

# THE L ADER

**Official Newsletter of the Professional Loadmaster Association**

Volume 25 Issue 1 | March 2022

Friendship Through Airlift



Gathering of Loads Convention, August 22-24, 2022, San Diego CA



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



**In This Issue:**

Cabin Report, Scholarship Chairman, Secretary, Treasurer, "The Loader" Editor Reports, Chapter Reports, Indestructible Loadmaster, GoL Registration Form, GoL TDY/PTDY Letter, The Boat From Brookley, Airline Professional Loadmaster, In Memoriam, PLA Merchandise, Scholarship Information and Scholarship Application Form



## CABIN REPORT

By Kathy Disney

Hey Load! Happy 25<sup>th</sup> Anniversary PLA! It's true... 25 years ago this month CMSgt Bill Cannon officially established this non-profit professional organization in Washington State. Since then, we have grown to 17 chapters nationwide. Our four newest chapters are the Gulf Coast Commandos, Hudson Valley Haulers, Troop Carrier, along with the Kings of Rescue –

Southeast. Looking forward to recognizing these new chapters at the Gathering of Loads this year along with welcoming all our loyal members! The Gathering this year is in San Diego in August at the Wyndham San Diego Bay. It has been quite the challenge to organize this year's conference with all the COVID challenges, but the Golden West Chapter is rocking it! For more information and electronic registration can be found at Professional Loadmaster Association - Gathering of Loads (<https://pla.wildapricot.org/event-3751737>). Looking forward to seeing you all there! As we get ready for the next Gathering, I'd like to readdress challenges this organization faces. First, membership. How many of us have approached a Loadmaster about becoming a PLA member and hear the response "What's in it for me?" Reminder, the PLA does offer benefits for members and their families such as scholarships and assistance in time of need. However, the real benefit is what each and every one of us bring to the organization. Your experiences, your professionalism, your energy, your ideas, and your talents are what this organization, you, and we, all benefit from. This is what we promote and strive for at not only this year's Gathering of Loads, but every conference we hold; an opportunity to share, appreciate, and learn from each other's experiences. And once you attend a Gathering and hear the amazing stories from those who have paved the way, you will never question this organization, becoming a member, or attending our Gathering of Loads again! Personally, I appreciate everyone involved in this organization more than words can express. To all those who share their experiences at each Gathering - Thank you! And to each of you who keep your chapter going - Thank you! And to all the members and executive members - Thank you! I have referenced this before, and its worth repeating - The great coach, Vince Lombardi stated, "The achievements of an organization are the results of the combined efforts of each individual." Without each of your efforts this organization will not succeed. After all, people are an organization's most important asset. It is the people who constantly learn new and innovative ideas to help transform organizations from mediocrity to great success. On that note, thank you all for being part of this organization and hope to see you all at this year's Gathering, Load Clear!

### EXECUTIVE COMMITTEE

President	Kathy Disney	(580) 301-0551	kathydisney1@yahoo.com
West Coast VP	Mark Raymond	(707) 428-3212	mark.raymond@att.net
East Coast VP	Kent Brown	(609) 893-1833	kabrown9@comcast.net
Central VP	Trevor Smith		golfload@yahoo.com
Secretary	Chris Cummings	(845) 475-8457	cchris1686@gmail.com
Treasurer	Chris Dockery	(210) 595-1139	dockeryc@hotmail.com
Editor - The Loader	Bill Weeper	(210) 659-2968	weeperjr@satx.rr.com
Public Relations Dir.	Sean Zeringue		eagleboy2010@yahoo.com

### CHAPTER PRESIDENTS

Alamo	Andy Vaquera	(210) 559-7487	andyvaquera@sbcglobal.net
Aloha	Brandon Sarceda	(808) 295-3164	brandonsarceda@outlook.com
Arizona (Rescue West)	Dillon Howell		dillonhowell1967@gmail.com
Bill Cannon (Interim)	Ron Pierce	(253) 677-2384	rpierce@bohfpusystems.com
Denali	Kent Koerner		kent.koerner@us.af.mil
Gateway	Josh Denny		jdenny8@gmail.com
Golden West	Al Montes		alfredmontes78@gmail.com
Gulf Coast Commandos	Anthony Zalucki	(586) 764-3033	azalucki328@gmail.com
Hudson Valley Haulers	Matthew Farrugia		matthew.farrugia55@yahoo.com
Kings of Rescue - Southeast	Jacob Dattage		jacobadattage@gmail.com
Liberty	Michael Kent	(609) 410-5736	michael_knt@yahoo.com
Michael P. Lutzko	William Castro	(325) 386-3629	castrobill741@gmail.com
Parker-Aguillon-Payne	Mark Raymond	(707) 428-3212	mark.raymond@att.net
The First State	Benjamin Fay	(302) 241-5757	emailBenn@aol.com
The Rock	Angel Sanchez		af.angelsanchez@gmail.com
Traiblazers	Cody Barry	(843) 729-7249	cody.barry@gmail.com
Troop Carrier	Joshua Daigle		jdaigle2010@gmail.com

### PLA ADVISORS

Scholarship Chairman	Jim Engelker	(303) 585-1212	engelkerj@gmail.com
Webmaster	Andrew Lloyd		andrew85.lloyd@gmail.com
Senior Advisor	JP Salisbury		chiefjp125@gmail.com
Senior Advisor	Ron Pierce	(253) 677-2384	rpierce@bohfpusystems.com

The Professional Loadmaster Association (PLA) was formed in the State of Washington as an active membership organization for an exclusive group of professionals recognized as Loadmasters. The PLA is organized and governed by a duly-elected Executive Committee of past and present Loadmasters. In March 1997, the State of Washington issued a Certificate of Incorporation declaring the Professional Loadmaster Association a nonprofit organization. PLA membership is comprised of and limited to current and former military and civilian Loadmasters who have flown as Aircraft Loadmasters performing aircrew duties on transport aircraft. A newsletter titled "The Loader" shall be published three times a year to inform the membership of Loadmaster participation within the airlift community and the association's current & future business activities. The use of "The Loader" newsletter is voluntary. Any comments, views, opinions, or advice expressed in this newsletter are solely the opinions of the individual who expresses them and should not be construed as reflecting the position, views, or policy of the PLA, or its executive members. Neither the PLA nor its current or former agents, members, executive members, employees, officers or representatives shall have any liability or responsibility for any use of or reliance upon any comments, views, opinions or advice expressed in this newsletter or information gained through this newsletter, including but not limited to liability or responsibility for any direct or indirect omission or negligence. Users of this newsletter agree, in advance, to hold harmless and indemnify the PLA and its agents, members, executive members, employees, officers and representatives from and against and with respect to any and all claims, damages, liabilities, losses and expenses, without limitation, arising from or related to any comments, views, opinions or advice expressed in this newsletter or information gained through this newsletter, and agree to the above terms in this paragraph.

**Cover Photograph:** The 2022 Gathering of Loads convention logo. The Golden West Chapter is hosting the event at the Wyndham San Diego Bayside Hotel, 1355 North Harbor Drive, San Diego CA, August 22-24, 2022. Registration POC is Marie Gamache (Marieangamache@gmail.com). Hotel registration POC is Nicole McBrearty (Nicole.McBrearty8@gmail.com).

### Scholarship Chairman

Jim Engelker, Scholarship Chairman - The time is getting near for the Professional Loadmasters Scholarship Application due date of April 1, 2022. We have several scholarships available this year and one may be waiting for you. Applications are due by the close of business on April 1, 2022 with the announcement of the winners sometime before the middle of May. For more information turn to page 14 and 15. If you have any questions please text me at (303) 585-1212 or email me at engelkerj@gmail.com.

