Hayworth and Grable are all reversed on the flight engineer's panel. Why? Because he sits backwards. Controls are in 4-3-2-1 order left to right, just as the FE sees the engines looking rearward at the wing behind him. Thanks to those new engines, FIFI is back out there with 8,800 total horsepower but is throttled back these days to 180-190 mph, burning 400 gph and costing \$9,000 an hour. Wow! (It helps that Daytona host Yelvington Jet Aviation offered CAF avgas at a discount.) FIFI runs fine on 100LL, which

JB McChord Airmen set Operation Deep Freeze record



by Sandra Pishner
446th Airlift Wing Public Affairs

3/23/2012 - JOINT BASE LEWIS-MCCHORD, Wash. (AFNS) — Reservists from the 446th Airlift Wing and active-duty Airmen from the 62nd Airlift Wing completed a record-setting season for Operation Deep Freeze. As the 304th Expeditionary Airlift Squadron aircrews and maintainers, from Joint Base Lewis-McChord, Wash., conducted 74 missions in support of ODF, six more than any previous season. Squadron members also donated a record \$10,000 to charities in Christchurch, New Zealand, where they stage ODF C-17 Globemaster III missions. Operation Deep Freeze is a joint service, inter-agency activity that supports the National Science Foundation, which manages the United States Antarctic Program. Airlift support began Aug. 20, 2011, and ended with the return of the Airmen in early March. Continuing the theme of firsts for this season, JB McChord Airmen conducted a C-17 operational South Pole airdrop and a mid-winter medical evacuation out of McMurdo using night-vision

goggles. And for the first time in ODF, a reservist was commander of the 304th EAS. Lt. Col. Bill Eberhardt, from the 728th Airlift Squadron here, commanded the squadron of 35. "Aircrew wise, it's a 50-50 split (between 446th and 62nd AWs)," Eberhardt said. "Generally, the 446th Operations Group mans the staff of the 304th EAS. We (the 446th AW) have the (director of operations), superintendent, and chief loadmaster. The only non-reservist on the staff is from the 62nd Airlift Wing, the commander of the squadron." This year, unit members flew 2,524 passengers south, 2,631 passengers north and more than 6.3 million pounds in cargo. "Pretty impressive for one small squadron with one airplane," Eberhardt said. At the end of the season the JB McChord contingent was extremely busy, flying almost every day, Eberhardt said. "Weather and fuel planning are the primary challenges of flying ODF missions," Eberhardt said. "When you go down there to McMurdo or airdrop on the South Pole, there's only one runway within about 2,200 miles you can land on. So you have issues with mission planning; if you lose an engine or something like that you don't have a lot of options." This season, Eberhardt said, was one of the most successful to date. And they get to do it all again Aug. 20, 2012.

62nd, 446th AW complete record breaking Operation Deep Freeze season

by Airman 1st Class Leah Young
62nd Airlift Wing Public Affairs

3/23/2012 - JOINT BASE LEWIS-MCCHORD, Wash. — Airmen from the 62nd Airlift Wing, in conjunction with Reserve partners from the 446th AW, recently completed a record-setting Operation Deep Freeze season. The ODF season began Aug. 20, 2011, with late winter flights known as WINFLY, and consisted of a 35-person team delivering supplies to the National Science Foundation's McMurdo Station, Antarctica. Consistent C-17 Globemaster III airlift support began Sept. 28 and ended March 4. As the 304th Expeditionary Airlift Squadron, Team McChord conducted a record-breaking 74 missions in support of ODF, six more than any previous season. The crews also broke the record for amount of cargo delivered by transporting 6.33 million pounds, 1.37 million pounds more than any previous season. "I personally think it's impressive that a squadron with only one airplane moved more than six million pounds of cargo in such a short amount of time to one of the most remote, inhospitable environments on Earth," said Lt. Col. Bret Keenan, ODF commander from October 2011 to February 2012. Team McChord also conducted the first-ever C-17 operational South Pole airdrop and a mid-winter medical evacuation out of McMurdo using night-vision goggles. In addition to breaking records and conducting first-time missions, the 304th EAS logged 877 flight hours, conducted 158 sorties and transported 5,155 passengers. While transporting more than five thousand people, Keenan noted a few significant passengers including the King of Malaysia, the Air Mobility Command commander and a group of ten penguins. After hours of coordination between Team McChord leadership and the National Science Foundation, the decision was made to transport ten juvenile



Aircrews from the 62nd and 446th Airlift Wings from Joint Base Lewis-McChord, Wash., transport passengers via C-17 Globemaster III to and from McMurdo Station, Antarctica. The team recently completed a record-setting 2011-12 Operation Deep Freeze season which included transporting a total 5,155 passengers. (U.S. Air Force courtesy photo)

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Your Executive Committee:

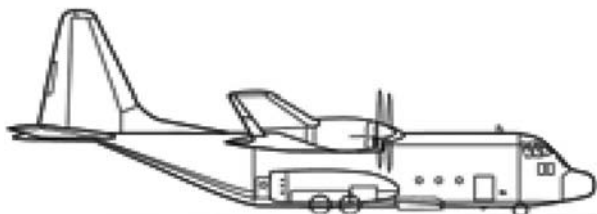
As of March 2012

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Gathering of Loads 2012 (ROE)

