



DAC - MDC - Boeing Retirees
of California

Roundup

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Newsletter No. 194

www.macdacwestretirees.org

December, 2019

JIM'S CORNER

Another very nice luncheon at the Sycamore Center this October 1st. It is always so gratifying for the Retiree Association Board to see so many past colleagues and friends enjoying reconnecting.



Thanks to Bill Rickard for taking many pictures of the Luncheon attendees, many more are available on the link; <https://drive.google.com/open?id=IMNFIUiVSzxlw6YEaFrO-8HaQaYc>



Our planned speaker, WW II veteran Lt. Ruiz, was not able to make it due to a medical condition. We were able to have an outstanding speaker, Guy Norris, take over. Guy is a highly respected

aerospace journalist and is the Los Angeles Bureau Chief for Aviation Week & Space Technology. We have been trying to have him for a speaker for a couple of years but due to his travel schedule it never came together. This time the stars aligned as he had just arrived from an assignment in Australia the day before our luncheon. A big thanks to Rolf Sellge and Bill Rickard for making that all come together. Guy's presentation on where aerospace is headed was outstanding – all I can say is WOW!

Business conducted at our October Luncheon in accordance with our association's Constitution and Bylaws was to elect a Board of Directors for the 2020-2021 term. The following Board was confirmed:

President – Jim Phillips

Vice President, Secretary – Elayne Bendel

Vice President Communications – Ron Beeler

Vice President, Finance – Rolf Sellge

Vice President, Programs – Bill Rickard

Vice President, Meetings – Barbara Callaghan

Vice President, Membership – Barbara Callaghan

Vice President, Special Programs – Open

Looking forward to our March Luncheon, we are working to have Jack McHale as our featured speaker. Jack last spoke to our group 8 years ago about the ORBIS DC10 Flying Eye Hospital. ORBIS has upgraded to MD10's and Jack will tell us that story. Jack also served a number of years as ORBIS CEO.

I am sure things will start getting busy for all of us as the Holiday Season is upon us. I would like to wish

all a wonderful Thanksgiving as we count the many blessings we have. Also, a Merry and Joyous Christmas as we celebrate our Lord's birth.

Don't forget our March Luncheon. First Tuesday in March at the Sycamore Center. I look forward to seeing many of you there.

Jim Phillips, President, DAC/MDC/Boeing Retirees

October Luncheon Speaker

Our speaker for the October 2019 luncheon was a bit of a surprise to us. We had hoped and expected our speaker to be Roberto Ruiz, who flew B-24s in WWII. This gives you a clue to his age, and although he was active as a speaker and docent at Lyon Air Museum, Father Time finally caught up with him. He was moved to hospice care in September and had to cancel as our speaker. On Oct. 4, he succumbed to the ravages of age, and was buried with honors at Miramar National Cemetery on Oct. 23.

We had the good fortune to find Guy Norris, a renowned aviation writer, willing and able to be our speaker on short notice. He could have talked about almost any aviation topic but wanted to talk about aviation in Southern California. Many of us lived through what seemed an endless decline of our industry, but Guy gave us evidence that the decline has been arrested and a resurgence is underway. The big jet airliner projects have been replaced by a plethora of new and different air vehicles.



Guy started with a bit of nostalgia from his early involvement with aviation while growing up on the Isle of Man; his father worked for Martin Baker who

made ejection seats amongst other products. He had a great candid photo of an experimental combat jet airplane nearing the ground while the pilot was ejected horizontally (and survived). He went on to relive for us a few of his favorite experiences with Douglas as a journalist from the glory days to the end – Building 80 stuffed with DC-9s, the AA MD-80 campaign (try it, you'll buy it), the MD-11 World Tour, and the last delivery (a 717). These were happy sad memories for many of us.

Switching gears, Guy showed us a range of current/futuristic projects now growing in Southern California (though for some, the SoCal connection was tenuous): electric air vehicles, high efficiency airliners, supersonic airplanes, hypersonic vehicles and finally space flight. He showed a picture and described an Uber air car and associated roof-top hub in a concept that would combine air carriage for distance and Uber ground for the "last mile". After showing a few more airplane and drone concepts, Guy talked about the shortcomings of all-electric configurations and the greater near-term potential for hybrid propulsion systems.