### Secretary Report

Chris Cummings, Secretary - Happy March! This was once the time of year to resume military campaigns that had been interrupted by winter. "March" is named for the Roman god of war, Mars. Unfortunately, Punxsutawney Phil predicted 6 more weeks of winter! The good news is that the PLA website is available year round, so you can still log in and verify that your record is accurate. This will ensure that you are receiving all email and snail mail that we are sending. To do this, simply scan the QR code or go to this website: <https://pla.wildapricot.org/Sys/Profile>



Unable to login? Send me an email (cchris1686@gmail.com) or shoot me a text (845) 475-8457 with your name and email address and I'll get you where you need to be. Prefer to fax? Well, give me a call and I'll get you where you need to be too!

PLA Membership - 873 total members

Since the last edition of "The Loader" we have only had 9.7% of our active members log in! It is my intent to have every member take a few minutes to review their membership record. The database logs your last login and last profile update, so please help me get through the list of members without racking up a big long distance phone bill!

EXTRA CREDIT - Chapter Secretaries, I want to hear from you! Let's touch base before the next edition of "The Loader." This report will contain membership by Chapter in the future, and I want you to be at the top of that list!

### Treasurer Report

Chris Dockery, Treasurer - As of February 15, 2022, the Professional Loadmaster Association has a total of \$14,873.31 in checking, and \$21,777.44 in savings. Total Assets \$36,650.75.

### "The Loader" Editor

Bill Weeper, "The Loader" Editor - In this issue of "The Loader" as usual you will find Executive Committee member reports and chapter reports. Al Montes and members of the Golden West Chapter have provided an update on the 2022 Gathering of Loads (GoL) convention. Accompanying the update is a paper registration form if you choose to use it and a TDY/PTDY letter that can be used to help get funding for military personnel to come to the GoL. You will find an inspiring story of SSgt Stuart Martin from the 68th Airlift Squadron, Joint Base San Antonio-Lackland, Texas, and his journey to return to flying status as a Loadmaster on the C-5M Super Galaxy following a motorcycle accident in May 2017. Richard Russell submitted a great article, "THE BOAT FROM BROOKLEY," one challenge in my C-124 Loadmaster career. Karl Hinkamp and Dave Bell also continue their The Airline Professional Loadmaster series of articles with "The Boeing 767." Anyone who would like to contribute Loadmaster stories please send them to me at weeperjr@satx.rr.com. If you have any photographs of Loadmasters working on a cargo aircraft, loading/unloading an aircraft or performing other duties please send them to me. I would like to thank Loadmaster Tool Kit (Larry Crain), and Meathead Ed's Food Truck (Kyle and Kathy Disney) for being sponsors of "The Loader." If any of you know anyone who would like to be a sponsor of the PLA and/or "The Loader" please have them get in touch with me at weeperjr@satx.rr.com. I will be happy to send them a Media/Press Kit. We can acknowledge the sponsor's company in "The Loader" with their name, company logo, and contact information. A full page acknowledgement is \$500.00, a 1/2 page is \$250.00, a 1/4 page is \$125.00, and a Business Card size is \$100.00.

### Aloha Chapter

Josh Moracco, Aloha Chapter Vice President - Spring Breakaway! The Aloha Chapter will be gathering at the "Trade Winds" enlisted club. Tune in to the chapter Facebook (<https://www.facebook.com/groups/HawaiiPLA>) or Instagram (<https://www.instagram.com/pla.aloha.chapter/?hl=en>) for the local April gathering date and time on Hickam. New board members will be announced. You can contact us at Brandon Sarceda at (808) 295-3164, brandonsarceda@outlook.com or Josh Moracco at moracco@gmail.com for more details.

### Arizona Chapter (Rescue West)

Curt Snyder, Arizona Chapter Rescue West Chapter Advisor - Greetings from the Arizona Chapter Rescue West! We continue to stay busy down here in Tucson. Once again the 79th just sent another rotation of crews east for another 5-month desert tour. Hopefully this rotation encounters a more peaceful world than the last rotation did last summer when they were called upon to support Operation Allies Refuge. The 418th Test squadron is also keeping busy, as they are wrapping up testing on equipment and techniques that could affect not only the HC community but potentially the whole C-130J fleet. Some interesting things they are working on include

testing the new bubble doors for the HC community as well as sight angle and sight picture testing for Loadmaster directed airdrops.



Testing new bubble doors

They are also testing a new way of delivering boats via airdrop using a rollerized system built onto modified type V platforms. This new method eliminates the need for a Combat Expendable Platform and creates more capability to support marine Special Operations Forces units. Finally, during the Arizona Chapter's last meeting, which was held at the 79th Rescue Squadrons auditorium, we elected our new council for 2022. For those members who have not yet been able to attend a chapter meeting, be on the lookout for our next meeting that will hopefully be held at an off-base location here in Tucson. Dates/times will be posted on our Facebook page. Our agenda for the next 8 months is to raise enough money to send our council to this year's "Gathering of the Loads" convention in San Diego. We hope to see you all there! Our new Arizona Chapter Rescue West council for 2022 is President, Dillon Howell, [dillonhowell967@gmail.com](mailto:dillonhowell967@gmail.com); Vice President, Matthew Diamond, [deweydiamond7@gmail.com](mailto:deweydiamond7@gmail.com); Secretary, Genovieve De La Cruz; Treasurer, Jon Ringenoldus; Trustee, Lantz Bell and Advisor, Curt Snyder, [corasn83@gmail.com](mailto:corasn83@gmail.com). TOML!

### Bill Cannon Chapter

Ron Pierce, (Interim/POC) Bill Cannon Chapter President - Please reach out to me at [rpierce@bohfpusystems.com](mailto:rpierce@bohfpusystems.com) or (253) 677-2384, to add you name to the chapter email list. As chapter gets moving, we need a way to contact local members. In the past two issues of "The Loader" we have only added one person. Thanks Ron.

### First State Chapter

Benjamin Fay, First State President - Update from The First State! We have been pretty steady with our flying tempo, the current events in the world sure do keep us busy. Speaking of current events, you might have read about Hickam AFB HI having water supply issues. The solution was massive water filtration units that could only be airlifted on the C-5M. Some of the cargo loads weighed in excess of 140,000 pounds and required 50 feet of approach shoring while using the double line configuration on the heavy duty winch. Most of this cargo was certified for airlift as it was being loaded for the very first time. The skill and professional aptitude of the First State Loadmasters got the mission done, and I can report from personal experience that the water tastes fine in billeting

at Hickam. Now it is time to work on those LMOTY packages! You can contact me at: [emailbenn@aol.com](mailto:emailbenn@aol.com) or (302) 241-5757.



