

THE LOADER

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



Volume 5 Issue 2

July 15, 2002

FRIENDSHIP THROUGH AIRLIFT



GATHERING OF LOADS 2002 HIGHLIGHTS:

J.P. Salisbury was chosen as President Elect to replace National President, Ray Flannery who resigned for personal reasons.

See box on page 2 for other Executive Committee changes.

Expanded scholarship eligibility.

Future Gathering Of Loads dates and locations will be chosen by the PLA and not tied to the Airlift Rodeos. The PLA will have a presence where there is a Rodeo.

More details below in J.P. Salisbury's Cabin Report.



J.P. Salisbury, PLA President-Elect

I have already been asked what will I bring to the PLA. It's a good question that deserves an answer. My goals as president are these; to listen to you, the member, on how we can improve and strengthen the PLA; to fill all executive committee vacancies in a timely manner with dedicated, motivated members; and finally, to aggressively pursue recruitment of new members, and to re-sign all current members. I'll address these goals in order. The first goal sounds easy. Send in your ideas, and we will implement them. Reality however, is a little different. All of us have our own thoughts, frequently different, on how we can "fix" a problem. Often, others might not even see a problem. I promise that when you send in or tell me a suggestion on how to make the PLA better, I will take it seriously. I will bring it up to the executive committee and together we will evaluate the

CABIN REPORT

J.P. Salisbury, PLA President-Elect

Thank you fellow PLA members! Thank you for the trust and faith you have placed in me to lead this great association for the next two years.

I arrived at the 2002 Gathering of Loads in Washington State looking forward to renewing old acquaintances, enjoying the festivities planned for us, attending the membership meetings and seeing where the PLA was headed.

When it was announced our former president, Ray Flannery, had resigned due to personal reasons, I was flattered and honored to be nominated, then elected, to complete his term of office. What an experience! I am excited to be working first-hand with our current and former executive officers to keep our organization first class.

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CHARLESTON LOADMASTER AIR FORCE TIMES AIRMAN OF THE YEAR

By Laura Bailey,
Times staff writer,
May 16, 2002



A1C Quillen

Airmen with the 437th Airlift Wing know Airman First Class Andrea Quillen can deliver. With less than two years of service, Quillen, a C-17A loadmaster with the 14th Airlift Squadron at Charleston Air Force Base,

S.C., has managed airlifts over Iraq, participated in Operation Noble Eagle and flown more than 130 hours and 28 sorties in support of Operation Enduring Freedom.

Known by her superiors for flawless management of demanding, short-notice missions, Quillen is also the only loadmaster to have earned worldwide-qualified, mission-ready status after just one overseas mission. She is also one of 10 air-land crew members to have been selected for night-vision goggle training.

Those accomplishments have earned Quillen the title of Air Force Times Airman of the Year. She returned from a deployment to Afghanistan to receive her award at a May 15 ceremony on Capitol Hill.

"I'm truly honored, but I'm just doing my job," she said. "I think everyone deserves recognition. We're all doing our jobs."

Off duty, A1C Quillen volunteers for community service at local schools, holiday charity drives, the local Veteran's Administration hospital and as a Big Sister, serving as a positive role model and mentor for youth.

Continued from page 1

pros and cons. At times we may need to establish a separate committee in the field to help evaluate the suggestion. Whatever the outcome, you will get a response from me on the proposal's status.

My second goal has already been made easier during this year's general membership meeting. Almost all executive vacancies have been filled. Thanks to all who accepted this additional responsibility to help serve our association. That said, we still need to fill the secretary and the business affairs director positions. The secretary position must be filled from within the Seattle-Tacoma area while the business affairs director position can be any member. I challenge the membership to look deep within themselves and help where you can.

Finally, I pledge to continue efforts to increase our ranks with new and "lost" members. Often I have been asked "What's in it for me?" I don't have a ready answer. Our founders identified the basic mission of the PLA 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. I understand that sometimes we expect something more concrete. The executive committee has revised our five-year plan and I will aggressively pursue each of the goals set forth. We plan to not only increase the number of scholarships, but to allow "loadmasters and family members" alike to apply. We are preparing a "special edition" Loader newsletter to be distributed at our loadmaster schools and at local chapters. This will help educate younger loadmasters on who and what the PLA is about. Our biennial "Gathering of Loads" will move between different locations across the country allowing more loadmasters to attend.

These goals are just the first step. All members should be active recruiters, extolling the benefits of our great association.

In closing, I promise to give my absolute best in serving the membership of the Professional Loadmaster Association. Thanks again for the vote of confidence!

Load Clear!

J.P. Salisbury

EXECUTIVE COMMITTEE CHANGES

Ray Flannery resigned as PLA National President for personal reasons, 6-25-02.

J.P. Salisbury was chosen as President Elect to serve until the 2004 General Membership meeting.

Mark Smith, VP Central, has stepped down and been replaced by **Doug McCuddin**, Command Special Ops Loadmaster at Scott AFB, IL.

Mark Lewis, VP West, has stepped down and been replaced by **Mark Raymond**, current PAP Chapter President.

Roger Roberts' term as Business Affairs Director has expired and a replacement is needed.

Walt Baade's term as National Secretary has expired and a replacement needs to be found; in the Pacific Northwest where the PLA's phone, postal and banking services are located.

Dave Bell has volunteered to replace **Dan Reider** as editor of *The Loader* after the Nov. '02 issue.

PLA Financial Statement

31 March 2001 through 1 Apr 2002*

Income

Dues - \$10,553
Loader Ads - \$1000
Patches, Pins, Coins - \$1338

Total Income \$12,891**Expenses**

Printing/Mailing/Supplies - \$6141
Patches/Pins/Coins - \$1170
Donation to NYFD/Memorials - \$550
Travel Costs - \$422
Website Purchase/Start up fees- \$994
Chapter Start-up - \$250
Reunion 2002 - \$729

Total Expenses \$10,256

*This report was completed by Chris Dockery, PLA Treasurer, and has not been validated by an accountant.

Signed - Chris Dockery, PLA Treasurer

LOADMASTER RETURNS HOME TO SAVE BELONGINGS

by Tech. Sgt. Dave Morton 302nd Airlift Wing Public Affairs
06/26/02 - **PETERSON AIR FORCE BASE, Colo. (AFPN)** —
Emergency telephone calls from back home usually mean bad news for people on temporary-duty assignments.

For Master Sgt. Greg Uthe, a C-130 Hercules loadmaster with the 731st Airlift Squadron here, such a call was a mixed blessing. He was in St. Johns, Newfoundland, on a TDY assignment to transport supplies to Keflavik, Iceland, when he received the call summoning him home because his belongings were in the path of a wildfire.

"My squadron was great," said Uthe, who also flies Modular Airborne Fire Fighting System missions. "Lt. Col. (Gary) Liverman and 1st Lt. (Ryan) Scofield, pilots in my squadron, did everything they could to get me home."

Uthe returned to Colorado a day and a half earlier than expected to learn fellow members of his squadron had already organized a truck caravan to help move his belongings to safety.

"Senior Master Sgt. (Pete) Labarre took my wife, Debbie, and me in," he said. "All I can say is thanks for the Air Force Reserve program."

The Hayman Fire, which had already destroyed more than 72,000 acres at the time, was blazing just northwest of Uthe's home in Divide, Colo., when he returned home. Local authorities had already begun telling residents to evacuate the area.