The Liberty & First State chapters of the Professional Loadmaster Association are hosting the Gathering of Loads 2012 convention at the Holiday Inn Fairborn, Fairborn, OH just outside Wright Patterson AFB, September 19 – 23, 2012. By attending the convention you will have an opportunity to come together and obtain valuable information regarding your duties and functions as a Loadmaster. We have invited the current top Air Force Loadmasters from Headquarters Air Staff, Air Force Personnel Center. We have also invited the top United States Marine Corps and United States Navy Loadmasters along with civilian and international Loadmasters. Some of them will make presentations, and we will have a panel discussion on various topics of interest. Additionally, during the 3-day convention you will have the opportunity to have one-on-group and one-on-one question and answer discussion regarding your career, assignments, promotions, and other topics. Exhibitor booths will also provide information, resources, and giveaways. We also will be dedicating a monument to Loadmasters, past, present & future at the US Air Force Museum and there will be time to tour the museum after.

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IF YOU SEE SOMETHING IN THE NEWS, OR HAVE A STORY REGARDING LOADMASTERS, PLEASE SEND AN EMAIL to ERENNECKAR@YAHOO.COM

AS THE EDITOR, I WOULD LIKE TO HEAR FROM YOU ABOUT EXPERIENCES AND STORIES AS A LOADMASTER PAST AND PRESENT. WE'LL LOOK AT ALL STORIES SUBMITTED FOR

THE LOADER FUTURE EDITIONS.

NEW MEMBERS (* LIFE MEMBER)

December

Lucille Vieira
*Barry Peele
John Gudmundson

January

Alva Reid
Stan Alsing
Greg Fennessy
*John King
Stephan Pennypacker
Kevin Letz
James Schwertman
Michael Schueller
Jacob Wyatt
*Kenneth Strong

February

Jennifer Brown
Shahid Din
Michael Folker
Lydia Seibert
Rachel Huebner
Bob Humphress
Harry Pollock

March/April

Rob McGriffin
Carol Fletcher
*John Phillips
Wim Wetzel
*Christopher Maille
Robert L. Marino Sr.

PLA Membership

PLA MEMBERSHIP AS OF	April 29, 2012
TOTAL MEMBERSHIP	2,059
ACTIVE MEMBERS	1,077 (13 lost loads)
IN-ACTIVE	885
DECEASED	97



HEY LOAD *** Your History is Calling

Several weeks ago the Liberty Chapter secretary, Shem Miller, got a call from the President of the AMC Museum Foundation, Don Sloan, former C-141 Pilot. He requested that we be on the lookout for some motorized carts to be used around the museum for handicap patrons. Shem contacted the McGuire Commissary and they had 2 they wanted to get rid of, as they were too expensive to repair. They were willing to let us have them for \$100 each, so the Liberty Chapter bought them and donated them to the Air Mobility Command museum at Dover AFB, they didn't need much repair. Shem and I delivered them to the museum on 20 April, they were very appreciative. As we were delivering the carts to the museum director, he mentioned that he would really like to have a display dedicated to loadmasters. Ed Rennecker has tried to do this before without a lot of success from our members. So I am calling on everyone to go to that closet, shed or storage space where you have all those MAC treasures you have collected over the years and look for things that directly relate to the Loadmaster field. The museum will give us a much space as we need, so the more we collect the bigger the display, and we can tell the Loadmaster story. Keep in mind we are looking for anything that relates to being a loadmaster on any cargo aircraft. We are looking for load adjusters, checklist (airdrop, PNAF, -9, -1, special loads like missile's or space stuff, any test load checklist), older model tie down rings or devices, unique things the loadmaster used in doing the job. Who has one of the HP calculators we had on C-141's, maybe other aircraft had specialized equipment to make our jobs easier. Anybody got a name tag that say's HEYLOAD, donate it. For those of you who were stationed at Edwards or other bases where you did lots of testing you must have some unique stuff to donate. I am sure there are many things I missed that you have to donate. As the people in our field age we want to pass on what we did in the past to our future. If your wife has told you she doesn't know what she's going to do with all your stuff when you're gone, now's the time to get it out of the house and to someone who will appreciate it. As you know from my other articles in this issue, GOL 2012 is all about our past, present & future. So if you are going to attend GOL 2012 please bring the items you wish to donate to Dayton, we will display them during the Gathering and I will bring them all back with me to donate to the AMC Museum. If you are not attending and wish to donate articles please send them to me at Kent Brown, 28 Pineview Dr., 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. The display will be a "Telling and Touching History" for all to enjoy at the museum with everyone contributing. We will be doing this with the help of the First State Chapter, Lori Mashburn Tascione, President and Ed Rennecker, The Loader editor. I want to Thank You all for your donations; I know you will come thru.

Kent Brown, Liberty Chapter President

Today in SEA History

15 April 1972

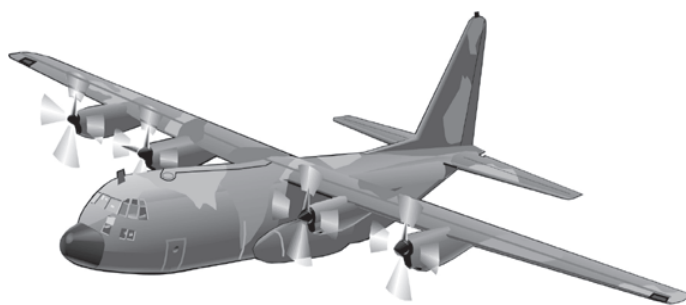
John 15:13 — "Greater love has no one than this, that one lay down his life for his friends."

