



DAC - MDC - Boeing Retirees
of California

Roundup

Ron Beeler- Editor (562) 296-8958

HEADQUARTERS: P.O. BOX FULLERTON, CA, 92838, (714) 522-6122

Newsletter No. 189

www.macdacwestretirees.org

August, 2018

JIM'S CORNER

Now that summer is winding down I hope many of you had some time to get away, although I know many retirees wait until Fall to do some traveling; much less congested out on the roads and at the destinations. A couple of things to report on: A change at our Luncheon venue and our planned Field Trip.

First, changes at the Rose Center where we have our twice yearly luncheons. Our long time caterers, Crystal Rose Catering, did not renew their agreement with the Rose Center (City of Westminster) and are moving on to other opportunities. Peter and Barbara Galang and their team have done the most outstanding job for us and we are sad to see them move on. They have been providing a first class operation for our Retirees Association since our days at the Sycamore Center in Long Beach. We wish them the best in their new endeavors.

The Rose Center has established a new relationship with Jay's Catering. Having been at events they have catered I can attest that they are also a first class operation. From an economic standpoint, we have enjoyed a very favorable cost structure with Crystal Rose Catering. With Jay's, our costs are going to be substantially higher. To that end we are raising our Luncheon price to \$25. This still does not cover the total costs of the venue, food and service. We very much like the Rose Center for our Luncheon Events, but your Board of Directors will have to evaluate the total cost impact as we go forward.

Second, our planned Field Trip to the Petersen Automotive Museum will not be happening. We had only 14 people interested in participating at the museum's cut-off date to secure a guaranteed tour spot with a docent. In addition we would not qualify for a bus that the local district LA Supervisor's office provides for our group when we do tours within Los

Angeles County. The Association Board will take up a discussion on the future of Field Trips and what interest the membership has of continuing them.

With this newsletter you have all the information for our Fall Luncheon as well as a profile on our speaker, Jack Pelton. So please mark your calendars for October 2 as I look forward to seeing many of you there.

Jim Phillips, President, DAC/MDC/Boeing Retirees

OCTOBER LUNCHEON

Jack Pelton, our speaker for the October 2018 luncheon, is a repeat offender. He spoke to us at the October 2012 luncheon, which was shortly after his retirement from Cessna. Since leaving Cessna, Jack has embarked on a new career in the same industry but as leader of a major non-profit organization, the Experimental Aircraft Association. We are hoping to hear about his adventures as a volunteer and aviation activist. Coincidentally, he was elected Chairman of EAA only a few weeks after speaking to us. He plays an important role in speaking for the general aviation community and helps shape national policy relative to general aviation.

Jack is well known to many of us from his time at Douglas. A native Californian, he began his career in the late '70s at Douglas and over the next 20 years rose through the ranks to the executive level. He then took advantage of an opportunity to serve as senior vice president of engineering and programs responsible for the 728 Jet program at Fairchild Dornier in Germany. The product was exceptional but unable to overcome some realities of the business world, and Jack moved on to Cessna in 2000. He was initially senior vice president of product engineering and oversaw Cessna's engineering and product development activities, including new and derivative aircraft development, design, flight test and

certification for all Cessna models. It seems he did a good enough job to get bumped upstairs in 2003 to President and CEO, then added the title of Chairman in 2005. Cessna developed a great lineup of products during this time, but the financial meltdown of 2009 was exceptionally hard on the general aviation business. The recovery was painfully long and return to growth was not on the horizon. Jack elected to retire in 2011 as opposed to continuing downsizing that had been going on for the last 3 years.

After Cessna Jack continued his lifelong interest in airplanes, he owns five. He served on various appoints to the FAA and DOT in retirement before being asked to join the EAA Board and then being elected Chairman, a volunteer position. This was a time of change at EAA as the organization transitioned away from being run by the founding family. EAA has continued to grow its activities and importance to the general aviation community. Its annual show, officially called AirVenture but known to all as Oshkosh, is the biggest general aviation event in the US. Its Young Eagles is the preeminent organization for youth interested in aviation. There is much more but I will defer to Jack for that.

I encourage you all to attend our October luncheon to hear more from our esteemed speaker.

