



FOR THE TRANSPORTATION PROFESSIONAL

"Elite" FLEET® MAGAZINE

Special Issue

FROM NATO TO NATIONAL

THE FIRST STEP

Jumping out of a perfectly good airplane

POW-MIA

Where are they now?

BOMBS BURSTING IN AIR

NCI Success Story

DRIVER APPRECIATION

Gifts for Drivers

VIEW FROM THE WINDSHIELD



JIM FRANCK
PRESIDENT

“It’s that most wonderful time of the year”. Really, ALREADY! This year has flown by and it’s been a good one for National Carriers. We have accomplished so much this year. We have replaced all our “problematic” tractors with state of the art equipment. Specced with driver comfort and efficiency at the forefront. Installed new Maintenance software to give us usable, real time data to keep our equipment up. That’s what it’s about, performing predictive maintenance so we can maximize uptime. Continuing our ongoing effort to update our trailer fleet. Another significant Driver pay increase. Ongoing efforts to raise rates that flows to our Drivers and Contractors. Just recently revamped our insurance programs that will put more money in our Contractors pockets. The list goes on and on.

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But the achievement that can make us most proud is our nomination for Truckload Carriers Association, “The Best Fleet to Drive For”. There are just 100 fleets that were nominated. What an incredible culture we have here. Whether we win or not, just to be included is a tremendous honor. One we can all take pride in!

As we close out 2015 and look forward to 2016, please always keep your priorities aligned, live life to the fullest, and be thankful for what we have. From my family to yours, please have a Merry Christmas and a safe, happy and blessed Holiday Season. And Thank You for all you do every day to make this company stronger.

Remember we may not always get it right. But we will work harder than anyone to make it right.



Scan and know more



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NATIONAL CARRIERS**

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FEATURED DRIVERS OF NCI **Back Cover**

Outstanding Work Within Divisions



ON THE COVER - This is a recreation of a photograph submitted to NCI by Edward Janowski, Truck # 4617.

OFFICE & SHOP ANNIVERSARIES



BOB DELAY
43 yrs



LOREN BRIDGE
41 yrs

43 Years Bob Delay
41 years Loren Bridge
29 Years Charles Davis
25 Years Terry Nichols
23 Years Dennis Baxter
22 Years Alan Thomas, Sharilyn Purcell
21 Years Loren Kopper, Debbie Smith,
Janie Martin



CHARLES DAVIS
29 yrs



TERRY NICHOLS
25 yrs

14 Year David Jacobs,
12 Years Randy Lam
10 Years Sandy Regalado
9 Years Ruthy Grinstead
8 Years Jessica Rodgers
7 Years Angel Arias Gonzalez,
Evgeniya Bobkova,
Jason Jimenez

4



DENIS BAXTER
23 yrs



SHARILYN PURCELL
22 yrs

6 Years Juan Gandarilla, John Norton,
Juan Rodriguez
5 Years Narda Arvelo, Saul Covarrubias,
Refugio Cruz, Jose Torres Colon,
Michael Ritchie, Charles Callaway,
Samuel Aguilar Hernandez
Hector Torres Escuivias



ALAN THOMAS
22 yrs



LOREN KOPPER
21 yrs



DEBBIE SMITH
21 yrs



JANIE MARTIN
21 yrs



DAVID JACOBS
14 yrs



RANDY LAM
12 yrs



SANDY REGALADO
12 yrs



RUTHY GRINSTEAD
9 yrs



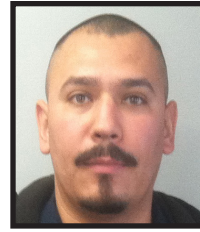
JESSICA RODGERS
8 yrs



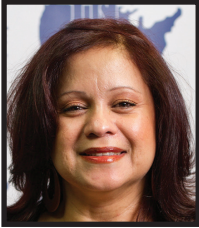
EVGENIYA BOBKOVA
7 yrs



JASON JIMINEZ
7 yrs



JUAN GANDARILLA
6 yrs



NARDA ARVELO
5 yrs



SAUL COVARRUBIAS
5 yrs



MICHAEL RITCHIE
5 yrs

DRIVER ANNIVERSARIES



JOHNNY MALONE
22 yrs



JOSE ARAGON
15 yrs



ALFRED MARTINEZ
15 yrs



ALFREDO CHAVEZ
8 yrs



EDGAR SHAW
8 yrs

2 Years Aron Daughtry, Kevin Gully, Rebecca Chandler- Gisselberg, Charles Culver, John Harless, Larry Bouldin, Richard Zentner, Willie Davis, Michael Ford, Thomas Harman, Gary Horvath, Michael Adams, Rodolfo Rios, Jr., Edneka Lewis, Tonya Florence,

