



DAC - MDC - Boeing Retirees  
of California

# Roundup

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Newsletter No. 187

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

February, 2018

## Jim's Corner

Welcome to 2018! 2017 seemed to go by pretty fast; let's see what 2018 does. I hope you have Tuesday, March 6, saved to attend our first Retiree Luncheon of 2018. We have a great program planned for the luncheon focused on the Fire Fighting DC10 Aerial Tanker. See Bill Rickard's, our Programs VP, article for additional information.

I am sure many of you participated in the Employee Community Fund (ECF) when you were working. It was a wonderful way to aid charities in our local community and gave employees the ability to suggest favorite charities to be considered for a gift. Once we left active employment we could no longer participate. The ECF is still going strong and has now opened up the capability for retirees to participate. Check out the information on our Retiree Website at <http://macdacwestretirees.org/>.

It seems hard to believe but it has been 20 years since MDC's merger with Boeing in August 1997. When first merged the new company had a "Vision 2016" which to me seemed so far away. It pointed to where the company wanted to be in 2016 and I believe it has largely achieved that vision. The company seems to have arrived as one integrated company. What is particularly gratifying to see is the impact and positions achieved by many former MDC Long Beach employees. To name a few:

**Beth Anderson** (LB Product Support) is the VP of Payloads and Systems Supplier Management.

**Terry Beezhold** (LB Engineering) was VP and Chief Project Engineer for the new 777X and is now taking on a new senior role for Boeing's New Midmarket Airplane Program.

**Stan Deal** (LB Engineering) is now President/CEO of Boeing's new Global Support Services business.

**Mike Delaney** (LB Flight Test) is the Vice President Digital Transformation.

We are planning to reenergize our Summer Field

Trip program with a trip to the Peterson Automotive Museum this summer. Jerry Callaghan, our VP Special Programs, will have additional information forthcoming.

Don't forget the March Luncheon and I look forward to seeing many of you there.

**Jim Phillips, President, DAC/MDC/Boeing Retirees**

## Just the Other Year 1997

### **Boeing and MDC Merge to Form World's Largest Aerospace Company**

If you were an active MDC employee in the turbulent late 1990s or even a retiree looking on from afar, you may not have been caught by surprise when MDC announced it would merge with The Boeing Company at a Dec. 15, 1996 news conference in Washington, D.C. Still, it was a deal more than two years in the making pulled together by the then leaders of both companies---Harry Stonecipher of MDC and Phil Condit of Boeing.

According to a Dec.16 article by Adam Bryant of Business Day, Boeing announced that it planned to acquire the McDonnell Douglas Corporation in a \$13.3 billion deal, the 10th-largest merger in American history and the largest ever in the

#### 1997 at a Glance

**Top Song:** Elton John, Candle in the Wind  
**Top Movie:** Titanic  
**Top Stories:** Mars Pathfinder lands on Mars, Princess Diana's funeral; Comet Hale-Bopp 1st spotted; Dow Tops 7,000  
**Gas price:** \$1.22 a gallon  
**Average Cost of new house** \$124,100.00  
**Average Income per year** \$37,006  
**Average cost of new car** \$16,900.00  
**Loaf of Bread** \$1.17  
**Movie Ticket** \$4.59  
**1 LB Hamburger meat** \$1.38

aerospace industry. The merged company would create the world's largest aerospace firm. In actuality, the transaction took several months to be completed after the announcement and the merger of Boeing and McDonnell Douglas became effective at 12:01 a.m. (Eastern Daylight Time) on Aug. 1, 1997. Value of the transaction ended up being \$16.3 billion. McDonnell Douglas stock ceased trading on the New York Stock Exchange at the close of business July 31.

Do you remember that shareholders of McDonnell Douglas received 1.3 shares of Boeing common stock for each of their whole McDonnell Douglas shares and cash for the rest? The merged company was trading at around \$50 per share at the time. Post-merger, share prices dropped into the low 40s before rebounding. Imagine having that stock today with Boeing trading at around \$300 per share!

The former MDC facilities began operations as The Boeing Company on Aug. 4, 1997 with speeches, celebrations and ceremonies. Planning for Day One as it was being called had been in progress for months, led by Communications teams from the various locations. Where were you that day?

Outdoor festivities were planned at Long Beach, Huntington Beach and some other locations involving senior executives, public officials and employees. Using purchased satellite time we broadcast closed circuit messages from senior executives in Washington, D.C. This was an expensive and difficult one-time-only endeavor. Had



Elayne Bendel, Communications, left, and Diane Tribolet, Customer Relations, share a laugh during Day One festivities at Huntington Beach.

this occurred today we could easily have streamed everything live using computer networks, but such capability wasn't available in 1997.

