



DAC - MDC - Boeing Retirees
of California

HEADQUARTERS: P.O. BOX 3271, Seal Beach, CA 90740

Roundup

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Bill's Corner

I'd like to take a moment to talk about the Retiree Association. It has a long history of providing retirees like us a place to get together twice a year and mingle with friends from our days of working together to design and build some of the world's best airplanes. It also provided a newsletter and a website and field trips. Unfortunately, our activities have suffered during the pandemic; we missed a few luncheons and attendance has been slow to recover. In case you missed it, most of us are getting older, and membership is declining as we are not being joined by significant numbers of younger retirees. We encourage you to recruit new members and expand luncheon attendance by current members to make it a more enjoyable experience. Call your friends and proselytize, call your enemies if you have any, call people you don't know.

Discussions often have a "but" and this one does. The prices we pay the facility for luncheons have risen steadily over the years, much more than the price we charge attendees. Those of you who have put on a luncheon for an anniversary or a memorial or any reason know this very well. The Association had a surplus from prior years, so we used that to subsidize the price, and that subsidy has gradually increased. For example, October's meal cost us over \$50 but we charged you only \$30. Those of you who can do math can figure out how this story ends – the surplus does not last forever. Maybe we misjudged how much you value the luncheon and should have charged more. We

can't change history, but we do need to determine the future.

At the rate we are going, the surplus will run out in a few years. By the same token, at the rate membership is declining, we will start to run low on members.

This is your association, so we want your involvement in deciding the future of the organization. There are a few obvious choices for reducing our annual deficit and with so many minds at work (you guys) there may be other solutions. One idea is to increase the price you pay for the luncheon. It can be a small amount that begins to close the gap or a larger amount. We have worried that this would drastically reduce attendance but maybe not. Another idea is to increase the annual dues, although the deficit is entirely due to the cost of the luncheons. There are probably other things that we have not thought of.

Bottom line: we need your input on what steps we should take to reduce the deficit and thus keep the organization going. You can contact me at:

wrick@aol.com

Please do this by the end of the year so we can review your input and make decisions at our January board meeting. I look forward to hearing from you. Thanks!

October 2022 Luncheon Speaker – Douglas World Cruiser



Our speaker for October was Bob Dempster, who has dedicated a significant portion of his life to building a replica of the Douglas World Cruiser “Seattle”. He intends to recreate the flight

around the world as well. While this project has taken longer than he expected, he remains very enthusiastic and is quite certain he will fly the airplane around the world.

I think we are all aware of the World Cruisers and the groundbreaking nature of their flight. The United States had established itself as the most powerful nation on earth and was flexing its muscles a bit, shall we say, when a decision was made to sponsor this project. The stated purpose was to develop experience with long-range flying across countries all around the world. The logistics were probably more of a challenge than flying the airplanes. Arrangements had to be made across the entire world for the care of the airplanes and for care of the crews. It was expected that airframes and engines would suffer failures, and they did. There had to be means to repair and rebuild, and in some cases, abandon damaged airplanes.



They went counter to prevailing wisdom by flying west around the world, against prevailing winds. This was the result of thinking the problem through – they determined the best time to cross the north Pacific was Spring and the best time to cross the Atlantic was late summer. They also did not pick the shortest route – many stops were added for effect. For example, toward the end of the flight, the route did not go directly to the starting point in Seattle. Rather, they went from NYC to Chicago, then Dallas and on to San Diego, LA, and San Francisco before going up the coast to Seattle.

If you weren't there, you missed a fabulous presentation by a great raconteur. You can review Bob's record of the project at <https://www.seattleworldcruiser.org/>. You might even be motivated to make a contribution!

Famed Artist R.G. Smith Video by Mike Machat is a trip down Douglas Aircraft Company Memory Lane



If your career at MDC spanned the last half of the 20th century then you will not want to miss this issue's Staying Together video, entitled “R.G. Smith -The Artwork of an Aviation Legend.”

<https://www.youtube.com/watch?v=2S4R4B3GxD4>

R.G. was one of the most famous aviation artists of all time. Equal parts artist and configuration engineer, R.G.'s unmatched works covered both commercial and military aircraft products for over 52 years at Douglas.

In this loving video portrait by fellow DAC artist Mike Machat, R. G.'s amazing talents are analyzed and displayed. In the days before Photoshop his renderings gave engineers and

customers a first glimpse into aircraft designs of the future. Later, his paintings placed products in their working environments as no photograph could ever capture.