Water Filtration Unit being moved from Dover AFB DE to Hickam AFB HI. Photograph by SMSgt Pinkerton, USAF

### Golden West Chapter

Al Montes, Golden West Chapter President - Greetings and Happy New Year from sunny Southern California! The Golden West chapter hopes this new year has found you in good health and high spirits. It's been a bit of a stressful time during this pandemic, but we hope everyone is well and continuing to stay healthy, avoiding the 'rona' or have successfully recovered from it. Our most recent meetings have been Gathering of Loads (GoL) Committee focused and less chapter centric. With the GoL only 5 months away, we've been focused on creating a great experience for the Professional Loadmaster Association (PLA). That being said, we need PLA members to register for the event. Registration can be accomplished at this website: <https://pla.wildapricot.org/event-3751737>. Also, we have blocked rooms at the Wyndham Bayside Hotel that are reserved at the government rate between August 20 - 29, 2022. These rooms can be reserved at this website: <https://book.passkey.com/event/50247012/owner/55596/home>. If you have any questions about event registration, please don't hesitate to contact our registration POC, Marie Gamache ([Marieanngamache@gmail.com](mailto:Marieanngamache@gmail.com)). For questions concerning hotel registration, please send your questions to Nicole McBrearty ([Nicole.McBrearty8@gmail.com](mailto:Nicole.McBrearty8@gmail.com)). Please use the websites listed here. As of this writing, the legacy PLA website is still active ([www.loadmasters.com](http://www.loadmasters.com)) and has a link to the current registration websites, but you have to click the 'more' tab, 'GATHERING', and finally the link under Registration. This will take you to the event registration page. The website homepage for the new PLA page is: [PLA.wildapricot.org](http://PLA.wildapricot.org). Let's talk a little about donations. If able, we humbly ask for chapters to donate what they can to assist in funding the GoL. Please contact Phil Ensley ([Pensly14@gmail.com](mailto:Pensly14@gmail.com)) with your donation intention. Lastly, we reached out to leadership within the AFRC C-17 community in an effort to get leaders to solicit our event to their Loadmasters. We would like to reach out to our C-130, C-5, C-17 Active Duty Loadmasters and all of our chapter members to ensure they are informed about the opportunity to register for our event. We need your assist in doing this as it can be daunting trying get emails out to our entire

loadmaster force. With your help, I hope we can reach out to most of them. Below is a 'forward' friendly message that was created so leaders and chapter presidents can quickly copy, paste and edit, then email out to their people. Please feel free to do the same and advertise this event to your organizations. We are really excited for the GoL in San Diego and are looking forward to an amazing event in August! May your pallets have the correct amount of belly bands, rolling stock be JAI'd, and non-As ready when you land!

**Golden West Chapter & GoL Committee: Al Montes, Allison Kidder, Philip Ensley, Nicole McBrearty, Marie Gamache, Steve Clark.** Please use the following message to advertise to your organizations:

'Your Greeting'

We have the opportunity to attend a Loadmaster-specific event in Southern California. The Golden West Chapter of the Professional Loadmaster Association is hosting the 2022 Gathering of Loads convention, August 22 - 24, 2022 with August 21<sup>st</sup> and 25<sup>th</sup> as travel days. This event is for retired, present, civilian and sister service Loadmasters. The convention is Air Force sanctioned and is considered a developmental event. There will be various speakers presenting information that applies to the many facets of your careers. Additionally, you will have the opportunity to meet and network with a multitude of Loadmasters from various organizations outside of our own!

Here is some specific info and highlights:

- PLA membership is required to attend. Here is the link for the PLA and where you can register to become a member: <https://pla.wildapricot.org/>
- There is an option for an annual membership (\$25).
- Registration for the event is \$85 (which members can claim on their travel vouchers)
- Registration for the event and banquet is \$170
- GoL registration: <https://pla.wildapricot.org/event-3751737>
- Government rate for blocked rooms at the Wyndham Bayside Hotel. Room reservations can be made at: <https://book.passkey.com/event/50247012/owner/55596/home>
- Golden West chapter will be hosting daily evening events within the San Diego locale
- Hospitality Room
- San Diego in the summertime does not disappoint!

Please see leadership for options to attend. For Guardsmen and Reservist, with commander's approval, Annual Tour can be used for this event. For Active Duty and AGRs, please see leadership for options to attend.

R,  
Your email signature

### **Gulf Coast Commandos Chapter**

Anthony Zalucki, Gulf Coast Commandos Chapter President - Being a new chapter, we are continuing to discuss and find ways to help grow our organization. We have finalized our chapter's by-laws and are working on creating a unique logo that neatly

incorporates our ties to the PLA and honors the heritage of the Special Operations roots of many of our members. We held our last monthly meeting on Thursday, February 17, 2022. Topics of discussion included membership recruiting efforts, creating a community service committee, and planning a springtime recruiting event/fundraiser. If anyone is living in the Gulf Coast area (or knows of anyone in the area) that would like to join our chapter, please send an email to the chapter at [gulfcoastpla@gmail.com](mailto:gulfcoastpla@gmail.com). We are excited about growing our organization to better serve all of the Loadmasters in our community.



Gulf Coast Commandos Chapter members at the last chapter meeting

Additionally, three of our chapter members have jumped in to help the widow of a local Loadmaster who died of cancer a few years ago. TSgt Mike West retired from the MC-130P community only to face a cancer diagnosis shortly after retirement. He championed an effort to identify help for other Veterans who deployed to K2 (Karshi-Khanabad Airbase) and who may have been exposed and suffered from the toxic environment at the site. After his passing, his widow Pam quietly survived while their home fell into disrepair. Word finally got out to the Stronghold Freedom Foundation and Combat Shadow Heritage Association and the call went out to provide some help. These organizations, along with a few of our own Gulf Coast Commandos stepped up and started an ongoing effort to continue repairs on the home so Pam and her cherished dog



Gulf Coast Commandos Chapter members working at the West home

can live comfortably. There's still more to do, but our chapter plans to continue to help the West family along with other Loadmasters in and around our community. If you have any questions about helping out with our chapter or working on the West house, you can contact me (586) 764-3033 or azalucki328@gmail.com.

### **Kings of Rescue Chapter**

Jacob Dattage, The Kings of Rescue - Southeast Chapter President - The Kings of Rescue - Southeast Chapter was started to help bring the rescue community to light. The Rescue Loadmasters stationed at Moody AFB, GA are a very passionate group that can be called on at a moment's notice to assist in the Search and Recovery of stranded personnel. This reaches far beyond the needs of fellow aircrew and Seamen but to the public who can find themselves in a bad situation. The Kings of Rescue are dedicated to assisting the community from beyond the HC-130J Combat King II. This chapter was formed by holding a general meeting where all Loadmasters, rescue or not, were invited to vote on the first presidency. Our president Jacob Dattage is currently serving as an HC-130J Combat King II Rescue Loadmaster, stationed at Moody AFB, GA. He began his Loadmaster career on the HC-130P in 2007. After serving 8 years at Moody, he made the swap to the mighty J model. After becoming qualified he was selected to become a schoolhouse instructor for 4 years at Kirtland AFB, NM. Once he made his impact there, he was then selected to return to Moody. Our VP is Todd Barney, who began his Loadmaster career on the luxurious C-17 Globemaster. Once he saw the light and wanted to work, he made the transition to Rescue. Todd has already accomplished many deployments over the years but recently returned from his first tour with the HC's. So far, he has taken to the Kings like a champ. The Secretary is Sierra Orozco who is brand-new to the Kings and the Air Force itself. She has recently graduated from Kirtland and is preparing to make her first deployment. She has high hopes for the long term and becoming an instructor as soon as possible. Our Treasurer is Rachel Hoffman, who has recently been awarded the title of instructor and is now lending her multiple deployments knowledge in the JAI world. Rachel is working hard to make a strong impact in the Kings and looks forward to the chance at becoming an evaluator. The Kings of Rescue plan on holding meetings in the 71<sup>st</sup> Rescue Squadron Auditorium every 2<sup>nd</sup> Thursday of the month. If needed, we can sponsor those who need base access. We are flexible and able to hold off base meetings if needed to accommodate more attendance. So far, we have set up the Kings of Rescue Facebook (<https://www.facebook.com/RescueLoadmaster>) and an Instagram page (<https://www.instagram.com/rescueloadmaster/>). If you have any questions about the chapter or attending a meeting you can contact us at: President, Jacob A Dattage, Rescueloadmaster71@gmail.com, (229) 563-1991; Vice-President, Todd Barney, todd.barney.1@us.af.mil, (408) 410-4226; Secretary, Sierra Orozco, sierra.orozco@us.af.mil, (775) 217-4039 or Treasurer, Rachel Hoffman, rachel.hoffman.4@us.af.mil, (772) 713-3162.