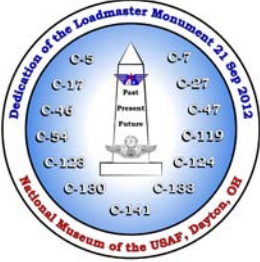
'Spare 617'

Sam McGowan witnessed this C-130E IFE and the subsequent post-landing activity at Tan Son Nhut AB, RVN (TSN).

We had been attacked by 122mm rockets the night before (14 April 1972) ...a fellow enlisted aircrew member at Tan Son Nhut AB (TSgt Jon Sanders) was KIA ...and the FEBA had moved to within 60 miles of TSN. Approximately 40,000 PAVN/VC heavily armored forces were fighting their way south on Hwy 13 towards Tan Son Nhut and the capital city of Saigon. In addition to heavy ground armor, the PAVN brought with them extraordinary air defenses: .51cal, 23mm, 37mm, and 57mm anti-aircraft guns. Soon, SA-7 *Strela* heat-seeking MANPADs would be introduced into South Vietnam airspace. Within a week, the FEBA would advance to within 38 miles north of TSN. It was a bad day at Tan Son Nhut and for all the personnel assigned to the host 377th Air Base Wing, HQ 7th Air Force, HQ US Military Assistance Command, Vietnam (MACV) and our Vietnamese Allies on their Joint General Staff [GVN's Pentagon]. Captain Bill Caldwell, C-130E pilot and SSgt Shaub, C-130E loadmaster would subsequently receive the Air Force Cross and Shaub would also receive the Air Force Sergeants Association's "William H. Pitsenbarger Award". A fire broke out in the cargo compartment where 463L pallets, loaded with relief ammunition, threatened the lives of the aircrew and their aircraft. The loadmasters, SSgt Charlie Shaub and A1C Dave McAleece fought the cargo fire and jettisoned the "hot cargo" pallets ...two of which exploded after departing the Herk's aft cargo door. Also wounded over the An Loc DZ were the C-130E copilot, Lt John Hering, and the navigator, Lt Richard Lentz.

Editor's note. 'SPARE 617' arrived at it's new home, the National Museum of the United States Air Force on 18 August 2011. For more history on the crew, the mission and this aircraft, type Spare 617 into any on-line search engine. Also, Sam McGowan, a noted author has been published in numerous magazine articles and has authored four books, three published and one in publication.





2012 GATHERING OF LOADS

PROFESSIONAL LOADMASTERS ASSOCIATION
DAYTON / FAIRBORN, OHIO
SEPTEMBER 19-23, 2012



NAME (All PLA members must register separately) _____

MAILING ADDRESS _____

PHONE _____ EMAIL _____

NAME(s) OF YOUR SPOUSE/GUEST(s) _____

BANQUET MEAL SELECTION: BEEF _____ CHICKEN _____ VEGETARIAN _____

PLEASE LIST ANY SPECIAL NEEDS: _____

IN CASE OF EMERGENCY NOTIFY: _____

IF YOU ARE NOT A MEMBER AND WOULD LIKE TO JOIN THE PLA GO TO: WWW.LOADMASTERS.COM

REGISTRATION FEES

ALL EARLY BIRD REGISTRANTS WILL BE ENTERED INTO A DRAWING FOR AN IPAD

THE FIRST 10 REGISTRANTS WILL BE ENTERED INTO THE DRAWING TWICE

EARLY BIRD PRICE PRIOR TO JUNE 1, 2012 - MEMBERS REGISTRATION FEE \$100 = \$ _____

EARLY BIRD PRICE PRIOR TO JUNE 1, 2012 - SPOUSE REGISTRATION FEE \$25 = \$ _____

AFTER MAY 31, 2012 - MEMBERS REGISTRATION FEE \$125 = \$ _____

AFTER MAY 31, 2012 - SPOUSE REGISTRATION FEE \$35 = \$ _____

MEMBER T-SHIRT SIZE- MEDIUM _____ LARGE _____ EXTRA LARGE _____ OTHER _____ N/C = \$ _____ N/C

GUEST AND NON MEMBERS CAN PURCHASE T-SHIRTS ON SITE

DEDICATION OF LOADMASTER MONUMENT AND TOUR OF THE NATIONAL MUSEUM OF THE USAF

BUS TRANSPORTATION TO THE DEDICATION AND MUSEUM PLUS SHUTTLE TO SHOPPING \$20 = \$ _____

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THE LOADER In Memoriam

Name underlined denotes a PLA Life Member

Ronald Livingston Jones, SMSgt (Ret) June 13, 1933 - Feb. 21, 2012. Ronald Livingston Jones died on Tuesday, Feb. 21, 2012, in Woodland at age 78. Ron was born in San Francisco to Alice M. (Snead) and Livingston Oliver Jones. He attended school at St. Catherine's in Burlingame, and also lived in San Bruno. He joined the U.S. Air Force and served as a jet engine mechanic and loadmaster. He married Bonnie Jean (Hicks) on Dec. 1, 1957, in Gurneville. He retired as a senior master sergeant from the 86th Military Airlift Squadron on Oct. 31, 1976, and then worked for Anheuser Busch for about 20 years. Ron's favorite things were hot rods and Reno. Ron is survived by his four children, Michael (Amy), Teresa (Jim), and Alicia Gallardo, all of Esparto, and Ronald C. (Tracey) of Arizona; 11 grandchildren and five great-grandchildren; sister, Nancy (Peter) Nardini; and many nieces and nephews. He was preceded in death by Bonnie, his wife of 40 years; and his parents.

