



DAC - MDC - Boeing Retirees
of California

Roundup

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Bill's Corner

Here we are at the start of a new year, after celebrating the holidays with good cheer and gift giving. I hope it has been a good year for you all but am aware that getting older is not totally wonderful. It is trivial to say, but getting older beats the alternative (most of the time). We can take comfort and pleasure in family and friends, and perhaps turn out for a Retiree luncheon to stay in touch with old friends and colleagues.

Our October luncheon was a great one, as always. The speaker and subject are covered elsewhere in this Roundup, but you can be sure that Geoffrey Thomas was an entertaining speaker, and his subject was dear to our hearts. The speaker for the March luncheon is also covered elsewhere in this Roundup.

Our nation will have a new president coming on board soon and based on his promises the next four years will be really interesting. Some are predicting this will be the second coming and some predict disaster, but the most likely outcome is the republic will survive and keep going for many years to come. As always, the new guy will be confronted with a lot of really thorny problems, both foreign and domestic, and regardless of party affiliation we all hope he does a good job.

NASA is looking to the future of aviation with some initiatives to continue to reduce

carbon and other harmful emissions. There was recently an article in Aviation Week about the various projects underway to develop the technology for an air transportation system that is much cleaner by 2050. That is a little past my planning horizon, but I want my grandchildren to have a secure future, so it matters to me.

As attendance at luncheons has declined, we have started to question the custom of reserved tables. Some groups don't have enough attendees to fill all the seats at a table, and some attendees are shy about sitting at a table for a group they do not belong to. If everyone was an extrovert, this would not be a problem but in the real world not everyone is. So, we are going to ask your indulgence in not reserving tables except the head table – we need to honor the speaker. Feel free to reserve a chair for a compatriot who will be attending but leave unneeded seats for general usage. You can go further and invite someone you don't know to sit with you and make a new friend! We appreciate your understanding of this new policy.

October 2024 Luncheon

Our speaker for October was Geoffrey Thomas, who had been our speaker before, and was his usual fantastic self. His subject was twofold: the D-Day Squadron of DC-3 / C-47 / R4D / C-53 airplanes and the recently refurbished Spirit of Douglas DC-3. The D-

Day Squadron was a short-term reunion of DC-3-type airplanes put together for the 80th anniversary of the D-Day landing.



The activities occurred over a period of more than a month as airplanes traveled from Connecticut to England and on to France for the D-Day reenactment. The next step was to Berlin to celebrate the role of the DC-3 in the Berlin Airlift. Finally, the airplanes returned to the US and ended the tour at EAA Oshkosh. There were about 11 airplanes participating in the program, although not all made it to all events. The airplanes were from the US, UK, France, and New Zealand. Geoffrey attended this event and recreated the program and atmosphere of this event.

The second part of Geoffrey's presentation focused on one of the planes in the D-Day event, the Spirit of Douglas, a C-53 owned by a New Zealand couple. The airplane has recently been restored and is currently registered as N8336C and was previously known as the Spirit of Benovia. This airplane has a year of touring planned before going to her new home in New Zealand. A documentary record of this tour will be made by award-winning French filmmaker Gregory Le Moigne. A news release said it will be released "in the fullness of time" which means we may live to see it (or maybe not).

March 2025 Luncheon Speaker



I encourage you all to attend our next luncheon on Tuesday March 4, spend time with friends not often seen, and enjoy our next speaker, Capt. Gil Rud USN (retired).

Our March speaker will be Gil Rud, whose life journey began in a one-room schoolhouse in North Dakota, progressed through a career in naval aviation culminating as Captain of the aircraft carrier Constellation, and concluded as a Boeing executive.

Gil is a farm boy from Portland, ND where he grew up, attended the one-room school for 8 years, graduated from Portland High School, and went on to North Dakota State University for a degree in Agricultural Economics. He participated in sports throughout, especially football and baseball.

From May of 1967 to July 2005, Gil served as an officer in the United States Navy. Gil flew A-7 combat missions in Vietnam and eventually accumulated over 5,600 flight hours and 786 carrier landings.

The highlights of his Navy career included four command tours. The first was Light Attack Squadron 192, followed by the Navy Flight Demonstration Squadron (Blue Angels), the fleet replenishment oiler USS WABASH, and finally Captain of the aircraft carrier USS CONSTELLATION.



After the Navy, Gil became the Managing Director of McDonnell Douglas, Ltd. Norway. After the merger with Boeing, he moved to Pax River and became site executive for liaison with local, state, and national government officials. He was also Director of Marketing and Sales for Boeing at Pax River, responsible for enterprise level customer interface with all of the Navy and Marine Corps Flag Officers and Senior Executive Service leaders involved in the acquisition process, plus all of the operational flag officers served by the Naval Air Systems Command.

Currently, Gil resides in San Diego, California with his wife Carol. Together they have five children, and nine grandchildren. He still pursues his love of flying as an Aviat Husky pilot and active member of the Experimental Aircraft Association (EAA) where he enjoys introducing young people to aviation through the Young Eagles Program.

Celebrating Aviation Video Stroll Down Memory Lane Salutes *Aviation's Earliest Days*

Our Staying Connected video for this issue of the Roundup comes from our friend and aviation historian Mike Machat. Mike, a former DAC artist, was the featured speaker at one of our recent luncheons and has created a series of Celebrating Aviation YouTube videos honoring our profession.