At H.B. we kicked things off with a 3-person skydiving team dropping in before a dais on our grassy quad. Long before GoPro was even an idea, the divers wore helmet cameras that followed their descent from about 3,000 feet to ground level. All 4,000 or so employees were assembled there in 100-degree heat to hear from their new leaders and see the new Boeing facility sign unveiled. The resulting jumpers' video helped us win a bet from the Long Beach Communications team concerning who could get the most post-event publicity.

Another spectacular part of the Day One show was the finale which involved a police helicopter that hovered over our tallest building to call attention to the Boeing sign, which was covered with a black shroud, and was about to be revealed for the first time.

But a few days before while walking across campus I saw workers installing the huge sign. A photographer caught me at a moment in history when not all the letters were in place. So like many of you, I could truly say I was there before Boeing was Boeing!



After the ceremony we had a catered barbecue luncheon for the entire employee team, except for two of us who were behind closed doors in a dark editing room hastily crafting a video news clip and scene list for immediate release to the media. We messengered copies to local TV outlets and then hoped for the best. Fortunately, coverage was widespread and justified our efforts.

What was the strangest happening of the day? It was picking up the phone back in my office after the video clip was done and answering, "The Boeing Company, this is Elayne." Who could ever have imagined that?

**Elayne Bendel, VP-Secretary**

## Speaker for March

As I write this, my thoughts are turning to the year-end celebrations that we all treasure and to the possibilities for the new year. At the same time, those of us living in California and the West are aware of the terrible fires burning in our forests that can threaten homes and lives. We are grateful for our firefighters and the work they do to protect us. Many of us also are aware that airplanes we designed and built have been enlisted in the firefighting brigades.

Our speaker for March will tell us about the work his company has done to design and certify modifications that allow our venerable DC-10 to fight fires with the best of them. His company also operates the DC-10s that you see and read about in the media as they battle blazes here and abroad.

Rick Hatton is founder of 10 Tanker LLC of Albuquerque and a champion of the DC-10. He led the development and certification of the modifications that make the DC-10 a fire fighter. He then got a small fleet of airplanes modified, got them approved for use by numerous jurisdictions, and got them operating on a regular basis. His current fleet is comprised of four DC-10-30s, and more will be added as the demand grows. The data show that the American West is getting hotter and dryer, so increasing demand seems likely.

Rick was previously president of Cargo Conversions LLC. This company teamed with other companies to develop and market aircraft modifications. Prior to this, he was a senior executive at GATX where he oversaw management of aircraft purchases, leasing, and disposition. And in his youth, he worked for the Flying Tiger Line.

Rick has degrees from Yale University, USC, and the Wharton School, and has an Airline Transport Pilot certificate with a DC-10 type rating.

### Bill Rickard-VP Programs

## Western Museum of Flight Celebrity Lecture—February 17, 2018

The Western Museum of Flight would like to extend a special invitation to members of the DAC-MDC-Boeing Retirees to attend our Celebrity Lecture “The Douglas Legacy—A Continuing Tradition” on



C-17 model donated by Boeing to the Western Museum of Flight.

February 17, 2017. Our featured speaker will be Mike Machat, noted aircraft artist, author, and historian, who spent 10 years in the art department at Douglas Long Beach.

We will unveil our newly restored Douglas A-4 at this event. We will also have on display for the first time the Boeing C-17 diorama model that your club arranged for Boeing to donate to our museum.

The lecture will begin at 11:00 at our museum located at 3315 Airport Drive, Torrance 90505 (just west of the control tower on the south side of the Torrance airport). We encourage all of you to arrive at 10:00 to mingle and have time to visit the museum displays before the lecture.

Event cost is \$10. For more information visit [www.wmof.com](http://www.wmof.com).

### “Pioneer Inspires Next Generation”

Crew members of the C-17 that soared from March Air Force Base on a training mission weren’t born when Elinor Otto started making airplanes.

When Otto first stepped onto an assembly line in 1942, she and her fellow workers were breaking through a gender barrier to support the men leaving to fight World War II.

Over a 68-year career, she built more than just the arsenal of democracy and hundreds of planes. She and her fellow coworkers--the original Rosie the Riveter’s--built the world of today’s military and tomorrow’s leaders Gen. Carlton D. Everhart II said.

“She changed the world in two ways,” Everhart said at a ceremony to honor Otto and inspire the next generation’s ‘Rosies’. The first is the aircraft she has built. The second is the people she has built.