Ronald C. Jones CMSgt (Ret) born November 26, 1961 in Naha, Japan, passed away Saturday March 31, 2012. He is survived by his wife of 32 years, Tracey; two children, Ryan and Nicole and two grandchildren. "R.C" or "Craig", as he preferred to be called, enlisted in the United States Air Force in 1979. Shortly thereafter, he married Tracey, his high school sweetheart. Throughout his 28 year military career, he played a vital role in many military campaigns across the globe. He performed his job with pride and put forth no less than 100% effort. Craig went above and beyond what was expected or asked of him in every aspect of his life. He was respected by his colleagues and had a positive impact on a plethora of his fellow service members. Craig enjoyed cycling and golfing, which were a couple of the reasons he chose to retire in Tucson, AZ. The family chose to hold a private memorial, per Craig's wishes.

Danny Robert Hollister, SSgt, 24, a son of American Samoa, was pronounced 16 March 2012 at the Tripler Army Medical Center in Honolulu after being airlifted to Hawaii from Thailand, where he was on a military mission. The Air Force said in a news release that SSgt Hollister suffered a head injury on March 9, 2012 after falling from a one-story building while deployed to Udon Thani, Thailand, in support of Exercise Cope Tiger 2012. Hollister, an A C-17A loadmaster assigned to the 535th Airlift Squadron at Joint Base Pearl Harbor-Hickam in Hawaii, was pronounced dead at Tripler on March 13, 2012. A graduate of Leone High School, the twenty-four year old staff sergeant entered the Air Force right after high school. Next month would have marked his sixth year in the service for Staff Sgt. Hollister who had already re-enlisted for another five years. The Rev. Hollister, Danny's father who is a church minister for the Congregational Christian Church of American Samoa in Ili'ili, said, "His son was someone who really wanted to do good for others." And that "He was a person who liked to give his service to others." Rev. Hollister is will return home with his son's remains. Besides his parents, his wife and infant child, Staff Sgt. Hollister is also survived by four sisters.

The PLA Secretary is seeking information on the following deceased members, Ronald Haak, Frutoso Talamantes and Benedetto Renzi. We need to get permission to name a scholarship after them, but don't have any information on next of kin. If anyone knows information on them please contact Ron Campeau at campeaujr@earthlink.com.

PLA Gear

PLA COINS (see below)

The new coins have both **Friendship Through Airlift and Yesterday – Today-Tomorrow** around the circle on the back and now it's in full color! The US Flag is in color and unchanged. The box below the flag is empty so you may have what ever you wish engraved in it.

PLA PIN (right) and PATCH (right bottom)

PLA Coins, Pins and Patches are available through the National Headquarters. The **PLA Coins** are \$10.00, **Pins** are \$7.00 and the **Patches** are \$10.00 each, including mailing. If Chapters are interested in having some, please contact us. E-mail: bcloader@comcast.net



CHAPTER REPORTS (PAGES 10 & 11)

The Alamo Chapter

Buenos Dias from San Antonio and the Alamo Chapter. The new home of the Alamo Chapter is the Texas Air Museum at Historic Stinson Field in San Antonio, Texas. The Texas Air Museum was founded and is directed by CMSgt (Retired) John Tosh who is also a retired Loadmaster and a member of the Alamo Chapter. The Texas Air Museum is a 501(C) (3) non-profit organization established to preserve aviation history at all levels through the preservation and display of aircraft and artifacts from the early beginning of aviation to the present, and to preserve the memories of the sacrifices and accomplishments made by the men and women in aviation both military and civilian. The museum has uniform displays from WWI, WWII, Korea, and Vietnam. Plus the museum has approximately 16 aircraft from early aviation to Vietnam including a very rare WWII German Focke-Wulf 190. There are exhibits on the Stinson family (Katherine, Marjory and Eddie), and the Women's Air Force Service Pilots (WASPS) of WWII. Also, there is a large exhibit on the Pancho Villa Campaign where the first recorded aerial combat occurred. There are also exhibits on Medal of Honor recipients of the Air Force and its predecessors, and of the American Volunteer Group (AVG) in China, better known as the Flying Tigers. Additionally on display is an Astronaut Rotational Simulator used at Brooks AFB during the early Astronaut Training Program. The museum also conducts educational and public events which encourage current and future generations toward an understanding of aerospace history and an appreciation of how aviation science, technology, and activities shaped the world as we know it today. The Alamo Chapter currently has 2 display boards in a museum display case which highlights Loadmasters, Loadmaster hero's, the Professional Loadmaster Association (PLA) and the 2010 PLA convention that was held in San Antonio Texas.