Bill Rickard, VP-Programs

“ATTENTION LUNCHEON ATTENDEES”

As noted in Jim’s Corner, our former lunch caterers have left Rose Center to pursue other opportunities. The all-inclusive lunch cost with them has been \$22.00/attendee, \$2.00 of which was supplemented by the association. What is becoming evident to the Board is that \$22.00/head was an outstanding price. The City of Westminster, who owns the Rose Center, has contracted with another caterer to accommodate our October luncheon; however, they are significantly higher priced. The fee for the October luncheon will be \$25.00 per attendee; the amount over and above this \$25.00 that will have to be supplemented by the association is still yet to be determined.

In addition to the low cost we enjoyed in the past, we were afforded a short lead time from providing the final headcount to the luncheon date of only 4 calendar days. The new caterer requires the

headcount to be provided 10 days prior to the event. It is very important to note this because the caterer will not guarantee food being available for attendees past that due date. Accordingly, to ensure your attendance at this fall luncheon, please adhere to the due date on your luncheon reservation card enclosed with this newsletter.

Owing to the timing of this, there is not sufficient time to evaluate options to allow us to reduce costs. We hope to see you in the fall at the Westminster Rose Center to enjoy another opportunity for fellowship and to listen to a very interesting presentation by our guest speaker, Jack Pelton, whom many of you know from his MDC years.

Barbara Callaghan, VP-Meetings

HISTORIC DAC ROLLOUT DC-2 NOW RESIDES AT BOEING MUSEUM OF FLIGHT, SEATTLE



It has been more than 85 years since Donald Douglas Sr. received a 1932 inquiry from Jack Frye, vice president of operations for Transcontinental and Western Air, Inc. (TWA) inquiring whether Douglas was interested in producing airliners for his company. As we all know, Douglas accepted the challenge after assistant chief engineer Arthur Raymond demonstrated the feasibility of meeting TWA’s requirements and the DC-1 was born. Its design was approved by TWA in March and in June the aircraft rolled out. First flight was on July 1, 1933. Only one of these was built. Immediately

enhancements were incorporated that resulted in the DC-2 variant that was first flown on May 11, 1934.

Along with Raymond, another key engineer on the project was William Bailey “Ozzy” Oswald. In the later stages of DC-1 development, Donald Douglas hired Oswald as the company’s first full time aerodynamicist. Ozzy had been a student of Raymond’s at Caltech, where he received his PhD in 1932. He had conducted some of the wind tunnel tests on the DC-1. A Jack Frye biography <http://jack-frye.blogspot.com/p/dc1-development-and-history.html> recounts that for four years Raymond had taught a weekly course on airplane design at Caltech. For his thesis topic Raymond challenged Oswald to develop a sophisticated method of performance calculation, adaptable to a slide rule. Oswald developed a set of performance charts, to help to systematically analyze the many variables of flight: atmospheric density, airplane drag, engine power, and propeller efficiency. These were landmarks in the young science of aerodynamics and helped create the foundation for the DC line of aircraft.

Fast forward 50 years into the early 1980s after more than 20,550 DC transports and their military and foreign variants had been built, and DAC was ready to celebrate a half century’s worth of production and service of its famed product line.

Centerpiece of the celebration was a well-traveled DC-2 that had been acquired by the Douglas Museum in Santa Monica. It was the 77th built and originally delivered to Pan American World Airways in March 1935. It was transferred to Pan Am’s affiliate Mexicana in October 1937 and later served with Aviateca of Guatemala from 1940 until 1953. Then it was purchased by Johnson Flying Service of Missoula, Montana. There it was used for aerial spraying and carrying smoke jumpers, cargo and passengers. In 1973 it was traded to Stan Burnstein in partial payment for a DC-8. A year later he donated it to the Douglas Museum. After this long history it bore little resemblance to the original configuration and condition.

But in 1982 under the guidance of Dewey Smith and Bruce Cunningham a group of determined preservationists from the Douglas Management Club were able to get it transferred from the museum to the Douglas plant in Long Beach. They formed the

Douglas Historical Foundation in July 1982 to manage the restoration. The restoration team consisted of about 30 dedicated volunteers, but nearly 60 airlines, companies and foundations contributed. The goal was to have it ready for a rollout event in May 1984 celebrating the 50th anniversary of the DC-2’s first flight.

What’s really hard for me to believe is that it has been nearly 35 years since the rollout of the restored aircraft on May 12, 1984. Looking through some old papers not long ago I found both a program from that special day and a golden anniversary brochure chronicling the restoration that was autographed for me at the rollout by both Arthur Raymond and Ozzy Oswald, one of my most prized possessions from my years at DAC.