Moving to airliners, Guy talked about a few ultra-high-efficiency studies, like the Boeing strut braced wing and the Boeing (MDC) blended wing body configuration. While the original concept of a BWB airliner has not made it to full scale development, work continues at Boeing and elsewhere. There have been quite a few smaller BWB vehicles that prove the concept.

For those with a need for speed, Guy told us about a few supersonic and hypersonic projects currently underway. NASA and Lockheed Martin are developing the X-59 QueSST (quiet supersonic transport), while several private companies pursue supersonic bizjet configurations. For the real speed demons, Boeing and Lockheed are both working on hypersonic configurations nominally designed to replace the SR-71, and a few paper studies of hypersonic airliners which seem a bridge too far at this time.

Finally, for the space cadets among us, Guy showed us a few space flights projects. First, of course, was the Virgin Launcher project based at the Long Beach airport, whose factory we toured last year. This is a real Phoenix rising from the ashes of our beloved C1 facility. There is also Stratolaunch which uses the

world's largest airplane which was purpose built to carry a missile to altitude and launch it into space. With the death of its visionary founder, Paul Allen, its future is unclear but recently a group of venture capitalists purchased it from the heirs and may continue the project.

Bill Rickard-VP, Programs

As we age, so do the aircraft we worked on, some may not appear to be very old, but in aircraft life they have seen a massive amount of hours. The next two articles (sourced from a news article and a newsletter) are good examples of our products' service and we welcome them into retirement.

Editor's note

FedEx's 'Joey' retires after 91,000-plus flight hours as fleet modernization continues

Max Garland, Memphis Commercial Appeal
Apr 29, 2019

Grizzled FedEx Express veteran Joey has retired after nearly 50 years flying.

Joey, more formally known as Aircraft N365FE, last flew to Victorville, California, from Memphis on March 29 to join other retired FedEx Express planes. The MD-10 jet logged 91,453 hours in the air over its career. The plane was the sixth DC-10 off its production line and first flew in 1971 for United Airlines. Two years later, a Memphis company called Federal Express officially began operations.

FedEx acquired the plane in 1997 after it logged many flight hours with United, converting it into a freighter and naming it "Joey."

"Each time a new aircraft joins the fleet or gets a facelift, the name of a FedEx Express team member's child is selected and painted proudly beneath the captain's window," FedEx noted in a recent news release about a newly named aircraft.



"Joey," a now-retired MD-10 plane for FedEx Express, is seen at the Manchester-Boston Regional Airport in 2012, with its name below the captain's window. The plane flew for nearly 50 years and has been with FedEx since 1997.

Joey received a cockpit upgrade in 2006, converting it from a DC-10 to an MD-10. That conversion saved costs by cutting the flight crew from three to two and having commonality with the MD-11. It continued carrying cargo for FedEx for 13 years after that.

FedEx had 33 MD-10s (both MD-10-10s and MD-10-30s) in its fleet as of February but is retiring them fast. The company is phasing out the last of them in 2022 as it acquires more Boeing 767 planes.

FedEx began replacing MD-10s with 767s in 2014 to reduce operating costs and increase fuel efficiency, translating to millions in annual savings per plane. "Last year, for example, the aircraft fleet modernization program saved 89.3 million gallons of jet fuel, avoiding more than 860,000 metric tons of CO2 emissions," FedEx said in its 2018 annual report.

FedEx's average fleet age is currently 21.8 years old but the MD-10s in service run much older. Most are in their forties, and one named "Cindy" is close to Joey's age at 47.7 years old.

AA's Last 26 MD-80s Fly into Retirement



American Airlines, once the world's largest MD-80 operator, has retired its full MD-80 fleet. These last 26 aircraft have flown an average of 57,059 hours each over an average 28,187 cycles. The longest serving aircraft is the sole retiring MD-82 with 82,324 hours and 44,289 cycles. The 'youngest' aircraft has 53,000 hours.

Flightrader 24 published an article covering the retirements. **Flightrader** also gave readers an opportunity to track the final flights of these 26 aircraft. Here's the story by [Ian Petchenik](#).