He worked a lot in black and white and in watercolor. One of R.G.'s trademarks were his fantastic cloud formations and brooding skies.

His paintings hung proudly all around the Long Beach facility, but especially in the Engineering buildings lobbies as well as the Product Display area of Building 1, where mock-ups and models were displayed for customers and visitors, and many special events were staged. Some of you may not have known his name, but without doubt you remember his works.

Submitted by Elayne Bendel

Editor's Note: In reviewing past issues of the Round Up, I came across an article on the A-4 SkyHawk (April 2010) that I thought deserved updating for this month's newsletter.

Douglas A-4 SkyHawk: That Little Attack Jet That Could....and Did!



Armament: Even though quite small, (a maximum takeoff weight of 24,500 lbs.,) it could carry a whopping 8,500 lbs. of external ordnance on five hard points, more than a B-17 Bomber.

It was land-based or Carrier capable. Agility and quickness. Even the Blue Angels used it.

Though subsonic it was still fast, hitting a top speed of 670 mph.

The SkyHawk was designed by Douglas to replace their own ground attack star, the Douglas A-1 SkyRaider, one of the largest single engine propeller driven fighter bombers ever built with what turned out to be one of the smallest, lightest attack jets ever. It was successful: The Huge SkyRaider could haul 8,000 lbs. or ordnance, and the petite Skyhawk could bump 8,500 lbs. of staggering array of munitions.

The aircraft weighed only half of the Navy's original weight specification for the new design. It had wings so compact that it did not need to be folded for carrier stowage. The short span delta wing didn't require the complexity of wingtip folding, saving an estimated 400 pounds per wing. Its spars were machined from a single forging that spanned both wingtips.

The turbojet engine was accessed for service/replacement by simply removing the aft section of the fuselage and just sliding the engine out. This negated the need for access doors with their hinges, and latches further reducing weight and complexity. (This simplicity of design is the opposite of what can often happen in aircraft design where a small weight increase in one area tends to be a compounding increase in weight in other areas to compensate, creating a demand for more powerful, heavier engines, larger wing, and empennage area, and so on and so on in a vicious cycle.)

The first 500 production examples cost an average of \$860,000 EACH, LESS THAN THE Navy's one million dollar maximum.

Introduced into US arsenals in 1956 (66 years ago) SkyHawks played key roles in the Vietnam war, Yom Kipper war and the Falklands war. In 2022, some of the 2,960 produced (through 1979) still remain in service with the

Argentine Air Force, and Brazilian Naval Aviation, twice as long as the also-long-lived and magnificent SkyRaider. Many nations used the SkyHawk including the UK, Australian, France and Sweden.



Compact and economical in every way!

The Last of 1,572 747 Aircraft has Left the Assembly Line



The last Boeing 747 has rolled off the assembly line and is now being readied for service with cargo carrier Atlas Air. The 747-8F freighter was completed to the green stage on Oct. 4, but no formal announcement was made. Shown above is the third-to-last, which was delivered in October.

Atlas bought the last four 747s in 2021, briefly delaying the inevitable. The \$1.6 billion deal brought Atlas's 747 fleet to 57 aircraft, making it by far the biggest jumbo jet operator in the world. In 1965, Joe Sutter left the 737-development program to design the 747, the first twin-aisle airliner. In April 1966, Pan Am ordered 25 Boeing 747-100 aircraft and in late 1966, Pratt & Whitney agreed to develop its JT9D engine, a high-bypass turbofan.

On September 30, 1968, the first 747 was rolled out of the custom-built Everett Plant, the world's largest building by volume. The first flight took place on February 9, 1969, and the 747 was certified in December of that year. It entered service with Pan Am on January 22, 1970. The 747 was the first airplane dubbed "Jumbo Jet", the first wide-body airliner.

Competitors DC-10, L1011 and A380 all entered service later, but none of these is still in production.

The 747 enjoyed a 55-year run with at least 1,572 built. The last version is the biggest ever built and can carry 20 percent more than the previous design, the 400. At the same time, it burns 16 percent less fuel

We are pleased to receive this additional 747-8F, and to add more capacity and value to our customers. Atlas' investment in these new aircraft underscores our commitment to environmental stewardship through the reduction of aircraft emissions, resource consumption and noise," said Atlas CEO John Dietrich.

Welcome New Members

Bob Cassuto, HB, Software QA
Brian Keeley, LB, Structures
Linda Schmid, LB, C-17 Structural Mechanics