3 years Alvin Beran, Nathan Rabb, Adam Brittan, Laura McCullough, Jose Figuero, Jarvis Crawford, Tony Chanetelois, Edgar Wynne, Jerry Wigley, Michael Sawyer, Ina Marinelli, Keith Bradley, Pedro Ochoa, Charles Price,

4 Years Charles Ware, BJ McGuire, Omar Quintanna, Patrick Stell, Don McIntyre, Charles Boothe, Jorge Ortiz, Margarito Neave, Oacar Palacios, Ernest Garcia, Guadalupe Heredia

5 Year Glen Jones, Carl Lannen, Kevin Torres, James Johnson,

8 years Edgar Shaw, Dave Voges, Alfredo Chavez,

15 years Jose Aragon, Alfredo Martinez

22 Years Johnny Malone



DAVE VOGES
8 yrs

From NATO Command to National Carriers

*NCI
Success
Story:*

DAVID LAMICA

Truck #4850



6

When David Lamica retired from the US Army he called several trucking companies seeking employment. Most were not interested due to his lack of over the road driving experience. He called National Carriers and they said they would give him an opportunity to prove himself. Lamica was sent out in a truck with a trainer for two weeks to get a feel for OTR, and to get a clear understanding of what NCI does. He quickly proved himself and was entrusted with a company truck. NCI provided a good support system for him with clear communication between himself, the driver managers and load planners.

“My military habits are used each day while driving at NCI, such as proper spacing between vehicles. The Blue Tree system makes logging easy. Once I worked with it, I found it was easy to navigate through. I think working here would be attractive for other military vets because NCI treats you like family. Everyone here has your back; you are not just a number. I have had two driver managers in the time I have been with NCI and both have always taken time to visit with me when I call in. I have never been pushed off to the side,” he explained.

From a humble dairy farm in upstate New York to North Atlantic Treaty Organization headquarters in Naples, Italy to the battlefields of Iraq, Lamica served with distinction. Enlisting in 1993, Lamica trained at Ft. Knox, KY, advanced trained at Ft. Jackson, SC, as an administrator, then was assigned to Civil Affairs at Ft. Bragg, NC. While serving in North Carolina, David rose in the ranks and, in 1999, he received orders to report to NATO headquarters in Brussels, Belgium. He reported to the Supreme Allied Commander of Europe. His next assignment took him to Allied Joint Force Command in Naples, Italy. He served as company clerk answering to the commander and first sergeant.

After 12 years of administrative work, Lamica sought a change of scenery. He changed his classification to 88 Mike, military transportation, and transitioned from a desk into the field. Transferring to Ft. Leonard Wood, MO, in May of 2005, he completed his driving instruction courses. Next he was assigned to Ft. Hood, TX, where he taught younger students to drive 16 ton trucks.

Located in the 30 miles northeast of Baghdad, Baquah, Iraq was Lamica's next tour of duty. Baquah was involved in some of the heaviest guerilla activity during Operation Iraqi Freedom. Al-Qaeda forces were actively attacking in and around Baquah and its suburbs.

"Every day we went outside the wire (the gate to his compound). We were shot at by snipers or attempted to be blown up by an IED. Our transportation group had the responsibility of running supplies to outlying bases. We hauled every class of freight from people to fuel. We were seen as a soft target and Al-Qaeda wanted to eliminate us. Unfortunately, a Humvee in front of me had an IED detonate under it, leaving only one survivor. I served there from November of 2006 through December of 2008, then I was sent back to Ft. Hood for a year," Lamica stated.

His second tour in Iraq found him stationed at Mosul, 250 miles north of Baghdad. Overlooking the Tigris River, it has been home to nearly two million people. Once again he delivered supplies to outlying Forward Observing Bases. He was also in charge of vehicle recovery teams.

"We used the military's largest wheeled vehicle, a M1070 with a M1000 trailer, to recover any vehicles that were hit with IEDs, or were disabled and needed to be brought back. We were accompanied by a security team and we had to make quick decisions to avoid danger," he concluded.

Returning for a third tour, Lamica served both in Tallil and Basra. Basra is located in southern Iraq between Kuwait and Iran. He was in charge of a security team providing armed protection for convoys. During this tour his job changed and he became an Electronics Warfare Officer. He was in charge of the equipment to defeat the IEDs. Due to his extensive experience, he was one of the last groups of soldiers exiting Iraq.

Lamica suffers from Post-Traumatic Stress Disorder. He uses his home time each month for his scheduled medical visits with counselors.