Uthe has been with Air Force Reserve Command's 302nd Airlift Wing here since 1989 and started flying MAFFS missions in 1994, the first year the wing began dropping retardant on fires. The Forest Service calls on the Air Force after all civilian resources have been used.

This is the first time the wing's MAFFS unit is fighting fires in Colorado.

Continued on page 8

FLYING A C-5 WITH THREE WINGS

By CMSgt. Fred Stark, USAF (Ret), 1950-1973

Many loadmasters have faced unique cargo items that required one of a kind handling techniques. Flying a C-5A with three wings was one of these efforts.

Following installation of the structurally enhanced wings on C-5 number 11, at the Lockheed plant in Palmdale, CA, in July 1971; a fire occurred as the aircraft was taxiing out for a flight. The fire destroyed most of the fuselage but the new wings were salvaged.

It was decided that the wings recovered from C-5 number 11 could be used on C-5 number 68. However, No. 68 was at Marietta, GA.

Transporting the urgently needed new wings from the West coast to the East coast in an efficient, timely manner was the challenge. In addition to the sheer size of a C-5 wing there were handling concerns such as; an engineering restriction that dictated that the wing could not be allowed to flex more than 3 degrees on its longitudinal axis.

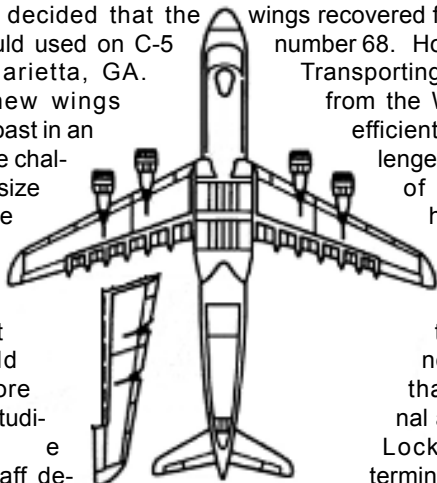
The Lockheed engineering staff determined that the basic wing would physically fit into the C-5 cargo compartment, if the wing was elevated on a flat profile to meet the specific height waterline where the fuselage is widest. This was done by having the basic wing mounted flat on ten precision height vertical support rods fastened into wing-threaded points. Each vertical rod had a steerable dual wheel dolly with a rod handle for precise guidance as wing root lateral clearances were just two inches.

Lockheed personnel would do the actual handling of the basic wing as a custody and damage precaution. Our loadmaster team's job was to devise the procedures and gather the equipment to accomplish the loading.

To assure that the wing flex limit of 3 degrees was not violated on the longitudinal axis of the wing; it was obvious that the wing must enter the C-5 on a totally level platform created by using six totally flat 40 foot long truck trailers positioned in two, 3 high vertical stacks creating an 80 foot long surface near to the height of the C-5 "unkneeled" cargo floor. Lateral clearances were positively controlled with a vertical guide rod (with a 2 inch fork opening) when installed on a physical centerline of the entire wing. Each guideable support dolly had a Lockheed mechanic to monitor control for this close tolerance operation.

Positioning the C-5 for loading required the aircrew to taxi the aircraft exactly on the taxiway centerline up to the elevated loading platform. The AFSC test pilots were proficient and enjoyed being "tried" for their portion in this airlift. They had honed close clearance taxiing during a previous project involving the C-5 portable loading dock.

The true test developed when I was standing out there on the taxiway centerline with a HUGE C-5 nearing! The sequence was for the C-5 to stop, raise its visor door and position the forward ramp to "truckbed" position. Then taxi forward along the taxiway centerline to the elevated loading platform. With me outside, on intercom, acting as spotter and some carefully pre-positioned wheel



C-130s DOING THEIR PART IN WAR EFFORT

by Master Sgt. Louis A. Arana-Barradas, Air Force Print News 02/27/02 - AVIANO AIR BASE, Italy —

Tech. Sgt. Larry Bannister had no time to admire the snow-covered mountains for which this base here is famous. The C-130 Hercules loadmaster was way too busy checking the tie-down straps on each pallet and rows of loose baggage — twice.

Once the passengers were on board the aircraft, he recounted them. There were 30 on this flight, which started at Ramstein Air Base, Germany. But the cargo plane still had one more leg to fly — to Incirlik Air Base, Turkey.

Soon Bannister had a sheen of sweat on his brow, though the temperature inside the plane was in the lower 40s. He paced down the length of the cargo plane, jotting numbers on a form. Then, with a calculator, like students use in high-tech math classes, the 37th Airlift Squadron loadmaster added up the weight and figured out the plane's center of gravity.

"The pilot's gotta know the exact center of gravity," he said. "Or else he can't fly this plane."

And that would not be good, because the crew of "Herky 130" was on a resupply trip. People "down the line" depend on these kinds of missions to bring a myriad of cargo to their far-flung outposts.

But Bannister and his crewmates would much rather be flying their four turbo-prop transport over Afghanistan. They are all itching to play a more active role in the war on terrorism. Instead, they mostly fly routine missions over Europe. This week it was their turn make the Turkey run. Still, the crew was not complaining. On the contrary.

"We might not be 'down range' where the action is, but we're still doing our part to help build the air bridge to Afghanistan," said Capt. John Meier, pilot of the C-130. "The missions add up," he said. Aboard the plane were more than a dozen armed soldiers bound for Afghanistan. There were also airmen and family members headed for Incirlik. At the base here, the crew uploaded an F-16 Fighting Falcon centerline fuel tank and a host of spare parts for jets at Incirlik flying Operation Northern Watch missions. And there was mail on board. "What we haul is important to someone," Meier said. "So, even if it's in just a small way, we're doing our part to help win the fight."

The 37th AS aircrew's day-to-day job is to fly resupply missions to Bosnia and Kosovo. These areas have fallen out of the daily news broadcasts, but are just as important. And once a week a Ramstein 86th Airlift Wing crew flies the Turkey mission. One week a 37th AS crew flies the route. The next, a "Delta Flight" crew makes the trip. That is a crew from one of the Reserve or Guard crews deployed to Ramstein to help the wing.

The Turkey run is not exciting. A C-130 takes off from Ramstein, flies down the French border and into Aviano — about a 700-mile trip, from there, it is another 1,500-mile flight across Italy, over the Adriatic Sea and Greece, into Turkey.

This particular trip would take a little longer. The 38-year old C-130 has been around the block a time or two. While here, it showed its age. Its radar broke, and needed a new part to get it online again. Without it, the crew cannot avoid bad weather. The crew had to spend a night here and wait for another C-130 to ferry the part from Ramstein the next day.

Though anxious to get to Turkey — where they would get to fly some in-country resupply missions to remote locations — the crew welcomed the rest. They got some extra sleep and some good food.

See Three Wings on page 15

See C-130 on page 4

C-130 Continued from page 3

The next day, the spare part arrived and soon the radar was up and running. After reloading the plane and boarding their passengers, Meier winged the transport toward Turkey. They arrived at Incirlik after midnight.

Bannister was the last man off the cargo plane. He was still sweating. As he left, locking the crew door, he hauled his prized black chest on his shoulder. Inside were the goodies that he brought from home. "We might only be doing a little part of the airlift, but they all add up to getting the mission in Afghanistan done," Bannister said. "That makes what we do vital."