The Aloha Chapter

Aloha,
We have had a lot of changes here in the Aloha state. First of all, I Judel Valdez retired from the military on effective date of 31 January 2012 (22 Years in service). We had our Tresurer Paul Trowbridge PCS to Altus AFB last November. A lot of individuals also PCS'd. But we also had new comers on the island. Special mention new on the island would be CMSgt Kyle Disney and wife Kathy. We should have more new members soon, pending on their applications being turned in. I will be having a meeting sometime in mid March to see our status on how many new faces we have on the island. I am also looking for new candidates for new officials, particularly one to replace Trowbridge. The start of this year was faced with new challenges for the Chapter to better it self and also our Loads in the Region have plenty of TDY's. I will bring up to them to take pictures so we can post them on the next Loader. This is it for now, just recently we had a tragic accident with one of our own while he was TDY to Thailand. SSgt Danny Holister fell through a roof while putting up an antenna during a Cope

Tiger exercise. He suffered head injuries and passed away from his injuries after being airlifted back to Hawaii. Please keep his family in your prayers.

First State Chapter

Greetings and Hello!

On Feb 29, 2012, Ed Renneckar conducted his final meeting as Chapter President by holding a vote for a new council. The First State's new council is President, MSgt Lori Tascione, Vice President is MSgt Donny Mahuex, Secretary is SrA Rachel Huebner, Treasurer is MSgt Folkner, Sgt at Arms is SSgt Kristopher Mack. This new council is looking forward to engaging with all Loadmasters in Delaware. First thing on our agenda is reconnecting with all of the Loadmasters. We are planning on holding monthly meetings. Next one to be held will be at my home 17 March 2012 at 1500. If there is anyone who knows people who have moved to Delaware and would like to be active in meeting and coordinating gatherings, please feel free to contact me at c17loadmistress@gmail.com or call my cell phone 609-234-0910. We look forward to working with and meeting all Loadmasters!

Thank you for all of your help and support!

Lori Tascione

Liberty Chapter

See various articles written by Kent Brown within this edition.

Parker-Aguillon-Payne Chapter

Our chapter Christmas party was a Hugh success and enjoyed by all. It was great to see friends of the past and share the spirit of Christmas with them and everyone's family. It was again catered by the Travis convention center and they provide outstanding service and delicious food.

Joe Brown has again volunteered to be our Captain for the annual American Cancer 'Relay for Life' which has already kicked off for this year. Fund raising is well underway and the event will be held the 23rd and 24th of June. As our Chapter starts its fourteenth year, yes that's fourteen years we have supported the Professional Loadmaster Association. Bill Canon's vision is still alive and well in Northern California. I would like to personally thank the past and current members of the executive committee whom have always gone above and beyond to make sure our chapter continues on the straight and narrow. Our Chapter Secretary, Ric Larsen did have to step down this year since his retirement and pending relocation to Alaska. He has done an outstanding job supporting our chapter through the years and we wish him the best of luck in all his future endeavors. Ben Villao has stepped up and taken over the Secretary position and we all really do appreciate it. Having and active duty Loadmasters as part of our executive committee really has been a great asset. We have been having our monthly meetings the first Tuesday of

Continued on page 11

Parker-Aguillon-Payne Chapter

each month at Delta Breeze Club (NCO Club), on Travis AFB for just about the entire fourteen years we have been a chapter. Finding a quite location during these meetings has been a challenge lately. We are looking at changing the day/week so that we don't conflict with Bingo and Card nights at the Club. We will get the word out when we do. Thanks again to all the great members who continue to support our chapter and the Professional Loadmaster Association.

Mark E. Raymond
Chapter President

Northwest Chapter

Greetings from the soggy great Northwest. Recent chapter election resulted in placing the following officers in the current leadership roles; President, Victor Fredlund, Vice President, Harold Edvalds, and Secretary/ Treasurer, Bill Birney. Calendar of events for 2012 will be finalized during the April meeting. Here are a few highlights; 26 May 2012 Flag Detail for Memorial Day; We meet at two separate cemeteries, install US flags and read names of all fallen Loadmasters of the PLA, followed by a moment of silent prayer for all. 1 June 2012 we will travel to Tillamook Oregon to visit the Air Museum containing the famous Spruce Goose, along with other interesting WW2 airships. 20-21 July 2012, Air Expo at McChord Field. NW Chapter will display our PLA credentials to the public. 11 August 2012 Annual Chapter Picnic, 1200-1800 McChord Field Overlook Park. 8 December 2012, Christmas Holiday Dinner. 1800 Social Hour, 1900 dinner, held at the McChord Field Club. We are looking forward to providing a large contingent of NW Chapter members and family to attend the 2012 GOL in Dayton Ohio. See you all there! The NW Chapter meets at the McChord Golf Course Clubhouse Habanero Café on the second Saturday each month for breakfast at 0900 and meeting at 1000.

Victor Fredlund, President

Denali Chapter

Anyone in the Anchorage area interested in reinvigorating this chapter please contact JD Bartlemus at the C-17 Simulator Complex on Elmendorf Air Force Base.

The Rock Chapter

Anyone in the Little Rock area interested in reinvigorating this chapter please contact SMSgt Brent Richburg at richbub@hotmail.com or 609-575-3366.

Southeast Chapter

Anyone in the Charleston area interested in reinvigorating this chapter please contact CMSgt Damian Fox at damian.fox@charleston.af.mil or CMSgt Jenny King.