### **Michael P. Lutzko Chapter**

Sean Zeringue, Michael P. Lutzko Chapter member - Members of the Michael P. Lutzko Chapter recently participated in the Big Country Veteran's Day Parade in Abilene, TX.



Members of the Michael P. Lutzko Chapter participated in the Big Country Veteran's Day Parade the morning of November 6, 2021 in Abilene, TX.

### **Parker-Aguillon-Payne Chapter**

Mark E. Raymond, Parker-Aguillon-Payne Chapter President - As with all chapters, I am assuming, we continue to have challenges with having chapter meetings each month. Fortunately, we have found a place in Vacaville called the Hide-A-Way Grill and Bar, that has graciously been hosting us. It has worked out great and they have done a fantastic job of taking care of us. Our annual Christmas party was postponed last year, and again this year. We have been fortunate, in the past, to always have the Travis Delta Breeze cater us at the Travis Heritage Museum. Unfortunately, this year the Delta Breeze has had employee issues and could not support us. We tried to schedule various locations off base but their minimum dollar requirements, menu selections, and the uncertainty of those wanting to attend made it a unanimous decision to again cancel. We always have next year. The America Cancer Society, Relay for Life has also been scheduled for June 2022 in Vacaville. Last year was a limited event but we are hoping we will be back to the normal two-day event. Gabe Escamilla continues to work as our team captain and does an excellent job. Our chapter will be awarding two \$1,000.00 scholarships this year in memory of Mark Belland and JC Wiley. The deadline will be May 31, 2022. The application is available upon request and is available during our monthly meetings. We continue to be fortunate to have chapter members that not only continue to participate but want to make sure we try and understand all the world events that have challenged us every day and to keep a cheerful outlook that only Loadmasters can do. We always welcome all Loadmasters from Northern California and Northern Nevada to join our local chapter and are proud of current members that have moved and continue to request they be associated with our chapter. We hope soon we can continue to have our monthly meetings the first Tuesday of each month at Delta Breeze Club (NCO Club), but any changes to the meetings will be sent out via email. If you have any question, please contact Mark E. Raymond at mark.raymond@att.net.

### **Trailblazers Chapter**

Cody Barry, Trailblazers Chapter President - As Jayne said in the last "The Loader," greetings from the Trailblazers! We've had a few impromptu conversations/meetings in the 58th and we

have our ongoing board members' group text. However, we've just decided to start meeting in The Rat Trap's Spot 9 prior to the squadron's monthly First Friday gatherings. We're hoping we can snag some thirsty early-bird Loads for our meetings. On another note, Melissa Michels is our new Treasurer and she's bringing some great ideas to the chapter. Also, we had our second annual Turkey Shoot in November and Dustin Franklin won our pistol bracket. We're currently still planning on our chili cook-off and poker tournament next weekend and the Rock n' Rumble in May. If you're in Altus the first weekend of May, come up to the square and we'll sell ya one of our famously delicious pit beef sandwiches fresh off the smoker! We've also discussed maybe throwing a hang-out event out at Quartz Mountain in the summer, in between Rock n' Rumble and our next Turkey Shoot. With all that said, we've had plenty of wind, some pretty cold days, some snow and ice, and some warmer days. But it's pretty much been business as usual here at Altus... low-levels, AAR, LIQ, ILM, LAD, and our fair share of COVID mission impact. None the less, if anyone needs anything, please reach out to the chapter officers (Myself, Caleb & Jayne Alexander, & Melissa Michels). You can contact me at (843) 729-7249 or [cody.barry@gmail.com](mailto:cody.barry@gmail.com). We hope this finds everyone well & y'all had great holidays!



Trailblazers Chapter members take aim at targets during a recent turkey shoot

### **Troop Carrier Chapter**

A new Professional Loadmaster Association chapter has been formed at Ramstein AB Germany. The new chapter is called the "Troop Carrier Chapter." If you are interested in attending a future meetings or are thinking of joining that chapter please contact Joshua Daigle at [jdaigle2010@gmail.com](mailto:jdaigle2010@gmail.com). The new chapter officers are: President Joshua Daigle, [jdaigle2010@gmail.com](mailto:jdaigle2010@gmail.com); Vice President Renford Forbes; Treasurer Joshua Schickedanz; Secretary Jacob Giacchino; and Multimedia Officer Jalyn Smith.

### **Indestructible Loadmaster**

Indestructible: Air Force Citizen Airman's road to recovery, struggle to return as C-5M Super Galaxy Loadmaster by Minnie Jones 433rd Airlift Wing Public Affairs/Joint Base San Antonio-Lackland, Texas - January 18, 2022. SSgt Stuart Martin, an aircraft Loadmaster, is assigned to the 68th Airlift Squadron, 433rd Airlift Wing. The Loadmaster on the C-5M Super Galaxy is one of the most critical jobs in the Air Force. The Loadmaster is responsible

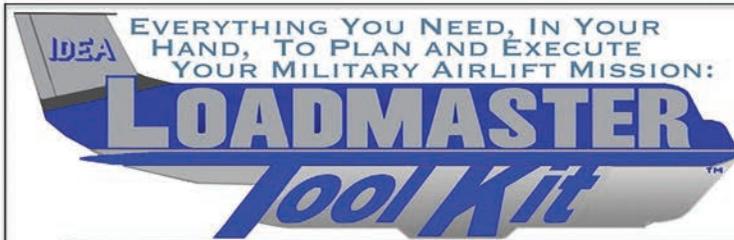
for loading and offloading the aircraft with people and cargo, and ensuring the security of the load, which is probably the most important job a Loadmaster can do. The job can be physically challenging. It requires Loadmasters to bend down on their knees and sometimes on their stomachs on the deck of the aircraft to ensure the cargo is loaded correctly and securely. Day of change May 24, 2017 was a day like any other day. Twenty-six-year-old Martin hopped on his Harley-Davidson Sportster motorcycle, his pride and joy, and headed to school. Little did he know that the routine ride would change his life forever. It was around noon when Martin said an SUV came out of nowhere and hit him in an intersection. The force of the collision sent him onto his side into the intersection. Despite the power of the collision, Martin was still conscious; and despite being hit, he was not feeling any pain. Then, as a take-charge person, Martin began yelling out commands to the bystanders. He remembers telling people to move him out of the intersection and get his cell phone for him. As he looked around to assess the situation, he knew his hand was injured but was unaware of the condition of his leg until he saw the look of shock on the face of the driver who hit him. As he followed her eyes, he glanced down at his left leg; he saw that it was shattered and somewhat disconnected. Not long after that, the ambulance arrived, and he was rushed off to the hospital. At the hospital, the doctors were trying to determine a strategy of putting his leg back together again. The initial prognosis wasn't good, but they were going to try. They told Martin that they would attempt to reconstruct his leg because they had recovered most of the parts of his leg. However, they could not guarantee that it would be entirely successful. Several conditions could arise after surgery, such as necrosis, the death of living tissues, or fusion of the bone. The other option was to amputate it. Martin, without hesitation, said to the doctor, "If it's gone, it's gone." The first person to arrive at the hospital was MSgt Michael Lopez, Martin's supervisor, and his evaluator. Lopez received a call from his supervisor, who said Martin was in an accident and asked him to check on him at the hospital. When Lopez arrived at the hospital, Martin was awake and alert. "I was hoping he had his helmet on, and he did," Lopez said. However, when Lopez looked down at Martin's ankle, Lopez said to himself, "Oh my God, I mean, it was nothing holding it." As Martin lay in his bed before surgery, he walked Lopez through the accident. Martin told him that the doctor said he might lose his leg. Martin said to Lopez that he instructed the doctor to go ahead and amputate it. Lopez said that despite the pain, losing his leg, and the uncertainty of recovery, one of Stuart's primary concerns was whether he would be able to stay in the Air Force and remain on flight status. At that point, they both hoped that it was a possibility. However, Lopez told him that they would take it day by day. The road to recovery. Three hours later, LTC Daniel King, 68th AS commander, and Martin's parents, who had driven four hours, arrived at the hospital just as Martin returned from surgery. "I was thankful he was alive but sad about the circumstances," King said. "His family was incredibly supportive and really positive about it. They said, 'God has this, and we'll get through it.' The day after Stuart's accident and surgery to remove his leg, Col. James C. Miller, 433rd Operations Group commander, visited

