Roundup

DAC - MDC - Boeing Retirees
of California
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## Bill's Corner

In the December issue of the Roundup, I talked about the financial situation facing our Retiree club, and I solicited your feedback. There are a number of approaches we could take, but it is your organization, so you should have an opportunity to participate in the decision. Many of you responded with your view of the situation and your recommended solution. I am pleased to say that all the responses were supportive of doing what we can to keep the organization going. A few observed that regretfully an organization like ours is not destined to last forever, but we should enjoy it while we can.

I will first discuss the considerations, then the decisions we have made. We summarized the suggestions into three categories: Reduce Cost, Increase Income, and Other. In the Reduce Cost category were suggestions to seek other locations for the luncheon, cut back on the food and drink service, eliminate the raffle, and cut back on mailings. In the Increase Income category were suggestions to ask for donations, raise dues, raise luncheon price, and get more members. In the Other category were suggestions to open membership to current employees and non-Aircraft retirees and get Board members to circulate among members at the luncheon.

Your Board made several decisions and launched some action items. First, we will increase revenue by increasing annual dues by $5 to $20 per year. Next, we will increase the price of the luncheon to $40. Even though this is a substantial increase, it will not cover the full per-person cost. To address the cost issue, we have started an active search of other locations in the area for 2024 and beyond. We can't make a change sooner because we are under contract with Sycamore for 2023. We will eliminate the raffle but for now keep the music and the bar. We are reluctant to go too far in eliminating the amenities that make the luncheons so appealing. We think that most people like the ambiance of a reserved room and table service, which makes it easy to circulate and socialize in a relaxed atmosphere.

We are also trying (again) to find a way to provide information about our organization to people as they retire. Boeing has not been open to this, but we will make another try. Membership has been open to all Boeing/MDC/DAC and supplier retirees although to date most members have a history with the airplane business. Membership is open to people not yet retired, and we occasionally talk one into joining. Another path to getting more members is for all of you to work your Rolodex and encourage your retiree friends to join.

It may not be widely known, but our Association is a registered non-profit organization. We have not asked for donations before, but we will start doing so and can provide our tax number for those who want it.

We feel confident that the actions we (and you) take will work out for the best and that

the Association have some more good years. We look forward to seeing you at the next luncheon and many more to come!

## March 2023 Luncheon Speaker

Our March luncheon speaker is Geoffrey Thomas who has been covering aviation for 50 years, first as a freelance contributor and later as Southeast Asian Editor for Aviation Week and then Senior Editor of Air Transport World before launching AirlineRatings.com. Along that journey Geoffrey has compiled some crazy tales of covering aviation and travel, from being Australia's first male flight attendant, losing his breakfast landing on a giant US carrier, to interviewing the late and great Jack McGowan.

In the past 10 years Geoffrey has won 28 international and national awards. In 2009 he had the dual honour of being named the Royal Aeronautical Society Aerospace Journalist of the Year in Paris and named Australasian Aviation Journalist of the Year by the National Aviation Press Club.

Geoffrey has fronted and written two aviation documentary series, appeared in four aviation investigative documentaries and is a regular commentator on Australasian TV and radio and in print. Geoffrey has also co-written seven books, the latest being *The Plane Simple Truth* on aviation's true effect on the environment, which is now being updated for the industry. Geoffrey is a guest lecturer on human factors in aviation at the University of Southern California. Prior to a full-time, career in aviation journalism, Geoffrey spent 25 years in commerce and banking plus two years working for an airline.

We encourage you all to come, spend time with friends not often seen, and enjoy Geoff's stories.

## The Making of a DC-10, the Latest Staying Together Video, Highlights People

Submitted by Elayne Bendel.

If you can rise above the poor color reproduction you will still find The Making of a DC-10 an enjoyable viewing experience for 11 minutes and 50 seconds available on YouTube's free streaming application.

*https://www.youtube.com/watch?v=dzXwh-nuQwb4*

After bringing up the video you can skip the initial ads and get right down to business.For starters, it shows overhead scenes of the DAC Long Beach plant as it was back around 1980 with a West Ramp full of DC-10s and one KC-10 as a bonus.

If you worked in Engineering, on the assembly line, at the Torrance fabrication plant, or at one of our contractors, Convair, you are sure to recognize familiar facilities, parts, processes or even people.

Among those in the video is former DC-10 Program Manager Lou Harrington. You'll see wire harnesses being fabricated, fuselage barrels being built, shipped and assembled, parts milled, and other production highlights. The large number of people featured throughout only serve to remind us of how labor intensive the aircraft building process was and still remains. Of course, the video concludes with the finished product taking to the air.

Why not drift down memory lane for a few minutes with this video and relive the time we brought DC-10s into the world? You might just see someone you know or even yourself!