Mid-Atlantic Chapter

The Mid-Atlantic chapter is in the midst of planning all of it's spring fund raising events. The biggest and most prevalent of these is the Fayetteville Dogwood Festival, which brings in most of the city project improvement funds for the entire year. This will be the third year the PLA has volunteered and hope to have our logo put on the official Festival shirt. Members of the chapter are also actively involved in the Aviator Brewing, Special Olympics Corn-hole Tournament taking place later this spring. At the last meeting in Feb, we had a chance to meet JJ Bergund. He's a retired LM from McGuire and living in our area now doing a Veterans History project for Duke University. He wanted to interview some guys from our chapter and record the interviews to be input into the Library of Congress, specifically wartime stories and background. A big thanks to Ryan Ellerman, Sheldon Cary, Scott Mesaros, and Kyle Anderson for providing JJ with a few hours of valuable documentation. When all is said and done, JJ is still considering keeping the project going afterwards, and possibly making the trip to Dayton to get some insight from a few of our more seasoned members (JPS/RC). Elections for the executive committee will be held March 30th. We've been actively recruiting in spite of BRAC, and have managed to get in touch with a couple lost loads who we hope to get out to a few meetings.

Alex "Wookie" Walter

President, Mid-Atlantic Chapter

PLA Secretary, Cont. from page 2

members that were on the lost load list, so if you know anyone on the list have them get in touch with me. Please, feel free to call my cell phone and leave a message update as well: which is (253) 549-6190. Many thanks to Jennie Dahlby for her generous \$1200.00 donation to the Loadmaster Scholarship fund. This was her way of thanking the membership for helping with her financial needs along her educational journey! She was awarded the 2010 John Levitow scholarship. Once again thank you!

Ronald A. Campeau Jr., PLA National Secretary

Airdrops could play key role in eventual Afghanistan transition

by Air Mobility Command Public Affairs

4/18/2012 - SCOTT AIR FORCE BASE, Ill. (AFNS) — During 2011, mobility Airmen airdropped more than 80 million pounds of cargo for troops deployed throughout austere locations in Afghanistan. In March, Marine Corps Gen. John R. Allen, International Security Assistance Force commander in Afghanistan, said in a Department of Defense report "the starting point of analysis" for the U.S.-coalition fighting force in Afghanistan in 2013 will be the withdrawal of 23,000 surge troops after the 2012 fighting season. Allen said after those 23,000 surge forces move out of the country, a sizable presence will remain, to include 68,000 U.S. forces, and up to 40,000 ISAF forces. So what does this mean? Planners at Air Forces

Continued on page 15



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USAF and NASA test Parachute Test Vehicle



C-17A test Loadmasters from Edwards Air Force Base, California and NASA employees prepare to load NASA's Parachute Test Vehicle (PTV).

Enrique "Moe" Moeller, MSgt (Ret)
Test Manager, Capsule Parachute Assembly System (CPAS)
Houston, Texas

On February 29th, 2012 a U.S. Air Force C-17 from Edwards Air Force Base, California successfully dropped the NASA Parachute Test Vehicle (PTV) from 25,000 feet at the U.S. Army Yuma Proving Ground in Arizona. The PTV is one of NASA's latest test vehicles in a series of parachute drop tests to prepare the Orion Multi-Purpose Crew Vehicle (MPCV) for orbital flight test scheduled for 2014. The test studied the effects of wake on the Orion parachutes during its entry, descent, and landing. The capsule uses two mortar deployed drogue chutes between 15,000 and 20,000 feet in order to stabilize the capsule, followed by three mortar deployed pilot chutes, which deploy the three 116 foot main parachutes at about 5,000 feet. The PTV is secured on a modified 24 foot Type V platform known as the Carriage Platform Separation System (CPSS). The CPSS is used to extract the PTV from the aircraft, which immediately allows for proper orientation and separation of the capsule to start the critical sequence of



C-17 from Edwards Air Force Base, California successfully dropped the NASA Parachute Test Vehicle (PTV) from 25,000 feet at the U.S. Army Yuma Proving Ground in Arizona.

events needed for an effective test. The drogue, pilot, and main parachutes are packed, secured, and stored on the top portion of the PTV known as the Capsule Parachute Assembly System (CPAS). This was a huge milestone for the Jacobs Engineering Science and Contract Group (ESCG) and NASA Johnson Space Center based in Houston, Texas. A special thanks goes out to the C-17 Edwards crew, which was instrumental in this milestone in NASA testing. At 16 ½ feet wide, the payload just barely fits in the C-17 cargo compartment and requires a special waiver from Headquarters Air Mobility Command and Boeing. Test loadmasters, TSgt Steve Gore and SSgt Kevin Slagle were able to load and off-load the test vehicle safely and expeditiously during the two days prior to the flight, avoiding a potentially two month slip in the schedule. Without their valuable test experience, yesterdays test may not have happened. As a retired C-141 and C-17 loadmaster, I am truly honored to be a part of this historic program and feel very blessed that I can continue to do what I loved in the military... airdrop. Load clear!