him in the hospital. "When I entered the room, Stuart looked directly at me, and stated, 'Sir, this is just a minor setback; I'll be flying again; I promise.' His desire to rejoin the team that he loved to fly and serve with motivated everyone he was around," Miller said. "It was our honor to help him achieve that goal. Ultimately, all we had to do was keep out of his way as he pushed every limitation he had to be flying again. So again, it is an honor to be part of a team made up of Airmen like Stuart." That was the first of six surgeries. After that, Martin spent 30 days at the University Hospital in San Antonio, recovering from the accident. King began processing the paperwork to return Martin to duty. Martin was placed on no-points, no-pay, which is a status for Reservists still serving, but not participating. "If I had to give advice to an Airman in a similar situation as this, I believe the most important thing that they would have to have, as far as my opinion, is perseverance," King said. "They need to know the process is incredibly challenging," King said. "I knew of a couple of cases where people have come back, but I also knew the process was extremely tedious and lengthy. As a result, most people just give up on the process because it's just a battle." Despite the battle to regain his certification, Martin made it to the last step in the process. "The last chance we had, was the medical board, who normally don't allow outsiders," King said. "I went to the medical board with him and addressed the board in person by giving my opinion regarding his retainability. I believe going in person instead of them reading a letter from me was more important because they weren't just reading a letter; they had to look at me." After meeting the board, Martin's waiver was finally approved. He was then put on active-duty orders to complete his Loadmaster recertification, which is required due to his time away from duty. Lopez contributes the success of Martin's recovery to his self-determination to heal both mentally and physically, and his attitude and not giving up. Lopez said the wing's leadership, social support, wingmen, and the San Antonio communities that rallied around Martin were also critical to his recovery. Finally, Martin's determination to do the job and not fall behind. "I am not making fun of the other trainees, but walking around the aircraft is pretty difficult because you feel a lot of stuff with your feet, but Stuart hops around and moves around as well as anyone," Lopez said. Martin's re-certification was completed on November 30, 2021. He was in a non-flying status for about 2 ½ years. According to psychologytoday.com, support is critical in a person's recovery; people are more successful with help from friends, family, and health care professionals. Martin said he had it all. Within those four years, Martin has completely healed. He pointed to the support from the wing, his family, both spiritually and physically, his Air Force team members, and the motorcycle social networks as his driving forces. Since the accident, Martin has obtained his Bachelor of Science degree in kinesiology from the University of Texas at San Antonio, and a Master of Science degree in athletic training from Tarleton State University. In addition, he has participated in several half marathons and is looking forward to starting his civilian job in the next couple of months. Another key to a full recovery is attitude. Despite what Martin had been through, there is always a smile on his face. When a person meets

him, there is a calm demeanor about him. It is often said that recovery is person-driven; self-determination and self-direction are critical in recovering. After meeting Martin, he has all those characteristics. One last hurdle. It has been a four-and-a-half-year journey. Although Martin has returned to duty, he still has one more hurdle to jump. His current status does not allow him to participate in temporary duty assignments outside the continental United States. He intends on getting his full status reinstated and will not rest until he is back to being cleared for all flying statuses. Having perspective "I always accepted the risk when I got on to a motorcycle," Martin said. "However, I will admit this isn't the outcome I ever expected. After my accident, I saw support, generosity, care and love from many people throughout my recovery. There were people I had known for years, people I had worked with, and people I didn't even know personally, who encouraged me to pursue a most incredible life regardless of the injuries I've sustained. It was an overwhelming wake-up from surgery, and I already had so many people there to care for me," Martin added. "From the beginning, I knew I wanted to return to flight status. I enjoy being an Air Force Reservist; I've had the opportunity to continue my education and help others who have suffered injuries outside the Air Force." Martin talked about his struggles and hopes his story can help others who may be in a similar situation. "My hope is that others see my story and are encouraged to pursue what they desire regardless of the barriers they might experience," he said. "Additionally, there is still an entire fantastic life ahead for anyone who may suffer from a traumatic injury. And finally, I hope that as an example that service members can participate in physically demanding career fields even after suffering the loss of a limb."



Joint Base San Antonio-Lackland (JBS-L), Texas - SSgt Stuart Martin, Loadmaster (center), with his commander, LTC. Daniel King (left), and his supervisor, MSgt Michal Lopez, both with the 68th Airlift Squadron, JBS-L, Texas. King and Lopez were instrumental in Martin's journey to return to flying status as a Loadmaster on the C-5M super Galaxy following a motorcycle accident in May 2017. (USAF Photo by Drew Patterson)



**LTK-F.COM**

**AUTOMATED FORM-F APP**

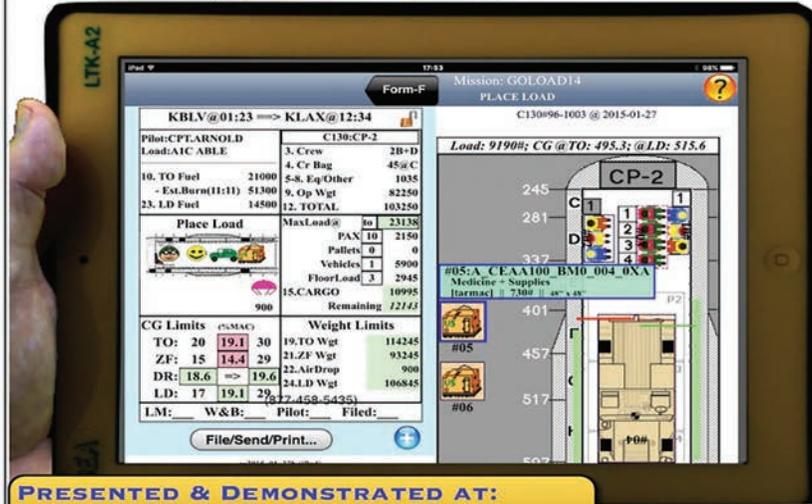
- Slashes your time and effort to prepare, update, and E-file your load plans; to load and secure your cargo; and to board and manage your passengers/troops.
- Improves safety and standardization of load plans.
- Easily optimizes your aircraft's Center-of-Gravity (CG), to cut aerodynamic drag and reduce strain on airframe.
- Reduces fuel consumption, yielding measurable cost savings, extended range, and/or increased payloads

**COMMON TOOL FOR ANY US MILITARY AIRLIFTER, HELICOPTER, OR TANKER**

- Insures best tool for ALL Military Loadmasters and aircraft.
- Prototype includes parameters and cargo bay diagrams for C-130, CH-47, and KC-135; designed to quickly/easily add H-53, CV-22, C-17, KC-10, C-40, C-5, C-2, etc.
- Optimized for current Electronic Flight Bags (iPad); also can work on any tablet, Laptop, PC, even smartphone.
- Installable for off-line use; "Native App" is in the works.