The crew of a C-130 Hercules spends a lot of time planning for each mission. Loadmaster **Tech. Sgt. Larry Bannister** (left) goes over the load plan and weight with (left to right) **Staff Sgt. Tyler Stutzman**, flight engineer; **Tech. Sgt. Scott Bailey**, loadmaster; and pilot **Capt. John Meier**. The crew is assigned to the 37th Airlift Squadron at Ramstein Air Base, Germany. (Photo by Master Sgt. Keith Reed)

SAM MCGOWAN NOVEL AVAILABLE ONLINE**THE CAVE** BY SAM MCGOWAN

The Cave tells the story of Samuel Tobin Carter, a twenty-year-old US Air Force C-130 crewmember who is shot down while on a classified mission over Laos in 1966. A Tennessee native with long experience and curiosity about caves, Carter knows that Laos is a "karst region," an area characterized by limestone at the surface and honeycombed with caves. Immediately after his shoot-down, he sets out to find a cave in which to hide. Carter not only finds the cave, he finds more – the means by which to wage his own personal war against the North Viet-

namese, particularly the antiaircraft gunners who had shot him down. The authors borrows from his own experiences as an enlisted C-130 aircrew member during the Vietnam War and the many happy hours he spent later in his life exploring the vast underground world of northeastern Kentucky.

The Cave is available from www.1stbooks.com (go to the website and search for "The Cave" or "Samuel McGowan") or it may be ordered through your local bookstore.

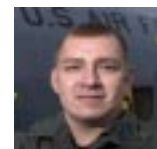
THREE C-17 LOADMASTERS STEP PROMOTED "ON THE SPOT"

By Chris Dockery

Three C-17 Flight Examiner Loadmasters were recently promoted to Technical Sergeant under the Stripes to Exceptional Performers or STEP Program. The three new TSgt's, Rene' DeLaRosa, Scott Haak, and Howie Thagard are all Flight Examiner Loadmasters assigned to Charleston AFB, Altus AFB, and McChord AFB respectively. Each had been conducting business as usual when they were immediately promoted to TSgt on the spot.

TSgt DeLaRosa was deployed to Ramstein AB, Germany flying Humanitarian Relief Airdrop missions into Afghanistan when he was told of his promotion. He had just returned from a mission when his entire crew was ordered to the crew briefing area where the Squadron Commander confronted him. He told DeLaRosa that he had several parking tickets with his name on them. He went on to explain that this conduct was unacceptable for a TSgt and DeLaRosa needed to shape up. The charade went on for several minutes before the Commander told DeLaRosa the good news of his promotion and congratulated him for not getting any parking tickets.

TSgt Haak was asked to make his way into the 58th Airlift Squadron recreation area at Altus AFB. When he arrived, he was shocked to see his Wing Commander, Command Chief, and his wife and daughter waiting in the room.



DeLaRosa

HERE'S A SHOT OF A LOADMASTER DOING GOOD

On Jan 9th, 2002 we STEP promoted Scott Haak to TSgt! Scott is a C-17 Schoolhouse Instructor assigned to the 58 Airlift Squadron's Training Flight here at Altus AFB. In the picture attached the 97 Air Mobility Wing CC Col. Mark Zamzow and the CCM CMSgt. Les McPeak are tacking on his new stripes. **James "Moody Blue" Moody**

He said he was quite surprised to also see all of his friends and co-workers in the room as well. When the Wing Commander presented Haak with the good news, he said he was rather speechless. Haak and his family had an exciting next few days as they welcomed a new baby boy into the family about five days after his promotion.

see Step on page 15

AIRCREWS EXPERIENCE ADVENTURE, STRESS

By Airman 1st Class Andrew Svoboda 436th Airlift Wing Public Affairs

03/19/02 - DOVER AIR FORCE BASE, Del. (AFPN) —

"It's always breakfast whenever you land," said Airman 1st Class Brian Castillo, a loadmaster from the 3rd Airlift Squadron here. "I've had breakfast four times in a row before."

Meal time is not the only part of life that changes for aircrew members. In the world of fliers, routine schedules do not exist. There are no eight-hour shifts, no weekends and very little consistency. And this is exactly why they love it.

"Many jobs are routine," said Tech. Sgt. Wes Askew, a 3rd AS loadmaster. "You do the same thing everyday. In our job, there's the excitement of going somewhere different, eating something new and never knowing where you're going to be."

A minimum crew on a C-5 Galaxy comprises two pilots, two flight engineers and two loadmasters. These crewmembers are on alert 24 hours a day, and once they receive the call, they have one hour to show up at the squadron, packed and ready to go anywhere in the world.

On C-5s, crewmembers do not usually fly as "hard crews," meaning the same people do not always fly together, but that does not mean they are not close. Fliers are a tight community and when crews are flying, they are work-



Senior Airmen Brian Castillo, a loadmaster from the 3rd Airlift Squadron at Dover Air Force Base, Del., ensures the troop door is closed and properly locked. This is one of the preflight duties of loadmasters. (Photo by Airman 1st Class Andrew Svoboda)



(Top to bottom) Tech. Sgt. Bradley Card, Airman 1st Class Jeff Pogatchnik, and Staff Sgt. James J. Callari, all from the 9th Airlift Squadron at Dover Air Force Base, Del., load their bags on a C-5 Galaxy prior to a mission. (Photo by Airman 1st Class Andrew Svoboda)

See Stress on page 10

AIRMAN SPENDS HONEYMOON FLYING INTO AFGHANISTAN

By Master Sgt. Louis A. Arana-Barradas, Air Force Print News

02/28/02 - BAGRAM AIR BASE, Afghanistan

Airman 1st Class Rick Mras is green, being a C-17 Globemaster III loadmaster for only two of the two-and-one-half years he has been in the Air Force. But he already knows he would not trade his job for any other in the world. And he considers it an honor to be a part of Operation Enduring Freedom.

"It's good to know what I'm doing here lets other people back home go on with their lives," Mras said. "Obviously I'm not in this job for the money. I'm in it because it means something."


Still, he confesses he would rather be home in Charleston Air Force Base, S.C., kissing his new bride, Danielle. She is an air-

See Honeymoon on page 10



As a C-17 Globemaster III makes its final approach into Bagram Air Base in Afghanistan, Airman 1st Class Rick Mras (center) gives fellow loadmasters Senior Airman Bryan Marvel (left) and Staff Sgt. Donny Washam some final tips on what to expect when they land. (Photo by Master Sgt. Keith Reed)

JUMP ON BOARD THE...



BERLIN LOADMASTER F600

No tip Steering
Ball Bearing Wheels
Grease fittings
For The Really Big Loads
Body: 42' X 21 1/2" x 10"
Wheels: 410/350-4— 10" Pneumatic
Weight: 57 lb

WHAT EVER HAPPENED TO?

LOST LOADS

THE NAMES BELOW ARE PAST OR PRESENT PLA MEMBERS FOR WHOM WE NO LONGER HAVE VALID ADDRESSES.