The rollout event was held on a Saturday so hundreds of DAC employees, vendors, volunteers, family and friends could attend. The aircraft was painted in Douglas livery and named after company founder Donald W. Douglas. His son, Don Jr., was on hand to unveil the name on the forward fuselage. Flag bearers, a Navy chaplain, U.S. Air Force color guard, and the Long Beach Junior Concert Band added to the festivities.

Arthur Raymond delivered the keynote address honoring Douglas Sr., and Bob Johnson, MDC Group Executive, represented MDC at the ceremony. MDC Board Member Donald Douglas Jr. and members of the restoration team handled the dedication. A commemorative DC-2 pin depicting a side view of the airplane with the words DC-2, 1934-1984 was designed for the occasion.



After the formal proceedings guests were able to board and tour the DC-2 to see for themselves the plane that began the Douglas Commercial heritage. That's me in the art deco dress second from left in the photo n the boarding stair. What a great day!

But the DC-2's story does not end there. It remained in Long Beach for several years, being used for special events and deliveries. Then it was returned to Santa Monica.

Pat Pepper was secretary/treasurer of the Douglas Historical Foundation at the time. A group of Douglas retirees had worked on the aircraft for a number of years both prior to and after the aircraft was sold by the Santa Monica museum to the Museum of Flight (MoF) in Seattle in 1997. The Douglas retirees were hopeful of being able to once again fly the aircraft and kept working on it. Unfortunately our pilot was about 80 years old and wasn't going to be allowed to fly the aircraft.

Pat was instructed to have the aircraft removed from Boeing property in Long Beach. Clay Lacy, an MoF board member, taxied it to the opposite side of the field. Pre-flight checks in 2004 revealed the need for more work, including further engine inspections, so Lacy flew it from Long Beach Airport (LGB) to his facility at Van Nuys, Calif. Clay Lacy Aviation's maintenance workers dedicated more than 3,000 man-hours to restore the airliner once again. After more than 30 hours of flight-testing in dozens of local flights by Lacy and his crew the DC-2 was ready for its trip to Seattle, where it is currently on display in TWA livery at the Museum of Flight.

Elayne Bendel, VP-Secretary

AMERICAN AIRLINES UNVEILS DC-3 FOOD TRUCK AT COMPTON MUSEUM

In aviation, aircraft conversions are standard practice, with older aircraft being converted from passenger to cargo configurations.

On Monday, however, American Airlines and Tomorrow's Aeronautical Museum, a local Los Angeles aviation museum, unveiled the first-ever DC-3 aircraft converted into a gourmet food truck.



The DC-3 Gourmet Food Truck at Tomorrow's Aeronautical Museum in Compton. (Photos: AirlineGeeks | Albert Kuan)

The DC-3/food truck, named the "DC-3 Gourmet," is sourced from an old DC-3 fuselage that had formerly served in World War II.

The fuselage of the DC-3 was found in a Nevada airplane boneyard and was transported to the museum, located next to Compton Airport, a general aviation airport 8 miles east of LAX. The interior of the DC-3 food truck has been converted into a fully-equipped gourmet kitchen. The original DC-3 cockpit, however, has been kept intact for diners to experience during their visit.

The food truck will serve gourmet meals including Chilean sea bass, lobster tail, rib-eyes and other custom dishes for under \$20.

VIP diners will also be invited to sit and dine inside the DC-3 cockpit. On Wednesdays, era re-enactors will provide dancing entertainment for diners as well.

The food truck is being sponsored by American Airlines' Regional Council in Los Angeles and will serve as a fundraising tool for the local museum which empowers youth in surrounding community to be inspired by aviation.



Graduates of the museum's youth classroom programs have actually gone on to work at American Airlines' LAX hub and have even risen to more senior positions with the airline.

American Airlines' Regional Council looks for opportunities to make a positive impact in the communities the airline serves and in Los Angeles, the airline brings together team members to volunteer and support nonprofits in their community.

Although this specific DC-3 was only used during the war, the DC-3 aircraft played an important role in the airline's history. The DC-3 was designed in part by American Airlines Founder C.R. Smith and served as the airline's flagship through the 1940s.