**CLOUD-BASED DESIGN: "SOFTWARE AS A SERVICE"**

- ZERO up-front cost for evaluation and testing.
- ZERO charge to use for training or mission planning.
- ONLY "Buck-A-Ton" fee for filed-and-flown missions.
- Fuel savings repay per-mission fee within first flight hour!



**PRESENTED & DEMONSTRATED AT:  
PLA GATHERING OF LOADS  
AND AATTC SYMPOSIUMS**  
Copyright © 2020, IDEA ToolKits LLC

To Learn More, please visit: [LoadmasterToolKit.com](http://LoadmasterToolKit.com)

**LIGHTEN THE LOAD**  
ON LOADMASTERS, AIRCRAFT, AND TAXPAYERS!

**MeatHead Ed'S**

*Awaken Your Taste Buds*

Kyle Disney—Owner & Chef  
Mobile Cuisine in Altus, Oklahoma  
(580) 970-9260

**Sponsor of the Professional Loadmaster Association  
Scholarship Award**

The Troop Carrier/Tactical Airlift Association (TC/TAA) has graciously agreed to sponsor a Professional Loadmaster Association (PLA) Scholarship in Mike Welch's name in perpetuity. The PLA and the scholarship award winners would like to thank TC/TAA for their generous contribution to the scholarship program.



**2022**  
**GATHERING OF LOADS**  
 PROFESSIONAL LOADMASTER ASSOCIATION  
 SAN DIEGO, CALIFORNIA  
 AUGUST 22-24, 2022

NAME \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

NAME(s) OF YOUR SPOUSE/GUEST(s) \_\_\_\_\_

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: <https://pla.wildapricot.org>

**REGISTRATION FEES**

Online registration is encouraged, if you would like to register online, please go to <https://pla.wildapricot.org>

GENERAL/ GUEST REGISTRATION FEE X \$85 = \$ \_\_\_\_\_

GENERAL/ GUEST REGISTRATION FEE WITH BANQUET X \$170 = \$ \_\_\_\_\_

BANQUET ONLY X \$85 = \$ \_\_\_\_\_

RETIREE REGISTRATION FEE X \$75 = \$ \_\_\_\_\_

RETIREE REGISTRATION FEE WITH BANQUET X \$170 = \$ \_\_\_\_\_

RETIREE BANQUET ONLY X \$85 = \$ \_\_\_\_\_

TOTAL = \$ \_\_\_\_\_

**PAYMENT IS DUE NO LATER THAN JUNE 31, 2022**

**PLEASE SEND PAYMENTS TO THE FOLLOWING ADDRESS AND MADE PAYABLE TO:**

Philip Ensley  
139 Sage Ct. Calimesa, CA  
92320

- Confirmation of Registration and Itinerary will be sent out by JUNE 31, 2022.
- A \$35 per person cancellation fee will apply to all cancellations received within 30 days of the event.
- Cancellations received within 10 days of the event will be non-refundable.
- Group lodging has been blocked at the Wyndham San Diego Bay:  
 \*Wyndham San Diego Bay, 1355 N Harbor Dr, San Diego- group: The Professional Loadmaster Convention  
<https://book.passkey.com/event/50247012/owner/55596/home>

**WE CAN'T WAIT TO SEE YOU, SUNNY CALIFORNIA AWAITS!**



## PROFESSIONAL LOADMASTER ASSOCIATION

*Friendship Through Airlift*

Post Office Box 4351 • Tacoma, WA 98438

www.Loadmasters.com

1.800.239.4524 • 253.620.6768

11 January 2022

To All Current Active, Reserve, and Guard Loadmasters

The Golden West Chapter of the Professional Loadmaster Association is hosting the 2022 Gathering of Loads Convention at the Wyndham San Diego Bayside, San Diego, California August 22 – 24, 2022. August 21, 2022, and August 25, 2022 should be considered travel days to and from the convention. By attending the convention, you will have an opportunity to come together and obtain valuable information regarding our duties and functions as a Loadmaster, as well as develop an understanding of USTRANSCOM (including assets from other services such as the Marine Corps, Navy or Coast Guard), and Major Commands such as AMC. We will be inviting the current top Air Force Loadmasters from the Air Mobility Command Headquarters Staff, Air Force Personnel Center, and Major Commands. Additionally, during the 3-day convention you will have the opportunity to have one-on-one and one-on-group question and answer discussions regarding your career, assignments, promotions, and other topics. Exhibitor booths will also provide information, resources, and giveaways.

**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 full funding is not available, see the Permissive TDY section below.

**Permissive TDY:** Eligible Loadmasters (Active Duty, Reserve, Guard, and DoD Civilians) are 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 Table 4.5, Rule 6, states that unit commanders may approve permissive TDY to attend meetings or seminars sponsored by non-Federal technical, scientific, professional (e.g., medical, legal, ecclesiastical, IT, and mechanical) societies and organizations, so long as the meeting or seminar has 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 Sunny California for a rewarding and exciting time with Loadmasters from around the world. If you have any questions about the convention, please contact Marie Gamache at (509) 496-8627, or [marieanngamache@gmail.com](mailto:marieanngamache@gmail.com).

*Kathy Disney*

President, Professional Loadmaster Association

## The Boat From Brookley

Richard Russell, PLA Life Member - "THE BOAT FROM BROOKLEY," one challenge in my C-124 Loadmaster career.

I was introduced to Shakey in 1966 when I transferred from Air Freight, loading airplanes. My unit, the 940 MAG, was part of the 349 MAW, supporting America's efforts in the Far East and Vietnam, we rarely flew to Europe. My first Vietnam trip caused me to question why we were there since much of the equipment we transported didn't appear to me to be "advisory" in nature? However, ours was not to question our orders.

As I was on extended active duty as a Reservist, I was the 'go to' airman for unscheduled missions. One such assignment was to coordinate the transfer of excess equipment with the closure of Brookley AFB (Mobile) AL. When I questioned how I was to stay current, I was assigned to McClellan AFB CA on the VC-118. What a way to travel-in an airplane with a galley and airline seats, steak for lunch instead of a box lunch! Glad I had the opportunity to log time on a VC-118. I facilitated missions at Brookley for other Reserve and Guard unit bases to transport Coca Cola machines along with other excess property to other ALC bases. My "other" special duty was to transport a boat to McClellan for MWR utilization, according to the 2-star ALC Commander. There being NO T.O.'s to cover this unique load, I exercised my NCO initiative to get the job accomplished. I watched a crane lift the boat from the water and knew the bridge needed to be removed to fit into the C-124 cargo compartment. I watched a crew pump the bilges so that no water was in the boat. Meanwhile, Brookley civilians were building a cradle to support the boat making it easier to be loaded.



The boat from Brookley being prepared for air shipment

Loading day came as one of our Shakey's arrived for loading. We had appropriate shoring, a large airplane moving vehicle to push the cradle. I had directed electrician's soap be spread on the shoring to make the load slide on the shoring. I had a portable winch for large loads in the airplane, as this particular load exceeded capacity of the overhead hoists. I managed to get the boat inside the airplane with little clearance with the clam shell door hinges.