2012 DFCS Convention Update!

The 2012 Distinguished Flying Cross Society's convention is just months away, and we are looking forward to seeing all of you in Seattle, August 19 - 23! This year's convention will honor those DFC Society members who are WWII vets. These veterans will receive a \$100 discount off the registration fee. So, if you are a DFC Society member and a WWII veteran, be sure to check off the "WWII" block on the Registration Form (to the right of your name). This discount is applicable only to WWII/DFCS members. It does not include family members or guests. In addition to the discount, we have planned some very special tours. One is a VIP tour of Boeing's wide-body plant where comparisons between the B-17 and B-29 and the new 787 Dreamliner will be the order of the day! Following that tour, we'll go to the Flying Heritage Collection museum. The FHC boasts a flying model of the famous Me-262, the first operational, combat jet fighter and a number of other historic aircraft to include the P-40, B-25, P-51, Me-109, a Ki 43 Oscar, the venerable Jenny, and many more. These aircraft are in absolute pristine condition, and many are flown on a regular basis. For more on this collection go to Flying Heritage Museum. We will also have a tour of Joint Base Lewis McChord with a static display and tour of the C-17 Globemaster III and a visit to Fort Lewis to see the latest and greatest in helicopters and armored vehicles. That evening will culminate in a dinner at the Seattle Museum of Flight, built on the grounds of the original Boeing Airplane Company. Plans call for an honorarium to the WW II veterans and our guest speaker will be Jonna Doolittle Hoppes, granddaughter of General Jimmy Doolittle. For a Registration Form and a detailed agenda, see the Winter 2011 "DFCS News" magazine. Be sure to take advantage of the Early Bird Special! Checkout our NEW website for more information: DFCSociety.org

GoL 2012 (ROE) , Cont. from page 6

TDY Funding: We encourage all eligible Loadmasters to work with their supervisors and commanders in an attempt to get full TDY funding to attend the convention. We will be hosting several professional development seminars during the gathering which should encourage supervisors and commanders to send Loadmasters TDY for their professional development. If funding is not available, see the Permissive TDY section below.

Permissive TDY: Eligible Loadmasters (Active Duty, Reserve, ANG and DOD Civilians) can be authorized to attend the convention under Permissive TDY (PTDY) authorization, if your unit commander approves your request. They can authorize up to 10 days of PTDY. This is a Non-Funded TDY, but there are some advantages. The benefits of Permissive TDY are: you can travel Space-Available on DOD flights; you are not charged leave; you are not part of your units 10% leave pool; and you get to attend some professional development seminars from senior Loadmasters around the Air Force.

Reference: AFI 36-3003, Page 54 Rule 14 Authorized Permissive TDYs: To attend meetings or seminars sponsored by non-federal technical, scientific, professional (e. g., medical, legal, and ecclesiastical, IT and mechanical) societies and organizations. Unit commander may approve up to 10 days. NOTE: The meeting or seminar must have a direct relationship to the member's primary military duties and clearly enhance his or her value to the Air Force.

Please join us in Fairborn and have a rewarding and exciting time with Loadmasters from around the world. If you have any questions, please contact Kent Brown, 609-893-1833, www.kabrown9@comcast.net.

GOL 2012 Sponsors

Along with the many chapters that have donated to the upcoming GOL 2012, I would also like to acknowledge two corporate sponsors that have stepped up to help us out. These are two fine universities that have programs to help active and retired members obtain that degree you have been seeking. They can help in residence or with distance learning. Please look into their programs if you are thinking about continuing your education.

Grand Canyon University

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Information (877) 860-3951
<http://www.gcu.edu/>

Trident University International

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Cypress, CA 90630
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<http://www.trident.edu/>

Your GoL 2012 Update

We have been working here at the Liberty & First State Chapters putting together a GOL we hope you will be talking about for years. If you haven't yet registered and made hotel reservations please do that as soon as possible. Don't forget you have to register before the end of May to be eligible for the drawing of the new I-Pad. Go to www.loadmasters.com for info on how to register. Our plan is when you arrive and check in on Wednesday to have registration setup and we will be having a meet and greet during the evening, with snacks and drinks. Thursday will be our only day for seminars; we plan on having speakers from Boeing, Sam McGowan talking about the C-130, a panel of female loadmasters talking about their experiences in the field. If there are any female loadmasters we haven't contacted that would like to be part of this, contact MSgt Lori Mashburn Tascione at c17badgirl@hotmail.com. Lori is a former C-141, currently C-17 loadmaster at Dover. There will be other subjects throughout the day and at the end, the executive committee will be meeting. Friday is the dedication of the loadmaster monument at the Air Force Museum at 0930, with the rest of the day available for your enjoyment at the museum. On Saturday morning we will be having our General Membership meeting with elections of national officers. We will break after for you to get ready for the banquet at 1800. Our guest speaker is Col. David Hafer Jr., former 436 Operations Group Commander at Dover AFB, DE. I have not heard him speak, but I understand he is a really enjoyable speaker; I am looking forward to hearing him speak. Col Hafer's brother and son are both Loadmasters and as a qualified C-5 and C-17 pilot he understands our crew position and how important it is to the mission of delivering cargo. As many of you know it is expensive to host an event like this and we have received some sponsorship money from business's, corporations and other chapters. We appreciate all this money, but if you know of someone who would like to contribute sponsor money for GOL 2012 give them my contact info please. We will be recognizing these contributors in our program and by other means. Hope to see you all there in September and let's make this Gathering of Loads the biggest we have ever had. Kent Brown, Liberty Chapter President, 609-893-1833/heyload@comcast.net

National Museum of the USAF

The National Museum of the USAF is already home to hundreds of aircraft spanning more than a century of military aviation. But the three huge structures, which make up the museum, don't provide enough space to tell the full story of America's air force. That's why the museum is looking to expand and add a fourth building. Inside this fourth building it will house the presidential aircraft collection, space gallery, and global reach, which will include a C-141, C-5 and other airlift aircraft currently housed outside. This will be a tremendous addition to the museum for both people who visit in person and people who visit online. The AF pays for the museum's day-to-day operations and upkeep. But the non-profit Air Force