If you can contact any of these loads, please ask them to advise the PLA of their current address. If you know of any who are deceased or no longer wish to participate in the PLA, please let the National Secretary know at: **PLA, P.O. Box 4351, Tacoma, WA 98438, 800-239-4524** or by e-mail to: **Wabaade@aol.com**

Accal, Wes	Daniels, Bertram T.	Hayes, John	Pafford, Kevin	Thompson, Ronald H.
Alsbury, Lynn L.	Danowski, Raymond J.	Hembroff, David G.	Parhomski, John A.	Tietz, Bill
Appeldorn, Eric R.	Darrell, Wayne	Hoffmann, Henry	Peters, Scott	Tijerina, Armando J.
Arizmendez, Benito "Ben", Jr.	Davidson, Chris R.	Hondel, Steve	Phillips, Eral B.	Titcomb, Richard P.
Atkinson, Gregory	Dietz, Roy D.	Horne, Phil	Phillips, Lance	Tkacs, Bill
Atwood, James R.	Dodgins, Art	Hunter, David	Pierce, Gary L.	Tocknell, Fred
Bailey, George R.	Donnelly, Edward	Ippolito, Mark R.	Rainey, Darryl D.	Torgerson, Daniel K.
Bailey, M.A. "Beetle"	Davenport, Don	Jewell, Brian	Rainey, Jennifer	Townsel, Sonja
Baitsholts, Trevor	DeGroot, Paul "Digger"	Johnson, Craig	Rainey, Stephon C.	Trueblood, David K.
Barnes, Kenneth L.	Dobbins, Donna M.	Johnson, Lewis C.	Ramella, Stephen M.	Tucker, Connie A.
Barrett, Dirk	Donaldson, Todd	Johnson, Park	Ramsey, Walter E.	Tucker, William R. III
Bartosh, Johnny	Dordal, Roland	Kelley, Joseph P.	Roberts, Denise R.	Turnage, David C.
Batts, George R.	Dorgan, Matthew R.	Kelsall, Michael	Roddy, Jack E.	Understeller, Paul
Beck, Timothy J.	Dowell, James	Kimball, Lonnie R.	Rodriguez, Avis C.	Velasquez, Victor
Benson, Paul G.	Doyle, Ray C.	King, Matthew D.	Ross, Carlton B.	Vinson, Jerry R.
Benson, Ryan D.	Dubois, Brian	Korkowski, Paul	Ross, Deborah K	Vittum-Jones, Larry R.
Benucci, Andrew	Dukes, Richard G.	Kozusko, Gary L.	Rossi, James A.	Volkman, Fred III
Berry, Jeff	Edmonds, Ronald D.	Kuhns, Eric W.	Sandoval, Joesph R.	Wagner, Steve
Berthiaume, George C.	Eichenberg, John B.	Kuli, Kevin P.	Shanks, Randal	Walder, Joyce
Bertsch, Robert J.	Ellis, William L.	Lang, Alfred J.	Schmukler, Jay L.	Wallace, Brian
Birney, William J.	English, Michael C.	Lehmann, Donna J.	Schomerus, Douglas "Doug"	Wallace, Ray
Blea, Daniel A.	Euscher, Ronald C.	Lewis, Everett Jr.	Schroede, Charles A.	Weaver, Jack K.
Bone, Ken	Faccenda, Eric J.	Linkenhoker, James M.	Shaw, Frank E. Jr.	Welch, Carl
Bongiovanni, Robert	Farrow, Richard L.	Luttrell, Virginia	Shawver, Donald	Wells, George L. "Rock"
Bourdeau, Brian R.	Fellenz, Ross M.	Lyons, John F.	Shields, Russel E.	West, Ian J.
Bowen, Kenneth E.	Fiorini, Roberto	Magliocca, Charles T.	Shiflet, Phil	White, Franklin J.
Bradley, Percy D	Flagel Curtis A.	Magliocca, Todd A.	Silverman, Larry t.	Whiteman, Fred R.
Brass, Donald	Flood, John A.	Marshall, Guy C.J.	Sindle, Scott	Whiting, Don
Brooks, John E.	Flores-Reeder, Monica	Martin, Miles L.	Smith, Damain A.	Wiggins, Thomas "Tom"
Brouwer, Iris	Flory, Jason	Mase, Matthieu J.	Smith, Dennis	Williams, Brian A.
Brown, Chance	Fox, Nancy L.	Maxey, Joesph R.	Smith, Joel E.	Williams, Brian K.
Brown, David V.	Fox, Terry L.	Mayo, Douglas P.	Smith, Thomas	Willaims, Craig M.
Brown, Robert G.	Fried, Rodney	Mazzuca, Tom A.	Smythe, Jack L.	Willoughby, John D.
Brunson, Stephen B.	Gallagher, Dana R.	McAuliffe, Kevin	Sorensen, Randy W.	Wilson, Joe
Bryantt, Derek O.	Gallegos, Raymond	Messaros, Scott	Stacey, John E.	Windmeyer, Keith
Burton, William A.	Gardner, Billy T.	McCants, James C.	Stanley, Paul	Wine, Robert W.
Bush, Larry	Gardner, Lynn S.	McGowan, James E.	Steinman, Mike	Wiseley, Daniel J.
Bushnell, Terry A.	Getz, Steven F.	McGuyver, Alec R.	Stevens, Mark F.	Womble, David T.
Buss, David L.	Gilbert, George E.	Minami, Wayde R.	Steyer, Kieth	Womble, Jack E.
Cadmus, Willaim K. Jr.	Gill, Kevin	Minnillo, Vince	Stinson, Glen	Woodward, Scott
Campbell, Robert D.	Goeken, Dennis H.	Monaghan, Robert P.	Strickland, David R.	Wren, Kevin
Cardin, Erik	Goode, Bob	Moody, Steve	Strickler, Warren K.	Yancey, Clinton
Carlson, Edward H. III	Grant, James V.	Morgan, Glen	Stupka, Mike R.	Yepes, Daniel
Carroll, Ricky R.	Grant, Steve	Morris, Michael A.	Sullivan, Richard	Young, Frederick B.
Casadevall, Paul	Grau, Jose	Morse, David A.	Sutherland, Paul J.	Zurcher, Phillip
Cavazos, Larry L.	Griffin, Lynda L.	Munroe, Randy	Swanson, Ted	
Cease, Warren B.	Griffith, David P.	Murgvia, Alberto	Talbot, Dano	
Christmas, John	Griggs, Ranry T.	Niver, C.J.		
Claudio, Juan	Groth, John C.	Noble, Steven J.		
Coghill, Scott I.	Hagen, William T.	Nunez, Jeremy		
Comella, Augustine	Hall, Kevin	Ochranek, Joseph R.		
Cook, Bobby	Hall, Randy L.	Olson, Cory		
Coron, James D.	Hardy, Richard A.	Opdenhoff, Richard J.		
Couvillon, Richard A. Jr.	Harmon, Cliff	Oswald, Rob		
Cutler, Gregory	Havrischak, Basil J.	Owen, Robert E.		

From inception to 6-29-02

For I dipt into the future, far as human eye could see,
Saw the vision of the world, all the wonder that would be;
Saw the heavens fill with commerce, of magic sails,
Pilots of purple twilight, dropping down with costly bales:

Locksley Hall, Alfred Tennyson, 1809-1892

CHAPTER REPORTS

BIG COUNTRY CHAPTER

The Big Country Chapter of the PLA was formerly installed and accepted as an active chapter on May 11, 2002 in a ceremony held at VFW Post 6873 in Abilene, Texas. National President Ray Flannery administered the ceremony and recognized the officers and members as an active local chapter.

Following the installation; members and guests attended a Bar-B-Que at Cliff Archers picnic area which is adjacent to the Marron Drop Zone at Dyess AFB, Base. As an added treat Dyess was having their open house, which featured the Air Force Thunderbirds. The location of the picnic grounds provided everyone with a ring side seat to watch the air show.

