



DAC - MDC - Boeing Retirees  
of California

# Roundup

Ron Beeler- Editor (562) 296-8958

HEADQUARTERS: P.O. BOX 5482, FULLERTON, CA, 92838, (714) 522-6122

Newsletter No. 183

[www.macdacwestretirees.org](http://www.macdacwestretirees.org)

February, 2017

## Jim's Corner

Certainly 2017 will bring some big changes, not only on the national scene, but also to our DAC-MDC-Boeing Retirees of California Association. If you were at our October Luncheon or read the last ROUNDUP, you know that a Board of Directors for the Association was elected for the 2017 - 2019 term. Two long serving Board members have stepped down after exceptional service.

First is Bev Fleming, who was our Board Secretary. Bev served in that position for over 12 years. She kept us on track with outstanding meeting minutes at our quarterly Board meetings, they were always prompt and accurate. But that was only part of her contribution. She kept the association's By-Laws and Board Position Job Descriptions up to date as well as providing valuable input during our meetings. Thank You so much Bev - you certainly are due some time to pursue your love of traveling.

Joel Benson is also leaving the Board after serving 10 plus years. Besides participating in our Board meetings, Joel's principal contribution to the Association was the organization and execution of our annual golf tournament. Unfortunately, for the last few years we could not muster enough players to put on a tournament. Joel worked hard, and with the assistance of Jerry Callaghan, tried several different formats but we still couldn't get enough players. Joel, Thank You for your service.

Another change the Association is facing is rising costs. We are holding your annual dues at \$10. However, we are having to raise our luncheon price to \$20. We have held the \$17 price from before I was President and that has been 9 years ago. Over the last several years our association has been supplementing luncheon costs, and we will still be needing to do that in the future. Our contract with the Rose Center for 2017 increased our costs and has necessitated the increase of the luncheon pricing. See Barbara

Callaghan's article for additional information on this subject.

All for now - hope to see many of you at the March Luncheon - March 7, the first Tuesday in March.

**Jim Phillips, President, DAC-MDC-Boeing Retirees of California**

## Luncheon Speaker for March

Here in Southern California, we have had a front row seat to a metamorphosis in the space launch business. Through most of our working lives, the business was dominated by big companies like ours with pedigrees going back to the first launchers and vehicles. That has changed in the last 20 years, driven by new entrepreneurial companies with strong ties to high tech gazillionaires and weak ties to tradition. We hear names like Space X (Elon Musk), Vulcan (Paul Allen), Blue Origin (Jeff Bezos), and Virgin Galactic (Richard Branson). While our friends from Texas say California is a terrible place to do business, most of these companies have chosen to do some or much of their business here. Virgin Galactic has special interest for us as it has a major facility in the new business park built on the site once occupied by Douglas Aircraft in Long Beach.

Because of that connection, we have invited Virgin Galactic to send one of their leaders to tell us more about this new approach to the business. Our speaker is **Tim Buzza**, Vice President of Program Development, LauncherOne. Tim is responsible for managing the development and operation of the LauncherOne satellite launch vehicle. He joined Virgin Galactic in June of 2014, initially leading launch Operations for LauncherOne. Prior to joining Virgin Galactic, Tim served as SpaceX's Vice President of Launch and Test. Having joined SpaceX



Tim Buzza to talk space launches at March luncheon.

in 2002 as one of its earliest employees (#5), Tim led the development, testing, and successful launch of the Falcon 1 launch vehicle, the Falcon 9 launch vehicle, and the Dragon spacecraft. In addition, Tim led design, construction, and operation of SpaceX launch sites at Cape Canaveral, Vandenberg, and the Kwajalein Atoll.

Previously, Tim spent nearly 15 years at McDonnell Douglas (later merged with Boeing), where he worked on the Delta IV launch vehicle, the MD-11 wide-body jet airliner, and the C-17 military transport aircraft.

Tim received his bachelor's degree and his master's degree in Mechanical Engineering from the Pennsylvania State University. He was recently awarded the Outstanding Engineering Alumni Award for 2015.

**Bill Rickard**  
**Programs & Events**

**Membership**

**Luncheon Cost Increase:** Your association has charged \$17.00/person for each of the two annual luncheons for many years. Through the years, the actual cost of the luncheon charged by the caterer has slowly but steadily increased. As the caterer costs surpassed the actual cost that we were charging the attendees, your Board of Directors decided that the additional cost over and above the \$17.00 would be

covered by reserve monies. For the last two years, we have been supplementing the \$17.00 luncheon by \$3.00/person. Because of continuing cost increases by our caterer at the Crystal Rose Center, our new contracted cost per lunch is increasing to \$22.00/person. Based on this, your Board of Directors has made the decision that some of the cost increase needs to be passed on to the attending members to reduce the amount of our reserves depletion. Accordingly, effective with the March 7 spring luncheon, the luncheon cost will be \$20.00/person. For walk-in attendees on the day of the luncheon, the cost will be \$22.00/person.

While \$20.00 for lunch may seem relatively high, it is worthwhile to put the entire luncheon in some perspective. As you know, we feature an interesting and informative guest speaker at each luncheon and musical entertainment. Further, it is held in an attractive, modern facility and we are provided free parking in a covered structure as well as the use of their audiovisual equipment. Most of all, orchestrating this entire luncheon experience provides the on-going opportunity for fellowship with many people with whom we shared our working careers. We hope everyone continues to enjoy this worthwhile gathering twice a year.

**2017 Membership Dues:** If you haven't already, please send in your \$10.00 check for your 2017 membership dues payable to DAC-MDC-Boeing Retirees, P. O. Box 5482, Fullerton, CA 92838. Payments are due by February 28, 2017. Please avoid having to be sent a reminder letter before your name is removed from the membership roster on April 1.