"Coming back to civilian life is a difficult adjustment period. Not only are you coming back from a foreign land, but you leave a controlled environment where you know what you must do every day. You know your fellow soldiers have your back. As a civilian, veterans miss the camaraderie and what soldiers refer to as, organized chaos," he said.

Awards: Airborne, Combat Action Badge, Parachutist Badge, Military Service Medal, Bronze Star, Army Commendation Medals, Army Achievement Medals, and an assortment of other lesser ribbons and medals.



So You Jumped Out of a Perfectly Good Airplane

*NCI
Success
Story:*

JONNA ALDRICH

Truck #4532



8

LCPL Nickalous Aldrich (Pug) called his mother Jonna Aldrich from Iraq where he was deployed with the 2/4 Golf Company of the United States Marine Corp. He challenged her to

go skydiving with him when he finished his tour. He would be returning home in six weeks. Neither one of them had skydived before. Pug had just turned 21 and Jonna agreed to join him. Later that month on August 27, 2004 he was killed in Al Ramadi province in Iraq just weeks before completing his tour. He lost his life in a vehicular accident.

From the day he was born, Pug was the kind of kid that wanted to be involved in EVERYTHING. He set goals and he set them high. He wanted to go to college, he wanted to work as a Texas game warden, and he wanted to be a Marine. He joined the Marine's in part for the educational assistance he would get after his military service. He enlisted prior to 9/11/2001.

"When he enlisted, I asked him what if we got into a war. He told me he would proudly serve his country and go where he was sent. He could not have served with a better bunch of guys. He was stationed west of Baghdad in a highly strategic area overseeing the Euphrates River," Jonna said.

"I decided that I would do an honor jump for him. I was delighted when his brother David and his sister Jennifer said they wanted to jump with me. We chose a date as close to his birthday as we could, and all 3 of us jumped in his honor. We jumped in our home state of Texas. We couldn't find anyone that was open on his birthday, the 12th, so we jumped on August 10th, 2015.



It was very exciting for me. As the day of the jump grew closer, my nerves were raw and my emotions were crazy. I didn't know what to expect. As the plane ascended to 2 miles high my emotions were really wild," Jonna exclaimed.

Peering out the plane door, Jonna hesitated. A small step attached to the outside of the plane awaited her. Abruptly, her jumping instructor pushed her out and together they began freefalling toward the earth

tethered together. Hurtling downward at 120 mph, the sensation was literally breathtaking and, when her jump partner pulled the parachute rip cord the hard sudden jolt was unexpected; however, the ensuing float down was spectacular.

"Once I left the plane it was FREAKING AWESOME!!!!!! We did a freefall for about 45 seconds, then my jump instructor pulled the chute and we soared the rest of the way down. I can say I flew with my son on that jump. I had such a sense of accomplishment and a feeling of completion when we hit the ground. I look forward to doing it again," she remarked.



LCPL Nickalous Aldrich

Editor note: Jonna Aldrich has driven for National Carriers since July 15, 2013.

Bombs Bursting in Air

NCI
Success
Story:

RON WALLET and SAIF LAFTA



10

The high pitched whistle of the incoming rockets filled the air. Soldiers and civilians frantically ran for cover. Warning sirens and pre-recorded warnings blared from loud speakers. As the mortars hit the area within and outside the base, flying debris, clouds of dirt, and pillars of smoke filled the air. Shouts from terrified people competed with the rockets and loud speakers. A twenty-two year old Iraqi contractor stood in disbelief as he watched the leader of the soldiers he was recently attached to sitting in the open, watching the ensuing chaos. He calmly smoked his cigar as the attack came to a close.

NCI driver trainer, Ron Wallett, retired from the US ARMY after 20 years of service and five combat tours. His last tour, he served as a combat advisor in Iraq. During this tour, a young Iraqi man was assigned to his unit. Though 22 years his junior, over the next 18 months the two became confidants. Constant enemy engagement kept the duo relying on each other more and more.

NCI driver trainee, Saif Lafta, grew up in Saddam Hussain's controlled Iraq. All media outlets were controlled by the Hussain regime. Anyone caught with an unauthorized satellite dish would be terminated from their job with no hope of getting another one. In extreme cases, the individual would be hung. When given the opportunity to fight for freedom, Saif became a contractor who served the US ARMY.

Despite receiving life- threatening injuries during his last mission in Iraq, Ron knew Saif would be in danger once US troops left Iraq. Insurgent's forces had proved again and again that any Iraqi who helped the Americans would be assassinated. Laying in his hospital bed recuperating from his injuries, Ron began contacting influential people stateside seeking assistance in relocating Saif's family to the United States.