National President Ray Flannery, once a loadmaster at Dyess, was able to visit with many of his old loadmaster pals that he hadn't seen in a while. The air show, Bar-B-Que and war stories were great and enjoyed by all.

Big Country Chapter Officers are:

1. President.....Michael P. Lutzko(Mikelutzko@camalot.net)
2. Vice Pres.....Juan Levario
3. Secretary.....Gary VanCleave
4. Treasurer.....Frank Martindale (tworet@earthlink.net)

Gary VanCleave, Chapter Secretary

DENALI CHAPTER

Greetings from Alaska. As anybody who has lived in Alaska knows, when summer comes its time to get out and enjoy the vast wonders of this great state. This is exactly what we plan to do on 22 & 23 June. Denali Chapter member Dave Chitwood has invited all members to his Montana Creek property for our 2nd annual campout. This family outing includes four wheeling, fishing, good food, and good fellowship.

The 8th meeting of Denali Chapter was held 2 May. Chapter elections were held IAW published bylaws. Election results are as follows;

President: Robert Mark Stamm

Vice President: Mike Skalisky

Treasurer: Chuck Gookin

Secretary: Elizabeth Williams (primary)

Jeff Begely (alternate)

Historian: Roann Leatz

A special thanks goes to former President Mark Sprenger. His enthusiasm and dedication were paramount in establishing our Denali Chapter, and I'm personally honored to have worked with him. Also a big thanks for the hard work goes to former Treasurer Bill Edwards. Bill's efforts were instrumental in forming your Alaskan PLA chapter. After the elections our membership discussed setting up a booth and selling funnel cakes and drinks during the annual Elmendorf AFB airshow. The idea was well received. Hopefully we can stuff our coffers with buku green. We are currently signing up volunteers to work the show and I'll tell you how it went in the next chapter report.

Finally, we wish all members of the PLA a safe and fun filled summer. **"Load Clear"**

Robert Mark Stamm, Chapter President

GOLDEN WEST CHAPTER

The Golden West Chapter held its March meeting at the Boeing Long Beach Plant on March 16th. After a grand tour of the C-17 construction facilities members were awed by the assembly phases for the Globe Master III.

Many thanks to our member, Mike Welch, Public Relations Director, at Boeing and all his coworkers who helped our Chapter celebrate its first year anniversary at this event.

On May 18th, members and guests were treated to an old fashion Bar-B-Que at Joe and Elsie Ward's home in Highland. On the menu was Texas style mesquite smoked beef and teriyaki style Chicken Breasts. Afterwards Elsie Ward served coffee and fudge brownies for desert. Members and their guest spent the afternoon with good food and many war stories.

Chapter President, Walt Byrns requested at the last meetings that members save their beverage can pull tabs. Tabs will be turned in during the annual drive for funds which help support the Ronald McDonald House which provides lodging for families of children receiving treatment for cancer and other serious illnesses at Loma Linda University Children's Hospital.

Golden West Chapter welcomes their latest members. David L Brown, Clarence Harrison, Brian Wallace, Ernest Vasquez and Kevin Perdue.

Walt Byrns, Chapter President

MID-ATLANTIC CHAPTER

With the current Ops tempo increase around the chapter a large part of our membership will be deployed over the summer, the chapter has decided to hold off on activities normally held during this period so we can include all the Loads after they return from their current deployments. We are scheduling a members' picnic and a golf outing later in the year.

The Chapter regrets to announce that CMSgt. Brian Brech, the Chapter President, has resigned due to his involvement in the current deployments and his pending retirement upon his return. He will be moving on to GA where he and his wife plan on some well deserved Crew Rest. Brian has been a cornerstone in our chapter. We wish he and his family well. they will be missed by all.

New elections for chapter president will be held during the next monthly meeting.

Jim Wangelin VP Mid-Atlantic Chapter

PARKER-AGUILLON-PAYNE CHAPTER

As our Chapter is in its fourth year, I would like to personally thank the past and current members of the executive committee. Mark Belland, RC Jones, and Mike Druding have always gone above and beyond to make sure our chapter continues on the straight and narrow. RC accepted an assignment to Kadena AB, Okinawa, Japan, and has truly been missed not only as supporting member, but also as a friend. Unfortunately, his assignment has been cut short due to the realignment of the TALCEs. He will

— see PAP Chapter on page 8

PAP Chapter continued from page 7

be reporting to McGuire the end of this summer.

Mark and Mike have always volunteered to organize Christmas parties, picnics, and other various events that support our chapter. All our members benefit from their support and involvement, which is highly appreciated. Joe Adams has taken over the Museum display and has done an outstanding job of finding pictures and getting them displayed. Bob Cosgrove has now been designated as our master chef. Joe Brown is now the chapter secretary and has jumped in with both feet.

I would also like to thank all the loyal members that attend our monthly meetings. They are the backbone of support we need to keep our chapter alive and on the right track. The members and the spouses who attend all our social events. What a great team. We encourage all our local members to attend monthly meetings so we can continue to grow and enhance our loadmaster profession. I hope I didn't forget anyone, but I want to personally name the members that have been so loyal and supportive:

Joe Adams, Bob Cosgrove, Don Laurie, Mark Belland, Mike Druding, Irv Mahler, Bill Bostock, Joe Franey, Jack Miller, Joe Brown, Al Horwedel, Bob Olsen, Dallas Carr, Chuck Humes, Jeff Rutter, Robert (Chick) Cooper, RC Jones, Mike See, Brian Summ, Jessy Ramirez, Stu Russell

For any new members, our local chapter is named after three loadmasters that lost their lives in the defense of their country. All three were aboard the C-5A Galaxy that crashed short of the runway at Ton Son Nhut AB, Republic of South Vietnam, while airlifting orphans back to the United States in April of 1975. We are proud to honor their name and will always remember the ultimate sacrifice they gave to their country and the Loadmaster profession.

Our local Chapter meets the first Tuesday of every month on Travis AFB, California, at the Delta Breeze Club (NCO Club), 7:00 PM. We encourage our local members to attend and enjoy the comradely of fellow Loadmaster and enjoy in the many events we have with family. We look forward to seeing you all.

At our April meeting it was brought up that we needed to have another chapter get together. Since we have always had a Christmas and Picnic get together, we decided we needed to do something in addition to the annual events. So a Dinner Social was planned for the May meeting. It was held at the local Lotus Thai Cuisine Restaurant, and was so successful we are going to have another one this fall after our annual picnic. What a great opportunity to get together and just enjoy. These social events really have given us an opportunity to share our appreciation for our Loadmaster brotherhood, our families, and friends.

Our annual picnic is currently scheduled to be held on Saturday, 7 Sep 02, 1100, at the Lake Solano Park. This is the same location we have used for all our annual picnics. A flyer will be sent out later this summer for more details.

Mark E. Raymond, Chapter President

THE NORTHWEST CHAPTER MEMORIAL DAY GROUP MADE THEIR ANNUAL VISIT TO LOCAL CEMETERIES TO REMEMBER THEIR OWN



Standing L-R: Bill Cannon, George Radovich, Harley Nelson, Norm Keppler, Dave Bartley, Gaylen Mulloy, Vic Fredlund, Walt Baade, Chris Dockery, Wayne McFarland, Mark Lewis, James Caron. Kneeling in front: J.D Hartel, Al Hanson. Also attended but not included in the photo: Henry Alexander, Harold Edvalds, Bob Harvey, Wally Johnson, Del Keefauver, Steve Tkach, Don Wingart and his family.