Otto had a hand in building every Boeing C-17 Globemaster III, Everhart said. But she had never flown in one. That changed recently when Otto spent four hours in the cockpit of a C-17 flown by Everhart, with an almost entirely female crew – something that would have been unthinkable before she started her career.

Otto, now 98 and living in Long Beach, spoke before takeoff to more than 100 local residents, high school Jr. ROTC cadets and college ROTC cadets. She then flew with some of them up the California coast to San Francisco and back, refueling over the ocean.

“If I can inspire just one person in my life, it’s such an honor I can’t even express.” Otto particularly encouraged youngsters to pursue high tech careers.

Otto took the riveter job six months after the attack on Pearl Harbor, and other than a brief time as an office worker, she kept with it long after most people retired. That earned her the title of “the last “Rosie the Riveter” by the time she retired in 2014 at age 95.

At first she said she needed the \$.65 an hour to take care of her young son. But why did she stay so long? “It was hard work, but fun,” she said, then winked. “I could learn what men are doing-and if they worked as hard as they said they did.”

Otto’s long career also raises the question of why she is just now getting her first flight in one of the 279 C-17s she riveted, Lt. Gen. Maryanne Miller said “it just takes us a while.” Miller, the first female Commander of Air Force Reserve Command continued, “But when we get it, we get it. We get who you are, we get your history, we get what you did for this nation. The bond you formed with other Rosies will forever be part of our American History.”

Posing with the flexed biceps like the iconic “We Can Do It” poster or just observing Otto from a distance, cadets said they appreciated the historic impact – and hoped to carry forward her legacy.

**Editor’s Note:** *I found this article too great to not share with those of you no longer having access to the Long Beach Press Telegram. I reached Ms. Otto, and invited her to be our honored guest at our March luncheon, so everyone has a chance to meet this extraordinary lady.*

## **REMINDER – Luncheon Parking Instructions**

- Enter Parking Structure, across the street from Rose Center
- Park and note your Stall Number
- Go to Pay Station (1<sup>st</sup> Floor by Elevator)
- Enter Stall Number
- Select Payment Option: “BOEING RETIREES”
- Enter Coupon Code “7931139”
- Take Your Receipt

## **Japan Air Self-Defense Force Becomes First International KC-46 Customer**



KC-46A tanker takes off from Paine Field in Everett, Wash. (Photo by Gail Hanusa)

**EVERETT, Wash., Dec. 22, 2017** – Through the Foreign Military Sale process, the U.S. Air Force has awarded Boeing [NYSE: BA] a \$279 million contract for the Japan Air Self-Defense Force’s (JASDF’s) first KC-46 tanker and logistics support, marking the aircraft’s first international sale.

Japan chose Boeing’s KC-46 tanker over competitors following its KC-X aerial refueling competition. The KC-46 adds to the JASDF’s current fleet of four KC-767J tankers.

“We are excited to partner with Boeing as we assist Japan in advancing its aerial refueling capabilities,” said Brig. Gen. Donna Shipton, program executive officer, U.S. Air Force Tanker Directorate. The U.S. Air Force will operate and maintain its fleet of 179 KC-46 tankers through mid-century and beyond.

### **Welcome New Members**

Sally J. Harrington, N/A  
Joseph A. Monfort, C1, Business Operations  
John G. Petersen, C1, Flight Ramp, Liaison Eng.  
Ted L. Workman, C1, Commercial Airframe

## In Memoriam - 2017

The following is a list of members who passed in 2017 or earlier. 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.

Thomas M. Atkins  
C. L. (Verne) Bagby\*  
Phil Battaglia  
Thomas Beliveau (September 2016)  
Jack M. Calhoun\* (5/22/16)  
John Desmond\* (5/16/16)  
Roger E. Domen\*  
Norman E. Enarson\*  
Gerald J. Felke\*  
Glen Hart (2016)  
Clarence V. Hecklinski  
Les F. Kurrasch\* (2016)  
James H. Medford\*  
Jerry W. Newkirk\*  
James O'Brien  
Wayne R. Oliver\*  
Allen P. Penton\* (9-11-16)  
Robert L. Powell\*  
Joe H. Schricker\*  
Charles W. Schuster\* (10-23-16)  
Robert E. Smith\*  
Chuck Straub  
Walt Thompson  
Fred C. Wallraff\* (June 2016)  
Paul S. Yalch (2/2/2016)

A correction and apology to Mr. Frank B. Lennert, new association member, who was erroneously listed as having passed away in 2009. After perusing our website, he wrote in September, 2017 to say it was his wife who passed away in 2009.

\*Member of DAC-MDC-Boeing Retirees Association