We had minimum fuel from Brookley to Robins, but full tanks starting for home to McClellan. Of note was our flight from Robins to McClellan. Robins has a 13,000-foot runway, built for SAC and their bombers and tankers. Runup was Ops normal, so we started the takeoff roll; not reaching takeoff speed according to programmed aircraft performance, the AC stopped the takeoff. After a return to the runup area, engines checked

'ok', and our AC said, "it's got to fly?" We rolled and rolled and rolled some more using most of the 13,000 foot runway, then it took us 20 minutes to reach 6,000 feet. The flight after that was uneventful, but the 3 pax, from the Base Commanders office, were "wide eyed" to say the least when we rejected our first takeoff!

Next day I reported to Base Ops at 0800 to unload the 2-Stars prize. After the General arrived, I opened the clam shell doors, in preparation for offloading. The General said, "it's the wrong boat" when he saw it. I unloaded the "boat from Brookley" to be stored out of sight per the General's orders. After the boat was unloaded, I asked the ground crew to please weigh the boat for me to compare with the unusual (?) method we had to use at Brookley. I learned later that a large amount of water was not pumped out and the boat was 9,000 pounds heavier than I thought.

This 'boat' load was not typical of C-124 loads we had, such as aircraft engines, communication vans, SR-71 engines, and a C-5 engine we hauled to Wake Island. I enjoyed the C-5 engine load as we had to help a sophisticated airplane of the 1960's by an airplane of the 40's! The C-124 cargo compartment is 77 feet in length allowing for transportation of rolling stock and other outside loads of the era. It has nose loading doors and ramps that extend for loading rolling stock. The C-124 has a max gross weight of 185,000 pounds.

One of the best missions we had was supporting the 9 SRS at Beale AFB, moving SR-71 engines occasionally, transportation of the Strat Wing Crew van to South America, and moving crews to Mountain Home AFB.

One of the few trips I made to Europe was in December 1967. After crew resting at Lajes AB Azores, icing and other weather prevented us going direct Rhein-Main AB Germany, so we flew up the coast near the United Kingdom where we started for Germany. IFR in the winter soup and were attempting to climb to higher altitude at METO power and could not gain altitude. We diverted to RAF Mildenhall where a local Brit exclaimed that he hadn't seen that much ice on an airplane since the Big War! The C-124 had deicing capability but we had accumulated ice all over the nose and the prop hubs.

I flew all over the world in Shakey to include Pago Pago where we were directed to load a Comm Van and return it to the States. This van apparently had been monitoring French nuclear tests. Great place, Pago; we crew rested in the Pan Am Hotel. The van was easy to load with the internal portable winch and didn't take long. Loaded up, preflight complete and bags aboard we launched, losing an engine on departure with the copilot flying. While monitoring the cockpit conversation I elected to ensure the non-jettisonable cargo was tied securely. Good VFR weather, thank goodness; the copilot was high, fast and we had to make a go around. In the turn, we slowed and the airplane shook, on the verge of a stall. Not good! The AC took over, made a successful downwind to a successful landing.

Wow! Broke in paradise! Not so fast my friend; an engine and change crew had to come from the States. My Loadmaster partner and I enjoyed 4 days of sunshine while the engine was changed. Our next stop was Hickam AFB HI for RON (Remain overnight), then to Travis AFB CA. While at Hickam we learned our sister unit

had to divert to Johnson Island for fuel before making Hickam. We both offloaded our vans to find them about 10,000 pounds more than labeled as there were no scales in Pago. We subsequently learned that additional equipment had been installed at Pago.

Flying Shakey as a Loadmaster was much more challenging than today; we had no 463L rails, nor would we be allowed to fly with them. Often, we off-loaded cargo (from a pallet) to be hoisted into the airplane for positioning to obtain the best CG. One of my student Loadmasters almost fainted when advised to unload the pallets from the flatbed trailers and to place that cargo aboard to remain with allowable loading limits!

I have other stories of my 7 years and 3000 hours in Shakey but space is limited; therefore, I'll just say, "fly safe" and enjoy seeing the world while you can.

### The Airline Professional Loadmaster



#### *The Airline Professional Loadmaster: The Boeing 767* *Dave Bell and Karl Hinkamp*

The 767 was Boeing's first wide-body *twin* jet aircraft. The aircraft launched as the 7X7 program, first flew on September 26, 1981, and was certified on July 30, 1982. The aircraft has a conventional tail and a supercritical wing for reduced aerodynamic drag. Its two-crewmember glass cockpit - a first for a Boeing airliner was developed jointly for the 757, a narrow-body aircraft, allowing a common pilot type rating. Over 1,200 Boeing 767s have been produced since 1981.

The B-767 has been manufactured in -200, -300 and -400 series. The Boeing 767-100, originally conceived with three engines and a T-tail, was never built. Oddly, the July 1978 *Aviation Week & Space Technology* magazine cover featured a drawing of a twin-engine, T-tail B-767 even though the aircraft would actually be manufactured with low a tail. In 1985 the Boeing 767 was certified for "Extended-range Twin-engine Operational Performance Standards" (ETOPS) - jokingly called "Engines Turn Or Passengers Swim" - becoming the first twin-engine jet to fly "regular routes" across the Atlantic.

**767 Freighter:** Currently, 767 freighters are either the -200 or -300 series. The -300 is 21 feet, 1 inch longer than the -200. All -200 series freighters (Maximum Takeoff Weight [MTOW] 351,000 pounds) are passenger conversions, but the -300 series are either passenger conversions (MTOW 412,000 pounds) or Boeing production line freighters (MTOW 412,000 pounds). Several companies around the globe accomplish passenger-to-freighter (P2F) conversions. Prominent among them are Israel Aerospace Industries' Bedek Aviation Group and the Boeing Company.

Depending on the cargo carrier, contract or route, these freighters may carry a Loadmaster and/or mechanic. The B-767 Freighter features an electrically operated main deck cargo door forward of the wings on the left side. Also, on the left side toward the tail is a small, manually operated plug door for the lower deck bulk compartment, which is used for loose packages. On the right side, lower deck cargo compartments are accessed by two electrically operated cargo doors.

The B-767 carries a variety of Unit Load Devices (ULDs), including 88 x 125 inches, 96 x 125 inches, and 96 x 196 inches on the main deck. The lower deck (belly compartments) carries Lower Deck (LD) LD-2, LD-3, LD-4, and LD-8 ULD containers/pallets. Additionally, the -300 series lower deck, can also accommodate larger LD-7, LD-9 and P-1 type containers and pallets.

Loadmaster accommodation and creature comfort depends on conversion model. Some -200 series have a generous supernumerary [i.e. extra person(s)] compartment with a set of triple airline seats, galley, baggage storage and lavatory separate from the flight deck.



200 series supernumerary compartment - Photo by Karl Hinkamp

Other -200s have an additional pallet position in lieu of a supernumerary compartment. This model has three supernumerary seats as well as lavatory access on the flight deck, and a tiny galley at the entry door. Flight deck/supernumerary seating is identical on -300 series freighters. The -300 can carry twenty-four 88 x 125 sized ULDs, versus nineteen or twenty [depending on the conversion] 88 x 125 sized ULDs in the -200. In the bellies, for example, the additional length allows the -300 to carry fifteen LD-8 containers while the -200 carries only eleven. Some air carriers use one belly position for a "Fly Away Kit" containing a tire and other spare parts when operating a charter.