Saif sought asylum in the US. He had worked closely with the US ARMY. He was aware once US troops left Iraq, his life would be in immediate danger. Saif was working with another Army unit as he began the procedure to emigrate. It was a long process beginning with securing an army recommendation. The



next requirement was an Iraqi police background check, multiple online forms and a passport inspection. The latter required help from the US Embassy.

Ron's recovery time lasted three years in and out of hospitals. During this period, he re-established contact with National Carriers where he had worked briefly in the past. Upon receiving his medical clearance to drive, Ron became a trainee in NCI's driver trainer refresher program. His trainer, Ina Marinelli, oversaw his first several weeks of over the road driving to insure he was safe to drive solo. After meeting and exceeding all of the driver requirements, NCI assigned him his own company truck.



Two years later, Saif relocated to the United States. During his first year in the US, he worked in the auto manufacturing industry. Feeling unfulfilled with his work, he took employment working in a hospital. Though he found the work rewarding, he longed for adventure and to discover the United States. He decided driving a truck would be an interesting

job that would provide a steady income. He attended driving school and earned his CDL. While deciding which transportation company to apply to, he called Ron for advice.

When Ron received Saif's call, he immediately suggested National Carriers. Ron felt Saif would excel behind the wheel of an eighteen wheeler if he received training from someone he trusted and vice versa.

Ron had met the requirements to train for NCI and Saif met the requirements to be a trainee. After attending orientation, several weeks of driving, learning paperwork, operating the on-board satellite, and servicing customers all under Ron's watchful eye, NCI trainer manager JD Jackson administered Saif's driving test. Saif's goal was achieved as he completed his training program and was assigned a company truck of his own.

He now plans to travel the United States as he transports cargo on behalf of NCI. He wants to be a professional driver in every sense of the word. Whether it is being polite to those who aren't, driving safely when others won't, or helping others in need, he is realizing his American dream. He is now part of the "Elite" Fleet.



To read more about Ron Walleff <https://drivenci.com/blog/the-company-that-understands-freedom-isnt-free/>

POW-MIA - Where are They Now?

NCI Success Story:

JOHN OLLIFF

Truck #2690A



- Q: Is trucking in your family history?
- A: My dad and granddad both drove truck, hauling peanuts and cotton in Alabama.
- Q: Why do you choose your current “look” as opposed to your clean cut military look?
- A: I had long hair before I went into the service. While serving we shaved three times a week and, when I was discharged, I swore I would never shave again.
- Q: You are known for promoting MIA-POW awareness, why is this important to you?
- A: I enlisted in the US Army in 1968. I spent time in Ft. Jackson, SC, Ft. Seal, OK, then I was sent to Vietnam where I served as a helicopter door gunner. After the war, America was not sure of the direction to take in viewing the Vietnam Conflict. The Memorial Wall in Washington D.C. honors and accounts for those soldiers whose location is known, but it does not account for those folks who are not accounted for. I want to make sure they are not forgotten, we don't know what happened to them.
- Q: What attribute of the military had the most impact in your life?
- A: Military promotes brotherhood – someone is watching your back. Trucking used to be that way, however, it seems to be lessening and that is a shame. In the military you never knew when you would be called to duty or how long you would be engaged. Sleep patterns were erratic and you rested when you could. Trucking is very similar.
- Q: For the last three years you have accepted a mission to service a customer whose needs are very demanding. You have been very successful where others have failed. What do you attribute your success to?
- A: I have a job to do and I do what needs to be done. Service is all we have to offer. If we don't take care of the customer, someone else will. Not an 8-5 job. Be where you are supposed to be when you are supposed to be there.
- Q: You started as a company driver and later moved into a truck lease. Why has this been successful for you?
- A: This is our business. My wife Brenda does paperwork from our home in Alabama. We are best friends which makes for a good partnership. I do not require much home time. It's too hard to get back in the routine and get the money flowing if I go home frequently. Brenda and I communicate multiple times a day. We have an unlimited text and talk plan which gives us the opportunity to visit all day long.
- Q: What is the most unusual tie you have found between your military enlistment and working at National Carriers?

I was stationed in Germany and served as a guard on the German – Czechoslovakia border during the cold war years. I still keep in touch with my best friend at the time. He is currently serving as the Commander of the Kansas Veterans of Foreign Wars. Once while visiting with NCI Director of Driver Services, Al Love, he mentioned his brother was the Commander of the KS VFW. Imagine our surprise when we discovered his brother, Dallas, was one of my closest army buddies.