Continued from page 2

Once activated, MAFFS units are assigned to fires by the U.S. Forest Service according to the severity of the fires.

"Normally, we see the fires from the air," Uthe said. "However, viewing it from the ground is a totally different scenario."

Wing crews were activated June 13 and began dropping retardant the next day.

Crews and four C-130s from the Air National Guard's 145th AW in Charlotte, N.C., are assisting the 302nd AW, which has devoted two C-130s and extra crews to the MAFFS effort. Both units are staging missions from Peterson and averaging a combined 15 to 20 missions a day when flying.

They are dropping retardant on the Hayman Fire southwest of Denver, the Million Fire two miles south of South Fork and the Missionary Ridge Fire that is 15 miles northeast of Durango. As of June 24, they had flown a total of 126 sorties and dropped 334,800 gallons of retardant.

"I'm glad we're doing something about this," Uthe said. "Most people don't understand the Forest Service can only have so many aircraft flying in one area at the same time. It's hard for people to comprehend the logistics to get something like this organized."

(Courtesy of AFRC News Service)



Master Sgt. Greg Uthe, from the 302nd Airlift Wing, reviews technical orders on a C-130 Hercules at Peterson Air Force Base, Colo. Uthe and other members of the Air Force Reserve Command unit are fighting wildfires in Colorado. Some of them have had to evacuate their homes because of the fires. (Photo by Maj. Clancy Preston)

TWO LOADMASTERS KILLED IN AFGAN MC-130 CRASH



Tech Sgt. Sean M. Corlew during
Operation Cabans 2001

Air Force Tech Sgt. Sean M. Corlew, 37, and Air Force Staff Sgt. Anissa A. Shero, 31, along with Army Sgt. 1st Class Peter P. Tycz II, 32, died on June 12, 2002 when an MC-130H Combat Talon crashed shortly after takeoff near the Bande Sardeh Dam in Afghanistan.

This picture of Corlew was in the March, 2002 Airman magazine illustrating a story about Operation Cabanas 2001, in Argentina. A May, 1997 Airman story told of Corlew's part in the search, succor and rescue of a family stranded on an uninhabited atoll about 600 miles southeast of Guam. Corlew and two other loadmasters airdropped makeshift packages containing in-flight meals, a first-aid kit and water to sustain the family until surface rescuers arrived. And he was a member of the aircrew that earned the AFSOC Distinguished Aircrew Safety Award for safely landing an MC-130H which had experienced catastrophic failure of the elevator trim system while on an over water deployment.



Staff Sgt.
Anissa A. Shero

Sean was one of my student loadmasters and asked me about the Talon II program, which led to his going to the MC-130H. I knew that Sean would want to be remembered as the kid who would fly for any reason, walked not with a swagger but with a self-assurance, and was most happy when standing in the paratroop door of 'his' Talon while 'on the road', watching the world go by. He was in his element whether it was a daytime training mission or a night low level into harms way.

Sean hasn't left us. He has gone on ahead and is waiting for us at that big airfield in the sky...watching the angels take off and land.

Jim McClain USAF Ret.

PLA GEAR

PLA COINS (below)

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

PLA PIN (right) and PATCH (right below)

PLA Coins, Pins and Patches are available through the National Headquarters. The **PLA Coins** (below) are \$3.00 each including mailing, **Pins** are \$4.00 and the **Patches** are \$5.00. I'm sure a lot of you have seen them by now. If the Chapters are interested in having some, please contact us. e-mail: Wabaade@aol.com



Stress continued from page 5

ing and living together.

"We have to trust each other with our lives," Castillo said. "Once we're in the air, we can't be thinking about rank. We're all each other's right hand. On the road, no one goes out by themselves, we stay as a group," he said. "If we have confidence as a group, there are no barriers when we're in the air."

When aircrews fly missions, this is called going "downrange." There are two main missions aircrews can get assigned. During a routine channel mission, a crew will go downrange for a set period of time with a fixed itinerary. For contingency missions, aircrews get sent to staging bases, and do not always know where they will be sent. They live at these bases for nearly a month, flying missions and returning to the stage base for crew rest.

"A lot of people think it's vacation time, but once we're in the stage, we've got 12 hours between flying time to sleep and eat," said Airman 1st Class Tyler Vaughn, a loadmaster from the 9th Airlift Squadron here. "Sometimes, if there are no planes going out for a couple days, we'll be released from alert, but that all depends on the mission and situation."

"Not always knowing where they are going makes packing a challenge for aircrews," said Maj. Mark Gaubert, a C-5 pilot from the 3rd AS.

An even bigger challenge for crewmembers, however, is maintaining a normal family life. With crews often gone between 15 and 20 days a month, many holidays, first days of school and soccer games are missed. The job cannot get done without family support, said Tech. Sgt. Don Finely, a flight engineer with the 3rd AS.

For Castillo, who at age 20 just recently married, the job was something both he and his wife had to consider before getting married. "I asked her if she wanted to get into this lifestyle," he said. "There are many times I've been working and she's been home with the kids with no relief, keeping the family straight. I am lucky to have a woman who will stand by me."

"It takes a special person to put up with the lifestyle," Finely said. "All the bad stuff happens when you're flying," he said. "The car breaks, the kids get sick."

Askew said the best way to balance family time with work is to explain what you are doing and why it is important. "I take my family into the squadron all the time," Askew said. "My son is very interested in airplanes, so I encourage that, and take him out and show him the planes. I'd do this job for free if they fed me," he said. "I live for flying. It's a part of me and my wife understands that."

Despite the hardships, there are rewards of being part of an aircrew beyond visiting exotic cultures. Like all jobs in the Air Force, crewmembers get the satisfaction of knowing their job plays a key role in a larger mission. Crews here are supporting Operation Enduring Freedom as well as continuing humanitarian and presidential support missions, and Operations Northern and Southern Watch.

"September 11 made things a lot busier, and there's more of an urgency (to missions)," Gaubert said. "Hopefully, what we're doing now will make things right for our kids." Finely added, "My son is in high school and is talking about going to the Air Force Academy. I'd like to see this war end before he goes."

Whether they're sitting on the flightdeck at 35,000 feet, watching the Hale-Bopp Comet go over Africa, heading west and chasing a sunset for two hours, or returning to their families in the middle of the night after 26 hours of flying, the life of the aircrew is tough, they said, but a life they continue to choose.

(Courtesy of Air Mobility Command News Service)

Honeymoon cont'd from from page 5

man, too — an airfield management troop he married a scant five months ago. He was on his honeymoon when base officials at Charleston called him back to duty.

"No wonder", he said, "My wife hates me being here." He has been home two weeks since Sept. 11. But, still, he said, "I'm lucky. There are guys who have been gone from home a lot longer." So now, Mras is spending what should have been his honeymoon flying into Afghanistan with the crew of his C-17. But the experience he is getting makes the separation from his wife a little easier to take.

Luckily, Mras is near the end of his 45-day tour with Charleston's 14th Airlift Squadron. So far, he has been on about 60 combat sorties, 45 into Afghanistan. He has accrued about 160 combat flying hours.

As a loadmaster in the Air Force, he is in charge of everything behind the flight deck of the \$250 million jet. That is a sobering thought, but a challenge which Mras said he relishes.