**New Member**

Leonard Whitehead, C1,  
Finance, Production Schedules

Correction to spelling of new member's name in Dec. 2016 Roundup  
Vern Brinkmann, C1, Product Support, Customer Svc.

**Barbara Callaghan,**  
**V.P. Membership**

## Team Celebrates C-17 First Flight 25th Anniversary



Pilot Bill Casey recalls C-17 first flight.

An enthusiastic group of about 300 former C-17 workers, family and friends gathered at the Museum of Flying, Santa Monica, Calif., on September 11, 2016 to celebrate the 25<sup>th</sup> anniversary of the big Air Force transport's first flight. The event was organized by Ben Cruz, a

former C-17 mechanic and Dan Ryan, director of the Museum of Flying.

Among the speakers were C-17 project pilot Bill Casey, Dave Bowman, former vice president and general manager of the Boeing Global Mobility Systems Division and vice president and program manager for the C-17 program; and Dr. David Spong, former C-17 chief engineer, president of Boeing Aerospace Support and vice president and general manager of Boeing Airlift and Tanker Programs.

Also featured was a stirring video of the pre-flight preparations and first flight as well as assembly of the last C-17 that was introduced by Parry Havelaar.

Capt. Connor of the Santa Monica Fire Department began proceedings by ringing a mess bell salvaged from the USS Arizona to honor those lost on Sept. 11, 2001 and the many first responders who attempted to come to their aid.

Then Bowman praised the C-17 team and recalled how the C-17 program transformed from its "40 and no more" to be built status in 1993 to winning the Collier Trophy for aviation excellence in 1994.

Dr. Spong, after being born in Farnborough, U.K., eventually came to the U.S. and spent 23 years working for McDonnell Aircraft before joining the C-17 program in 1991. He said the program was not meeting either schedule or budget at that time. In 1992 he became C-17 chief engineer. Program-wide efforts to improve followed and after the program was re-baselined the company was rewarded with a new multi-year contract for 80 aircraft in 1996.

Under Spong the C-17 program embraced the Malcolm Baldrige management criteria and in 1998 it won the Malcolm Baldrige National Quality Award. Team performance led to several more multi-year production and sustainment contracts and the C-17 also was selected by the United Kingdom, Australia, Canada, Qatar, United Arab Emirates, NATO Heavy Airlift Wing, India, and Kuwait.

Project Pilot Bill Casey recalled an "oops" moment with the brakes during taxi tests but everything was corrected quickly. The first flight had originally been scheduled for Saturday Sept 10, 1991, but bad weather reduced visibility below VFR minimums and caused the flight to be scrubbed. He said the situation wasn't very promising the next day either. While waiting for VFR conditions, Casey said he took a phone call from then-California Gov. Pete Wilson wishing the crew well on the mission.

At last the weather cleared in Long Beach and at alternate airports enroute to the C-17's destination at Edwards Air Force Base. The go-ahead was given. The crew had amused themselves thinking of clever remarks for after landing, but in the end, Casey gave the standard test pilot quote, "it flew like the simulator." In addition to their primary military missions carrying troops and cargo, C-17s have earned a beloved status in many countries around the world where they have delivered humanitarian aid.

The C-17 evolved from a 1970s Advanced Medium STOL Transport (AMST) competition, with Boeing proposing the YC-14, and McDonnell Douglas proposing the YC-15 but. the AMST competition was canceled before a winner was selected.

The Air Force started the C-X program in November 1979 to develop a larger AMST with longer range to augment its strategic airlift. Knowledge gained during the YC-15 development and testing was directly applied to the larger C-17 design and on Aug. 28, 1991 McDonnell Douglas won the C-X source selection contract. Efforts by Lockheed to extend the lives of existing transports delayed the C-17's entrance into service for several years but low-level C-17 development funding continued throughout the '80s. The first production C-17 was delivered to Charleston Air Force Base, South Carolina, on July 14, 1993.

The 279<sup>th</sup> and final C-17 was completed at the Long Beach, plant and flown on Nov. 29, 2015.

**Elayne Bendel, V.P. Secretary**

## **In Memoriam - 2016**

The following is a list of members who passed in 2016. It has been compiled from unofficial sources. It is probably not complete and it may contain errors. We apologize if anyone is left out or included by mistake.

Jay R. Babrowski\*  
Alva Battenfield\* (11/2015)  
Byron M. Bruner\*  
Marchal Caldwell\*  
John Chamberlain  
Margaret E. Coalter\* (1/23/2015)  
Frank Dillon, Jr.  
Chuck Drude  
Danny Gonzales  
Roy Ekerson  
Glenn L. Harris\*  
Randy Harris  
Ervin R. Heald\*  
Barry Hicks  
Max Klotzsche\*  
Nancy S. Klotsche  
Herman "Knick" Knickerbocker (10/20/15)  
John P. Lane\* (10/18/15)  
John W. McWilliams\* (12/30/15)  
Michael P. Mena (12/2/15)  
Patricia Nickelsen  
Tom Nickelsen (12/27/15)  
Janie Payan  
Carl Peden  
Mike Plummer  
Ginny Short  
Sterling D. Stalford\*  
Sydney Staton  
Carl Stone  
Joe C. Strong (12/24/15)  
Osvaldo (Henry) Tappata\*  
Brian Taylor\*  
Don Vandemore  
Joe Van Dyke  
Dale S. Warren\*  
Martin Wilfert  
John D. Wolf\*

\*Member of DAC-MDC-Boeing Retirees Association