## New aircraft design from NASA and Boeing could benefit passengers in the 2030s.

**(Editor note; Update from May 2022 Round Up,** Story by Ashley Strickland)

Greener commercial flight technology may be on the horizon.

NASA and Boeing will work together on the Sustainable Flight Demonstrator project to build, test, and fly an emission-reducing single-aisle aircraft this decade, according to a recent announcement from the agency.

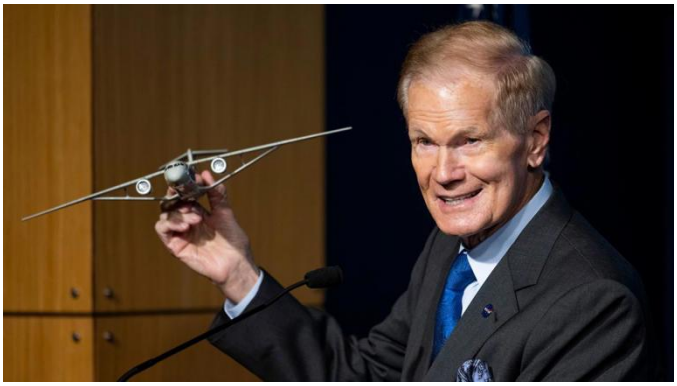
“Since the beginning, NASA has been with you when you fly. NASA has dared to go farther, faster, higher. And in doing so, NASA has made aviation more sustainable and dependable. It is in our DNA,” said NASA Administrator Bill Nelson in a statement.

“It’s our goal that NASA’s partnership with Boeing to produce and test a full-scale demonstrator will help lead to future commercial airliners that are more fuel efficient, with benefits to the environment, the commercial aviation industry, and to passengers worldwide. If we are successful, we may see these technologies in planes that the public takes to the skies in the 2030s.”

The first test flight of this experimental aircraft is set to take place in 2028. The goal is for the technology to serve approximately 50% of the commercial market through short- to medium-haul single-aisle aircraft, Nelson said.

Airlines largely rely on single-aisle aircraft, which account for nearly half of aviation emissions worldwide, according to NASA. Developing new technology to reduce fuel use can support the Biden administration’s goal of achieving net-zero aviation carbon emissions by 2050, as laid out in the US Aviation Climate Action Plan.

Boeing estimates that the demand for the new single-aisle aircraft will increase by 40,000 planes between 2035 and 2050.



New aircraft design from NASA and Boeing could benefit passengers in the 2030s© Provided by CNN. NASA Administrator Bill Nelson holds a model of an aircraft with a Transonic Truss-Braced Wing. - Joel Kowsky/NASA

The design that NASA and Boeing are working on could reduce fuel consumption and emissions by up to 30% compared with today’s most efficient aircraft, according to the agency.

It’s called the Transonic Truss-Braced Wing concept, which relies on elongated, thin wings stabilized by diagonal struts that connect the wings to the aircraft. The design’s shape creates less drag, which means burning less fuel.

The Sustainable Flight Demonstrator will also incorporate other green aviation technologies.

“NASA is working toward an ambitious goal of developing game-changing technologies to reduce aviation energy use and emissions over the coming decades toward an aviation community goal of net-zero carbon emissions by 2050,” said Bob Pearce, NASA associate

administrator for the Aeronautics Research Mission Directorate, in a statement.

"The Transonic Truss-Braced Wing is the kind of transformative concept and investment we will need to meet those challenges and, critically, the technologies demonstrated in this project have a clear and viable path to informing the next generation of single-aisle aircraft, benefiting everyone that uses the air transportation system."

The benefits of increasing the aspect ratio of the wing have been known for a long time, but the challenge of structuring the design has required advancements in materials and construction to reach this point of development, Pearce said.

By partnering on the project, NASA and Boeing can take on more risks than the aviation industry can do on its own, he said.

"This is an experimental aircraft," he said. "This is not a commercial development of an aircraft that passengers are going to fly in today. And the reason we need to do this is because this is high-risk technology. We're trying to validate technology."

The partnership, supported by the Funded Space Act Agreement, will rely on technical expertise and facilities and $425 million from NASA over seven years. Meanwhile, Boeing and its partners will contribute the remaining $725 million and the technical plan.

"We're honored to continue our partnership with NASA and to demonstrate technology that significantly improves aerodynamic efficiency resulting in substantially lower fuel burn and emissions," said Todd Citron, Boeing chief technology officer.

# In Memoriam – 2022

The following is a list of members who passed in 2022. 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.

Jim Burton*

Harry Butts

Paul Casey*

Gary W. Clark*

Dan Coleman

Michael Favier*

Neal Gilleran*

Janice Groh*

Bruce Harman*

Don Krokus*

Colleen Lovett*

Jack McHale*

Vic Norcia

John Petersen

Linda Van Raden*

Shojun Yukawa*

*Member of DAC-MDC-Boeing Retirees Association