"Where else is a 20 year old going to get (those) kind of responsibilities?" he asked. "What we're doing is important. That's why I love my job."

During this tour, Mras landed in Pakistan, Uzbekistan and "all the 'stan' countries around there," he said. At the start of the operation, his crew landed their C-17 on dirt strips more than once to drop off special forces. It was a bit scary at first, he said.

"Many times we didn't know where we were going," Mras said. "And sometimes it was the first time a C-17 had landed on those dirt strips. We proved the C-17 can do the job. I love this jet."

All that action makes Mras a veteran. On his 46th mission to the base here, a busy military base near the Afghan capital of Kabul, he got to relax a bit. Mras was going along as a teacher — passing on what he had learned throughout the past two months onto two "rookie" loadmasters making their first trip into the country.

Mras was glad to pass on what he knew. He told the loadmasters what his routine was for a flight "down range." He explained the details of flying with no lights once the airplane was over Afghanistan. He told them that once in Afghanistan, they had to stay on the pavement because of the landmine threat. Plus, he gave them details on how the ground crews take pallets of cargo off the airplane.

"And since the runways and the taxiways are so narrow, you have to hang out the troops' doors and guide the pilot to the parking area," he said. "You sure don't want to go off the pavement."

The huge cargo plane took off from Incirlik Air Base, Turkey, in the afternoon. It had no passengers, but did have 46,000 pounds of supplies, equipment and food packed in its cargo hold. That included pallets full of plywood and tents, and six huge helicopter rotor blades bound for Karshi Khanabad, Uzbekistan. Two pallets of tents were off-loaded here.

"We haul a lot of food for the troops," he said. "So we know they appreciate what we do."

But back home in Indianapolis, Ind., Mras said his mother worries about his safety. Unlike his dad — a retired Air Force C-141 Starlifter flight engineer who is proud of what his son is doing — she wants him to come home. But her son is not worried.

"Still, every time I talk to her, I reassure her that I'm as safe as I can be on this plane," Mras said.

Once he gets back to Incirlik, Mras plans to sleep — a lot. Then he will count the four short days until he returns home. Once back with his wife, he wants to continue his honeymoon. The couple plans to take a Caribbean cruise. This time, he hopes there is no interruption.

"I miss my wife," he said. "And I'm really ready for a vacation."

NEW MEMBERS SINCE 02-21-02

Hugh Hatmaker, Jan 2002, overlooked in the March Issue. Joined the U S Army in 1954 and entered the Air Force in 1957. Served in Viet Nam ('63-'64) and was Chief Stan/Eval at Dyess. Worked in Saudi Arabia after retirement and now participates in an honor guard for about 136 military funerals a year.

February

Ordean C. "Andy" Anderson, Retired LM flew C-130s
Pete Fischer, Stan Eval LM on C-130B Models at Mactan
Frank D. Martindale, C-123B/K, C-130E/H, C-133
David R. M. Rae, C-130A/B/E/H
Joseph W. Stuart, C-141s Active Duty TALCE LM

March

Robert M. Antoline, C-123, C-130, C-141, C-5A Head cowboy for Antoline Land and Cattle Company.
Airey N. Baringer, B-26, B-29, C-124, C-130 Was Chief LM at Dyess, now retired.
Ken Campbell, C-141B, C-17A
Thomas Dworzak, C-119, C-130A
Daniel F. Heim, C-130, C-141 Remembers Dick Carrig.. Jake Jaquez..Vic Fredlund with admiration.
Gary L. Hendrickson, C-130E Instructor Loadmaster
Bennie R. Lopez, C-130B/E/H
Melvin C. H. Lum, C-130E/H
Richard E. "Rags" Ragucci Sr., C-119, C-123K, C-124, C-130E LM from 1965 to 1986. Served in England and Florida. Reserves at Hanscom Field..Westover AFB. Retired in 1993.
Joe E. Roberts, C-46, C-47, C-122, C-123, C-124, C-130A
Darin "Sid" Sedlacek, Active Duty C-5 Loadmaster Evaluator.
Samuel W. Stewart, C-141B (MSgt. Tom Kenny)*
William A. Wallace, C-5A, C-123, C-124, C130E, C141A
Thomas B. Withers, C-141B (MSgt. Tom Kenny)

April

William A. "Bill" Casey, C-47A, C-123K, C-130A/E/H (Abilene Chapter)
Allen Daugherty, C-123K, C-130E/H/O/N
Michael B. Ferrell, C-130B/E/H/LC/MC Loadmaster Functional Manager (Ray Flannery)
Ronnie B. Gilbert, C-130E/H
Geraldo J. (Jerry) Gutierrez, C-130E/H, C141A
Aaron Hillberg, C-130E (Doug McCudden)
James W. Island, C-130
Tom Kelleher, C-119G, C-123K, C-124, C-130E (Dick Ragucci)
Lloyd D. Knight, C-5, C-23, NC-141A, NC-141B, C-141B, C-141C. Active Duty..Tasking Functional Manager at Scott AFB. (Steve Getz)
Robert N. (Bob) Leet, C-130. Now a Registered Nurse (ENT Specialist of Abilene)
Peter V. Moncada, C-124, C-130 Now VP Operations Aire Trucks Inc.
Kevin J. Perdue, C-22, C-130, C-141 (Steve Clark)
Regina C. Rollis, C-17, C-141
Abelino Saucedo, Life Member, C-123, C-130, C-141 Thanks for your suggestion on improving the PLA's mailing service.
Robert H. Staples, C-123, C-124, C-130, C-141 (Gary Van Cleve)

Richard W. "Butch" Stratton, C-7A, C-123, C-130E/H, C-141A
Eric Truesdale, C-5AC-130, C-141A Flight Examiner
Robert C. Weyd, C-74, C-121, C-124 (Vic Fredlund)
Edwin Wilson, C-5, C-133, ALCE. Airfield Manager at Ft. Campbell, KY
Jeffery A. Wisley, C-5 Chief Stan/Eval 56th ALS

May

Jerry A. Beasley, C-130A/B/E/H/H2 LM Superintendant 181st AS (Ray Flannery)
Gary W. Brudi, C-124
Charles E. Bucher, C-124A/C, C-130E/H
Peter C. "Pete" Burt, B-727, B-747, DC-8, L-1011, MD-11, Kalitta Air B-747 LM
William A. Castro, C-130E Chief LM Muniz ANG Base PR (Ray Flannery)
Angel M. Pineiro, C-130E Stan Eval LM (Ray Flannery)
Eric A. Valdez, MC-130P Combat Shadow Loadmaster, CA ANG
William J. Wunderlin, C-130E/H, HC-130H/P/N, MC-130P, P3C Orion USN (Ray Flannery)

June

Bruce Osborn
Matthew T. Olley, C-130 Active Duty Load
Tony E. Strader, Life Member, C-141B, C-130E. Instructor Loadmaster C-130s at Pope. (MSgt. Gary Chancellor)

*(Sponsored by)

ATHENS, LATE 1950s, CAN ANYONE HELP?

My father was Airman John O'Brien who spent most of his 4+ Air Force years in Athens, Greece (after a short stint in Libya). I know from some of our conversations in the years before his passing that he was assigned or attached in some way to the 5th Aerial Port from 1955 or 1956 to 1959 or 1960 before returning to civilian life.