—Continued on page 15

Museum of the USAF, Cont. from page 14

Museum Foundation relies almost entirely on the generosity of the public to pay for special programs and projects, and this proposed 224,000 square foot expansion is no exception. This hanger is going to cost roughly 48 million dollars. The biggest way they accumulate funding for the fourth hanger, is through donations from military members, civil servants and the local public. These people will be contributing the money to help get across the finish line for the 48 million needed for the new hanger. The museum has already reached 80% of that goal, and is encouraging anyone who is interested in donating to the project to visit their website at www.airforcemuseum.com to learn more. Since this museum houses so much of our AF history and they will be taking care of our Loadmaster monument, I would like for us to donate money toward this worthwhile project.

So as our motto says "Friendship Through Airlift" "Yesterday—Today—Tomorrow" we will be collecting money for a donation to the museum during GOL 2012. If you would like to donate on your own I encourage you to do so at the museum website. If you want to wait we will be collecting money during GOL 2012. Just look for the donation station when you arrive.

Kent Brown, Liberty Chapter President

Op Deep Freeze season, Cont. from page 5

Emperor penguins on Dec. 5, 2011, from a remote location in Antarctica to Seaworld in San Diego, Calif. During the five-hour flight from McMurdo to Christchurch, New Zealand, the cargo compartment was kept at 40 degrees Fahrenheit for the penguins' comfort. "The penguin movement was definitely one of the most unique missions we've ever flown," said Keenan. "Doctors and attendants were tending to them throughout trip and I'm glad to say they all arrived safely." Aside from the rare penguin movement, day-to-day Antarctic operations present an array of challenges. This season included particular unexpected obstacles. "General challenges that we expect for this mission include weather, fuel planning and the scheduling," said Keenan. "During the last three weeks of the season, we added four missions to carry an extra one million pounds of cargo that was supposed to be delivered via ship. In addition to that extra challenge, we were also running against the clock and flying more frequently because the season ends at a certain point." Along with unpredictable variables like weather, the team must also operate with a constantly rotating crew. "We operate at the minimal manning level while still providing safe and continuous support," said Keenan. "The average is about 35 deployed at one time, including staff, crew, maintenance and life support." Consisting of both 62nd and 446th AW personnel, a total of 239 members of Team McChord deployed during the main ODF season, swapping out seven times in three to four week increments. "The Reservists are the continuity within this mission," said Keenan. "The active duty component is constantly moving around and working on different missions. With the Reservists, some of their members have been doing Operation Deep Freeze for years. It's invaluable to have that experience when

we're down there. To do it as safely as we do, this mission would be impossible to conduct without them." An array of experience levels are combined to execute the ODF mission, from veterans to first-timers. Master Sgt. Norman "Skip" Hurley, ODF loadmaster, experienced his first ODF trip this past season. "I felt very well prepared prior to going down there," said Hurley. "As always, safety is our biggest priority and we practice the two-person concept at all times. The system is set up so you know what to expect, and the sequence of events is spelled out very clearly. It was a very rewarding experience." Not only are the personnel who execute the mission vital, but the impact of delivering needed supplies is paramount as well. "Antarctica, with the exception of one month per year when they can send a ship, is completely isolated," said Keenan. "Using airlift, we need to deliver supplies to sustain the scientific operations and activities there. We bring in cargo to McMurdo, and then the C-130s that operate on the continent can deliver supplies to the smaller, more remote locations."

Airdrops Cont. from page 11

Central's Air Mobility Division in Southwest Asia say the Air Force expects airdrop planning will likely be a part of that analysis since it has become one of the leading means of resupply for the troops there. Throughout the first three months of 2012, mobility Airmen airdropped more than 12.9 million pounds of cargo for troops on the ground in Afghanistan. In delivering those supplies, the U.S. Army, Air Mobility Command, AFCENT and Mobility Air Forces from around the globe worked together to build more and more efficient airdrop platforms. One that has received a lot of attention lately is the Joint Precision Airdrop System, or JPADS. JPADS is a high-altitude, all-weather capable, global positioning system-guided, precision airdrop system that provides increased control upon release from the aircraft. Traditional airdrops by Air Force airlifters, such as the C-130 Hercules and C-17 Globemaster III, are performed at altitudes between 400 and 1,000 feet. With JPADS, those same airlift aircraft have the potential to guide air drop bundles from as high as 25,000 feet. Early on in precision airdrops, AMC was part of an effort to take the idea of something like JPADS and make it a reality. In November 2005, AMC instituted a JPADS "Tiger Team" that included representation from dozens of agencies at command headquarters, including the Combat Operations Division, Plans and Programs, and the Air Mobility Warfare Center at McGuire AFB, N.J. By Aug. 31, 2006, the combined team — which also included personnel from the Air Mobility Battlelab and the Air Force Weapons School — was successful. Their work paid off when the first combat airdrop using JPADS took place over Afghanistan. In addition to JPADS, there is also the Improved Container Delivery System that allows for improved precision by factoring in the altitude, wind speed, wind direction, terrain and other circumstances that might affect an air drop. (Karen Parrish, American Forces Press Service; Air Forces Central Public Affairs; and Master Sgt. Scott Sturkol, AMC Public Affairs, contributed to this article.)

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