For this Roundup we will focus on Part 1 of the Douglas series. The video is entitled *The Humble Beginnings of the Douglas Aircraft Dynasty*. It runs for 14 minutes and 39 seconds on YouTube's free service at https://www.youtube.com/watch?v=ShQAw sqJ_4IMike narrates the story of early Douglas planes and illustrates the piece with still photos of famous DAC aircraft such as the the Cloudster, World Cruiser, DC-1, DC-2, DC-3 and many others.



Douglas Cloudster under construction

An extra treat is his inclusion of other contemporary passenger aircraft from Boeing, Fokker and the Ford Tri-motor, as well as The some military versions of transports that evolved into airliners.

The video also recounts the evolution of Douglas logos up to and including the famous Boeing swoop, plane and sphere of today. A

few of the visuals are of long-forgotten models rarely seen in historical videos.

For a few moments of aviation eye candy why not stream *The Humble Beginnings of the Douglas Aircraft Dynasty* on YouTube? If you have Internet capability built in to your TV you can watch it on a larger screen, or view through an attached device such as a Roku or whatever you use to receive Netflix, Disney or sports streaming programming.

In future issues of the Roundup, we will highlight other videos in the series, or, if your curiosity is aroused and you cannot wait that long, by all means explore Mike Machat's *Celebrating Aviation* series on your own!

The USAF retired the final Boeing KC-10 trijet refueller on 26 September, 2024 after more than 40 years of service for the DC-10 airliner derivative



Source: US Air Force

The milestone came 43 years after the trijet KC-10 entered service with the USAF in 1981. A derivative of the Boeing DC-10 passenger jet, the KC-10 shares 88% commonality with its commercial ancestor, according to the air force, including the iconic tail-mounted GE Aerospace CF6-50C2 turbofan. The swansong of the Extender does not come as a surprise. The

USAF has been steadily reducing its fleet of KC-10s to make way for the newer Boeing KC-46 Pegasus refueller. As of 2023, the air force had just 20 KC-10s left in the inventory, compared to more than 70 KC-46s and over 370 Boeing KC-135 Stratotankers.

The service began retiring Extenders in 2020, paring down the fleet to provide a source of spare parts for aircraft that remained on active service.

The AMC describes the transition to the 767-based tanker as a “new era of air-to-air refueling for the mobility air forces”.

Production and engineering challenges with the KC-46 program delayed the 767-based jet's entry into combat service until 2022, despite the first example being delivered to the USAF in 2019.

While several significant issues remain outstanding with the Pegasus, including a Pentagon-mandated redesign of the tanker's remote boom control system, air force officials report being generally happy with the KC-46's performance. That success has allowed the USAF to move forward with retiring the KC-10.



Source: Lockheed Martin

One vision for a next-generation tanker is a blended-wing body design incorporating

stealth features previously only found on fighters and bombers

Despite the ongoing deactivations, the KC-10 continued to notch historic achievements in recent years. In 2023 the USAF used an Extender to test a novel aerial refueling technique called “reverse flow”, in which a cargo aircraft transfers fuel to a tanker.

A demonstration of the concept saw a KC-10 pull fuel from a Lockheed Martin C-5M Super Galaxy strategic lifter, via the Extender’s transfer boom.

Previously, refueling a tanker would have required the use of a second tanker aircraft. The reverse flow approach eliminates that constraint and makes more tanker aircraft available for other missions.

While the USAF is ramping up its reliance on the KC-46 to support current operations, the service’s long-term aerial refueling plans are now in flux.

Kendall in the coming months plans to release a sweeping new plan for the service’s portfolio of aircraft modernization initiatives, including NGAS, a next-generation fighter and the development of uncrewed autonomous jets known as Collaborative Combat Aircraft.

Final US Air Force KC-10 Tanker Retired Following Travis AFB Ceremony

By Ryan Finnerty, *Flight Global*.
26 September 2024

The US Air Force (USAF) retired its final Boeing [KC-10](#) Extender tanker, ending a service run spanning more than four decades.



KC-10s get final inspection at Travis before retirement.

Air Mobility Command (AMC), which oversees the service’s fleet of tanker and cargo aircraft, says a retirement ceremony was held for the last Extender refueller on 25 and 26 September at Travis AFB in California – the last base to operate the KC-10.

“Travis AFB had the honor of bidding farewell to an aircraft that has been a vital component of the US military’s global reach and power projection capabilities for more than four decades,” the AMC says.

Following the retirement ceremony, the final KC-10 departed Travis for long-term storage in the USAF’s famous desert “boneyard” at Davis-Monthan AFB, Arizona.



KC-10 gets final salute on retirement.

In Memoriam - 2024

The following is a list of members who passed in 2024. It has been compiled from unofficial sources and it is probably incomplete and may contain errors. We apologize if anyone is left out or included by mistake.

John Brizendine*

Richard Capiola*

Jim Foley

E.C. "Cliff" Jewett Jr.*

Dave Kosmal

Marlynn Lloyd

Jody Martin

Judy Masten

James McComb*

Alexander Blair McDonald

Tom Mellody*

Dr. John Hart-Smith

Ron Tsuruda*

*Member of DAC-MDC-Boeing Retirees Association