For more about John Olliff, visit our youtube channel at <https://www.youtube.com/watch?v=vIyIIMwH9HM>

NCI Success Story: JOE WILLIAMS

Truck #2005



The title, Drill Sergeant, conjures up images from the movies. Louis Gossett, Jr. starring as Sgt. Foley in *Officer and a Gentleman*, R. Lee Erney playing Sgt. Hartman of *Full Metal Jacket*, or Warren Oats as Sgt. Hulka in *Stripes* each have left a memorable imprint in movie buff memory.

National Carriers' Owner Operator Joe Williams has "been there, done that." Wanting to serve his country, he enlisted in the United States Marine Corp in

January of 1976. He was sent to camp Pendleton, CA, where his MOS was a Machine Gunner. He was soon sent overseas to Okinawa, Japan. Returning stateside to Marine Barracks at Vallejo, CA, he served in the security force protecting a nuclear submarine base.

"In 1978 I got married, re-enlisted and was sent to Camp Lejeune, NC. From there, I was assigned to the drill instructor school in Paris Island, SC, where I served two years as a drill instructor in 1st Battalion B Company. Next, I returned to Camp Lejeune for two years before being assigned to the 2nd Support Group Shooting Team at Camp Lejeune where I was selected by the Marine Corp rifle and pistol team and was stationed at Quantico, VA two years. While there, I shot competitively on behalf of the Marine Corp.," he stated matter-of-factly.

Again, Williams was assigned for two years to Paris Island as a Drill Instructor in 2nd battalion D Company. After his enlistment ended in 1988, he left the service and began driving truck. As an owner operator, he leased on to National Carriers in September of 1997. Williams began hauling refrigerated goods for NCI on the 48 State lease. The last 10 years he has worked in our livestock department.

"When I first joined NCI, I was impressed with the organization. Each time I had a question or concern, I found there was not a single person that wasn't willing to go out of their way to get an answer. It was obvious from the beginning everyone looked out for each other. I have grown to love my job as a livestock hauler and feel I have been able to build a home with National Carriers," he said proudly.



DRIVER APPRECIATION



SHAREN KNAVLEIN



Each driver was appreciated by National Carriers with a gift of a heavy duty laundry tote for their truck.

14



BILL ANDERSON



GREG BOTWINK



IGOR KOROTESTSKY



MICHAEL CARTER



LOUIS GALLIEN



KAREN GLEDHILL



TAMMY McCLURE



ANTHONY MARTINEZ



NORRIS SKINNER



GUSTAVO LOYA



VINSENTE TORRES



15

Driver Appreciation Donors



PLATINUM

MHC Kenworth
ACT Freightliner

GOLD

Central States Thermo King
Utility Trailer of Dallas
Ramsey Media
National Beef
Truck Parts and Equipment
Comdata Services
Cottingham and Butler
Flying J
Rush Peterbilt

SILVER

Reliance Supply
Loves
Petro / TA

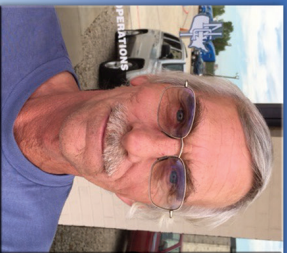
BRONZE

Best Western Airport Irving, TX
Greyhound
Blue Tree

FEATURED DRIVERS OF NCI

WE SALUTE THE MEN AND WOMEN THAT MAKE NCI "Elite".
EACH PERSON HAS GONE ABOVE AND BEYOND THE CALL
OF DUTY AND WE APPRECIATE THEIR EXTRA EFFORT.

Recognized for their outstanding work within their division



48 State

ROBERT ALLEN, JR.

DM: BILL DUNCAN



SW Regional

BUDDY HASTED

DM: MICHAEL RITCHE



WC Regional

MIGUEL PENA

DM: MARY MARQUEZ



Livestock

KEVIN TORRES

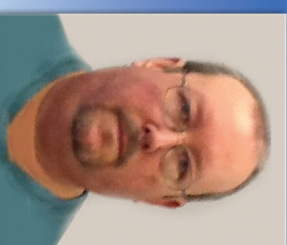
DM: SUSAN AGUIRRE



Hides

DONNA DAVIS

DM: PHIL FADDES



NCI Leasing

DUANE WIGLEY

DM: MICHAEL RITCHE



Company

JOHN STRATTON

DM: DEBRA GILBERT



Owner/Operator

CURTIS RABB

DM: BRYAN MUNDIE



NCI Trainer

KANE PARISH

TM: JD JACKSON



Team

KARLA DUGGER / DAN BOWKLEY

DM: DEBRA GILBERT

Join the NCI
Social Media
Family –
scan and
watch how