The B-767 is very reliable and has proven to be quite versatile. In addition to being a passenger hauler and a freighter, it has been produced as an AWACS for the Japan Air Self-Defense Force. The Japan Air Self-Defense Force also operates the KC-767 air refueling tanker (based on the -200 series) as does the Italian Air Force. The U.S. Air Force is operating the KC-46 Pegasus air refueling tanker. The designation difference is due to the Boeing re-bid after a contract controversy. The KC-46 designation was given after the subsequent contract was awarded. As of December 2021, the KC-46 completed 6,000 missions in two years. A most unusual version is the Airborne Surveillance Testbed (AST) which features a large guppy-style "cupola" on the fuselage. The AST was originally designed to track nuclear missiles, but during the first Gulf War, it tracked and observed missile defense systems in theater.

The Boeing 767 has supported commercial ventures world-wide as a passenger hauler and freighter, as well as military operations for both the United States and allied nations. The demand for freighter conversions has increased since the Covid-19 pandemic due to decreased passenger loads and increased pressures on the "supply chain." Since it first flew over 40 years ago, the B-767 has proven itself as a reliable, multifaceted, workhorse of the skies—in any arena.

### In Memorium

The Professional Loadmaster Association offers condolences to the families and friends of the following Loadmasters whose deaths have been reported to our association. **Name underlined denotes a PLA Member.** \*Denotes a Lifetime Member.

\***Steve Lusk:** Steven R. Lusk, 65 of Whittier, NC passed away on November 2, 2021 at Harris Regional Hospital. He was the son of Ralph Lusk and the late Ivalene Buchanan. Born in Albertville, AL he also resided in Alaska and Florida prior to moving to North Carolina. Mr. Lusk retired from the USAF and attended Lighthouse Baptist Church. In addition to his father survivors include his wife, Cindy Lusk of the home; sons, Jerry Stewart (Erika) of Sanford, NC, Allen Stewart of Whittier, NC, Steven Lusk Jr. (Rebekah) of Colorado Springs, CO and Nathan Lusk (Bethany) of Frisco, NC; grandchildren, Jenna Lusk, Ashely Stewart, Jayden Lusk, Jordyn Stewart, Makyah Lusk, Katrielle Lusk, and Eliyanah Lusk; siblings, Teresa Presley (Tom), Barbara Allen (Durwin), Patty Duckett (Scott), Susan Carter (Dale), Michael Buchanan (Tammy), Sarah Lusk and Tracy McClendon. Graveside services with military honors will be held 2pm on Friday, November 5, 2021 at the Western Carolina State Veterans Cemetery with Pastor Mark Rogers officiating. A memorial service will be held 11am on Saturday, November 6, 2021 at Lighthouse Baptist Church, Sylva, NC.

Non Member:

Troy Harter: January 5, 2022, [https://www.greencitizen.com/obituaries/troy-harter?fbclid=IwAR2kOSRWeH8rUSYO049MORnU4sd32Ew\\_n5gA-VJZVAGrDCh1w2ARXX81t08](https://www.greencitizen.com/obituaries/troy-harter?fbclid=IwAR2kOSRWeH8rUSYO049MORnU4sd32Ew_n5gA-VJZVAGrDCh1w2ARXX81t08)

Malvin Lum: January 30, 2022, [https://memorials.northsfuneralhome.com/melvin-lum/4845925/obituary.php?fbclid=IwAR1zVxL7mYqRrFecJNHulxu6s1\\_clrEQVxb23ePBIv5jQTFJslauSTEIRI](https://memorials.northsfuneralhome.com/melvin-lum/4845925/obituary.php?fbclid=IwAR1zVxL7mYqRrFecJNHulxu6s1_clrEQVxb23ePBIv5jQTFJslauSTEIRI)

Corey Shields: 139AS Loadmaster, October 23, 2021, <https://www.legacy.com/us/obituaries/dailygazette/name/corey-shields-obituary?id=31189250>

### PLA Merchandise

**911 20th Anniversary Coin** - Kent Brown, Liberty Chapter Treasurer - The Liberty Chapter is offering the 911 20th Anniversary Coin. They are a whopping 2.5 inch in each direction. Lots of intricate detail. Only \$15.00 each plus shipping. Shipping is \$3.00 to \$8.45. I can fit 10 in a small priority box for \$8.45 shipping, that includes insurance. Contact me at [plaloadmaster@comcast.net](mailto:plaloadmaster@comcast.net).



**PLA Clothing** - PLA clothing merchandise can still be purchased at: [https://plaload.qbstores.com/all\\_products.html?OC=SF7606](https://plaload.qbstores.com/all_products.html?OC=SF7606)

Scholarship Donations can be made to our PLA Headquarters:  
P.O. Box 4351 Tacoma WA 98438

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

### Scholarship Manager

Jim Engelker  
707 Morningview Drive,  
Rapid City, SD 57702  
[engelkerj@gmail.com](mailto:engelkerj@gmail.com)

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

Timeline for Scholarships: Scholarship applications are due by close of business on April 1, 2022. Please review the PLA scholarship information on the PLA website. Take the time to complete an application, include your photograph and email it, in PDF format, to Jim Engelker. All scholarship applications received after that date will be returned. Announcement of

the scholarship award to the individual participant shall be no later than the middle of May of the year before scholarship announcement. Announcement of scholarships awarded shall be published each year in the July issue of "The Loader" newsletter.

When completing your PLA application you will need to know the PLA membership number and date. Please contact Chris Cummings at [cchris1686@gmail.com](mailto:cchris1686@gmail.com) to obtain this information."

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



SENIORS + SCHOLARSHIPS = COLLEGE  
BE A POSSIBLE WINNER.  
GET HELP FOR COLLEGE  
APPLY FOR A PLA SCHOLARSHIP  
APPLICATION DUE APRIL 1, 2022

Application form can be found at:  
[www.loadmasters.com/scholarships](http://www.loadmasters.com/scholarships)  
Send to: [engelkerj@gmail.com](mailto:engelkerj@gmail.com)

**PROFESSIONAL LOADMASTER ASSOCIATION  
SCHOLARSHIP APPLICATION Rev: October 2018**

Please limit your application to only those items requested on the form below. NOTE: If additional space is required to complete the application, please continue on a separate piece of paper, and make sure you reference the item you are continuing.

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

**High School Students:**

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

**College Students:**

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

**All Students:**

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

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

What is your connection with the Professional Loadmaster Association? Please provide the name of the PLA member and his/her relationship to you. \_\_\_\_\_ Membership # and expiration date of PLA membership \_\_\_\_\_  
 (i.e., I am a member, my father/mother/grandparents are members, etc.) \_\_\_\_\_

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

**If at all possible, complete application and email to [engelkerj@gmail.com](mailto:engelkerj@gmail.com).**

**Please attach the following items:** The following items, in addition to the requested information on page one, will be used by the selection committee to select the PLA Scholarship winners for the coming year.

1. Please provide a short biography (150 - 200 words) and a current photograph of yourself. The short biography MUST include an introduction (your name, date of birth, where born, parents names), information about education (level of grade obtained, type of graduation – high school diploma, GED, level of college), relevant information regarding any awards and achievements you have received, relevant work experience and/or qualifications, as well as hobbies and interests and a conclusion. The conclusion should include future dream goals and/or future job aspirations.

2. Explain why financially you should receive this scholarship.

**NOTE:** Photograph WILL NOT be used by the selection committee. The purpose of the short biography and current photograph will be used by the editor of the PLA Publication "The Loader" if you are selected as a PLA Scholarship winner.

\_\_\_\_\_  
 Student signature

\_\_\_\_\_  
 Date