I'm sure he would have stood out to some degree; he was an Irish guy with fair hair. He married my mother Josephine, a young Englishwoman in Athens.

Also if you could refer me to anyone who might have served in the AF in Athens in '58 or that period 55-60 or any other information sources regarding the Athens operation I'd appreciate it greatly.

I've been trying to get information on two TDY assignments that my father spoke of on occasion, including airlifting troops and supplies to Lebanon from the Mediterranean (possibly Op. Blue Bat) and if I remember correctly gas/supplies to British forces in the region. From what I can tell or remember the TDY locations could possibly have been Crete, Cyprus or Turkey (Adana?). (I'm just trying to piece it all together.)

Justin O'Brien, 1Lt., USAFR

p.s. As a matter of coincidence my own first assignment was to an Aerial Port Squadron and am still in the business -- completely unplanned.

Lt. Justin O'Brien can be reached at: jobrien@usmayors.org

Your Executive Committee:

As of June 25, 2002

President	(elect)	J.P. Salisbury	Home (609)893-0363	JPandBarb@comcast.net
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President Emeritus		Bill Cannon	(253) 531-9259	BCLOADER@aol.com



The Loader is available by e-mail. Contact: Lastmeister@aol.com

\$cholarship Information

To start the scholarship process the following criteria will be used.

1. Two scholarships yearly--one academic for college entry and the other vocational/technical school after high school graduation.
2. Each will be a grant of \$500.00; no further follow-up will be awarded.
3. Each scholarship shall be named after a deceased loadmaster with a different deceased loadmaster each year.
4. Candidates for selection process must be sons, daughters, or grandchildren of PLA members in good standing. Limited to one per family. If exceptional circumstances should arise, the Executive Committee will handle them.
5. Applications may be applied for through:



Jim Engelker
10925 Cnty Rd 29
Ovid, CO 80744
E-Mail: engelker@kci.net

**Timeline For \$cholarships**

- * 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.

THE SCHOLARSHIP FOR 2002
AWARDED TO EUNICE HOEPPNER OF MAGNOLIA DE.

We will ask her Dad, Robert Hoeppner, to present it. She will attend the U of Tampa and major in Marine Biology.

The name of the scholarship will be: "THE JOHN LEVITOW SCHOLARSHIP".

The Levitow family gave its permission to use John Levitow's name for the scholarship.

Walt Baade, Secretary, PLA

Three Wings continued from page 3

chocks the pilot positioned the C-5 with its ramp just three inches from the loading platform.

The basic wing in a flat position on the elevated loading platform and the C-5 so near was an awesome scene. The Lockheed personnel each took positions at the steerable dollies waiting for instructions to proceed. A metal plate was placed over the gap between the ramp and the truck bed surfaces. The loadmasters installed a centerline guide cable from an aft ramp fastener to the forward ramp centerline point. This cable, which was straddled by the wing's guide rod fork, assured positive lateral clearances. With the C-5 ready to load, the wing was slowly and carefully pulled into the aircraft by the cargo winch. Final positioning of the wing inside had to be precise to assure the C-5 flight deck ladder was operable. Amazingly, the loading time was only 20 minutes!

The loading was filmed by Lockheed personnel, but they exercised "industrial security" and never allowed the film to be seen by anyone other than Lockheed management.

Step continued from page 4

TSgt Thagard was at a forward deployed operating location when he was notified of his promotion. He had just returned from an Operation ENDURING FREEDOM mission into Afghanistan. His Aircraft Commander was told to call home immediately for some important information regarding a member of the crew. When the call was made to the McChord Command Post, the Wing Commander answered and asked to speak to Thagard. The Wing Commander asked Thagard if he was wearing the correct uniform combination and badges. Thagard said he was surprised to even be speaking to the Wing Commander let alone being asked about his uniform. This went on for a few minutes until the Commander told Thagard of the promotion to TSgt. Thagard said that the best part of his promotion was being able to call home and tell his family of the good news. Surprisingly, his wife had already been informed of the good news from Thagard's squadron.

These three new TSgt's are just a few of the sharp young Loadmasters of today's Air Force. Their hard work and dedication has earned them promotion to the next higher grade. We wish them the best of luck with their new stripes and hope they can continue progressing up the ladder.

In Memoriam

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

T Sgt. Sean M. Corlew, 37, died June 12, 2002, when an MC-130H Combat Talon crashed shortly after takeoff, in Afghanistan.

Corlew was a Thousand Oaks, Calif., native who joined the Air Force in March 1985 because of an overwhelming love of flying.

"There were two things important to him: flying and his family," Richard Corlew said.

Corlew left behind his wife, Amy, and their two children, Preston, 5, and Miranda, 1.

Corlew was a loadmaster on the Combat Talon and was stationed at Hurlburt in July 1998. **Also see story on page 9.**

S Sgt. Anissa A. Shero, 31, died June 12, 2002, when an MC-130H Combat Talon crashed shortly after takeoff in Afghanistan. Shero was a Grafton, W.Va., native who joined the Air Force on June 15, 1992.

Anissa Shero, a loadmaster, attended Airman Leadership School in 1998 and earned an Air Force Commendation Medal, two Air Force Achievement medals and an Air Medal. She transferred to Hurlburt on July 13.

Shero was married in September to another service member, Nathan Shero, who recently had returned to the United States because the military did not want them both to serve overseas at the same time. **Photo on page 9**

TSgt Walter C. Fulda, 65, USAF (Ret.), of Ladson, husband of Ellen Margaret O'Connell Fulda, died On February 23, 2002 at his residence.

Memorials may be made to the National Kidney Foundation of South Carolina, P.O. Box 212634, Columbia, S.C. 29221-2634, or Hospice of Charleston, 3896 Leeds Ave., Charleston, S.C.29405.

Mr. Fulda was born on November 24, 1936, in Hazelton, Pa., a son of the late Walter John Fulda and Dorothy Wallace Kroef. Mr. Fulda was a career Enlisted Man in the United States Air Force, serving as senior loadmaster with 3500 flying hours. He was a graduate of the Community College of the Air Force and was chief of security at Porsche. He was a member of VFW Post 3433 where he served as past post commander. He also served as past state grand commander MOC. He was a member of Immaculate Conception Catholic Church.

Surviving are; his wife, Ellen Margaret O'Connell Fulda, of Ladson; daughter, Sharon Bernstein of North Charleston; son, Major Walter John Fulda, USAF, of Montgomery, AL; brothers, David Fulda and Bruce Fulda, both of New Jersey; sister, Marion Fitzsimmons of Del Ray Beach, FL; he was pre-deceased by a sister, Diane Miller; step-father, Henry Kroef; three grandchildren.

Bill Harrison passed away on March 15, 2002 at the VA Hospital Loma Linda, CA. He had been treated for cancer for several years.

Bill retired from USAF 15th Squadron Norton, as a loadmaster, then proceeded to continue flying with the USAFR 729th Squadron at Norton and March. After retiring from the Reserves, he also worked at VA Hospital. He was a member of the PLA and Golden West Chapter. We are planing a moment of silence at our 1st Anniversary meeting Saturday 16th March.

From Walt Byrns

MSgt Ted R. Horton, aged 54, passed away on 23 May, 2002. Ted Horton had been a loadmaster in C-130s and C-141s and served in the 8th ALS in the '70s. He retired at McChord in 1989. Our condolences to his family.

From Harold Edvalds

PLA members names are underlined

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