The aircraft made cross-country trips more efficient, comfortable and cut down the time it took to fly their flagship Los Angeles to New York route, making the trip in less than 17 hours. Previously, it took the airline 48 hours to fly the route. Being a bigger airplane designed with passenger comfort in mind, the plane was able to accommodate at least 14 luxury sleeper berths or 21 passenger seats. Now, the same route is done in around 5 hours on an Airbus A321 in a 3-class configuration.

During World War II, the DC-3 was eventually transformed into a military aircraft, the C-47. Today, the original DC-3 flagship aircraft is memorialized at the airline's museum at its headquarters in Dallas/Fort Worth.



The food truck's location at Compton Airport features a double-decked open-air dining area with expansive views of the airport runway.

The food truck's livery features a similar polished aluminum livery donned by American's flagship DC-3 in the 1940s, except that this one pays tribute to the City of Compton. The nose of the DC-3 food truck also features the words "Flagship Compton."

"As our airline now focuses and really zeroes in on 100 years of service, we want to make sure that the next hundred years of history are rich with diversity and includes strong representation from every community throughout Los Angeles," Jim Moses, American Airlines' Managing Director at LAX, said. "After today, the DC-3 will take on a new critically important mission, and that mission is helping inspire young aviators from Compton pursue careers in aviation."

Previously published article on AirlineGeeks.com Website with permission from Ryan J Ewing Founder & President AirlineGeeks.com.



**BOEING'S FIRST TEST PILOT ASTRONAUT
JOINS TWO FROM NASA FOR STARLINER
TEST FLIGHTS**



Chris Ferguson, center, who led the final mission of America's space shuttle program, will return to the International Space Station as a commercial test pilot of the Boeing CST-100 Starliner spacecraft joined by NASA astronauts Eric Boe, left, and Nicole Mann.

The Starliner is being developed in collaboration with NASA's Commercial Crew Program, a partnership between NASA and the aerospace industry. The spacecraft is designed to transport passengers and cargo to and from low-earth orbit. The three pioneers will help restore American access to space from U.S. soil, a capability that ended when the shuttle was retired seven years ago.

Ferguson has been an integral part of the Starliner program since retiring from NASA and joining Boeing in 2011. He spent more than 40 days in space for NASA during three shuttle missions.

WE NEED YOUR EMAIL ADDRESSES

There are several instances when the use of email for mass communication for timely news items or special events is advantageous. A recent example was the Boeing BBQ at Old Ranch Country Club in Seal Beach on Thursday, July 19. Only those members whose email addresses were in my database received notification of this opportunity.

It is worth noting that less than one half of the members presently have an email address in the Membership data base. Clearly it will be to everyone's advantage to have their email address on file. It is highly desirable to have an accurate and up-to-date database of membership email addresses. I

appreciate that some of you may not have an email account or that you may choose not to have it on file. Otherwise, **please provide me with your email address. Send to Barbara Callahan at itzjbcallaghan@aol.com or call 714-522-6122** and leave a message with your name and email information.

WELCOME NEW MEMBERS

- Ray Brown, C1, Flight Test Control/Data Center.
- James J. Finn, C1, Commercial Airplane Services.
- Ron Fross, Sr., Edwards AFB, Flight Test.
- David L. Ganoung, C1, Environment, Health & Safety (EHS).
- Patty Heppner, C1, Electrical Engineering.
- Bob Hall, Anaheim/Seal Beach, Design Assurances/Reliability.
- Randy Johnstone, C1, Program Mgmt – Modifications.
- Bill Meyer, A & A2 plants; United Airlines Pilot
- Libby Movsovich, A3, Logistics.
- Lita R. Orpitelli, C1/Seal Beach, Product Support.
- Melvin E. Rice, C1, Business Development.
- Hector Silberman, C1, Electrical.
- Nancy K. Turelli, Seal Beach, Finance – Gov't Security.

BOEING PICNIC, JULY 19, 2018

As Barbara mentioned in her report, some of us received email invites to the Old Ranch Country Club for a Boeing sponsored Picnic for Retirees. The speaker was Cornelia (Corky) Townsend, Vice President, Boeing Commercial Airplanes Customer Support. She gave a very interesting visual presentation of Boeing activities and an overview of employees and retirees in California and the importance of contributions through the Boeing Network.

Boeing Employees	12,619
Boeing Retirees	44,131
Boeing Military Vets	1,051
Boeing Charitable	
Contributions in California;	\$12,300,000