On 4 September, American Airlines retired the MD-80 family of aircraft from its fleet after 37 years of service. Named the Super80 by American, the airline operated more than 360 of the aircraft at its peak. On Wednesday, the final 26 were retired and 23 of them flown to the desert in Roswell, New Mexico.



One for the Money

Our day began at DFW Airport headquarters to travel to the ramp for a look at the final American Airlines MD-80 revenue flight. [Flight AA80](#), from Dallas/Ft Worth to Chicago, was operated by N984TW, the last MD-83 produced.

Prior to departure, we made our way to the runway for a view of the take off and then back to the

terminal to prepare for our flight to Roswell.

Two for the show

The next flight to depart was the employee retirement flight to Roswell. American Airlines employees were able to enter a drawing for a ticket aboard the flight, operated by N970TW, an MD-83 delivered in 1999. After their departure it was time for our flight to board.

Three to get ready

Our retirement flight from DFW to Roswell was operated by N9615W, an MD-83 originally delivered to Trans World Airlines (TWA) in 1997. The aircraft joined the American Airlines fleet in 2001. The plaque inside the L1 door on N9615W

About 40 journalists and invited guests were aboard our flight, including a few former long-time MD-80 pilots. The captain for our flight was Bruce Taylor, the chief pilot at DFW, who first flew the MD-80 in May of 1989. One of the cabin crew members working the flight was also a veteran employee with 43 years of service at American.

Now go go go

Prior to departure, the captain announced that the crew would be hand-flying the entire flight to Roswell out of respect for the aircraft. Upon landing he also mentioned that it was out of respect for the dual-inoperative auto pilots. The hand-flying of the aircraft was most notable during changes in altitude



or speed throughout the flight. It was especially apparent when the pilots adjusted the throttles. As we lifted off the runway, the Captain gave a wing wave.

On the taxi in at Roswell, we saw the variety of retired American Airlines aircraft stored at Roswell, including other MD-80s, 757s, and 767s. We also passed by a few other aircraft of note, including Elvis' former Lockheed JetStar and a portion of the grounded American 737 MAX 8 fleet.

One of the most unusual experiences of the flight, other than the nearly empty aircraft, wing wave departure, and hand flown flight, was exiting via the rear staircase.

Once on the ground we had a chance to explore some of the aircraft and listen to remarks from current and former members of American Airlines with strong connections to the MD-80. One speaker even had a large MD-80 tattoo on his forearm commemorating the last MD-80 flight he ever took with his father.



RETIREMENT ADVISORY ACTIONS

The recent Advisory meeting with Boeing and supporting Contractors was held in St. Louis, Missouri on August 22, 2019 and attended by myself, Ron Beeler and Joyce Neiman

The main action affecting past DAC/MDC retirees was the upcoming 2020 Health Care options and open enrollment window. Some plan rates increased as much as 25%, so please review these plans, as well

as “street plans”, and make the best decisions for you and your family. Reminder that if you are moving from “Medicare Advantage” to “Medicare Supplement Plan” or to “No Coverage”, please sign, date and return your “Medicare Advantage Disenrollment” form by 12/1/19 to avoid coverage or deduction issues in January.

The second action was that as of last quarter, only 50% of MDC retirees registered and transition to the new websites to access their health care and pension benefits, after “Total Access” was retired. If you retired since 2011, please register with “Worklife”. If you retired prior to 2011, please be sure to register directly with the benefit providers: Alight (<http://digital.alight.com/boeing>) for Health Benefits and **BoeingBenefitsConnection** (<https://boeingbenefitsconnection.benefitcenter.com/opglobal>) for Pension Benefits.

If you have any questions, please contact the Boeing Service Center or your Health and Insurance Retiree Medical Advisor, at 1-866-504-4256.

Ron Beeler
Joyce Neiman

WELCOME NEW MEMBERS

Josie Del Pino, C1, Contracts
Deirdre Murray, C1/A3, C-17 Business Ops.
Patrick J Pepper, Virtual, BCA Engineering

Barbara Callaghan, VP, Membership

