

DAC - MDC - Boeing Retirees
of California

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

Roundup

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Bill's Corner

Well, after 12 years of reading Jim's Corner and at least that many reading Roger's Corner, I am about to find out how much more effort goes into the writing than the reading. Following in the footsteps of those two is a challenge and I hope to be up to it. In preparing to write this column, I spent some time browsing issues of the Roundup going back to 2003 (yes, I have all of them in a folder). They wrote some good articles, although not up to the tablets Moses brought down from the mountain. If anyone knows why it is a "corner" send me a note.

The first thing that comes to mind is to wish you all a very happy New Year and hopes for a better year ahead. We have, I hope, weathered the worst of the pandemic, and can expect things to gradually improve this year. We missed a few luncheons, a few precious opportunities to see old friends and socialize, but managed to restart with the October luncheon with more to follow in the years ahead. We lost a few cherished friends and co-workers and hope we can value the time we had with them more than the loss we feel.

Elsewhere in this issue is an article about the luncheon speaker for March – it is a terrific topic and I am sure the speaker will do a good job. It seems a little odd that a Seattle native would be the one to put the most effort into memorializing the Douglas World Cruisers, but he has.

The last Roundup listed the new lineup of Board members, so I won't repeat that but maybe emphasize a few. Jill has taken on responsibility for Membership, allowing Barbara to focus on Meetings; both are big jobs. I am still doing Programs but would be open to handing that off

if anyone is interested. It is actually not much work and can be very interesting. We aren't letting Jim ride off into the sunset; he has a new position for Special Events. Over the years, we have had special events like the annual golf tournament and local outings to sites of interest. Jim plans to bring a new level of energy to that post and we hope he has a few things to offer in the near future. Stay tuned!

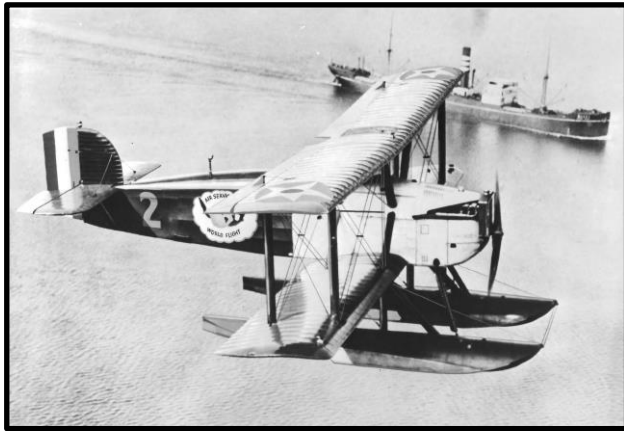
I encourage everyone to look at our website occasionally as it might have some interesting information. We are always open to new ideas so if you can think of something to go on the website, contact Betty Kult or any board member. The URL is <http://www.macdacwestretirees.org/> If you have been around the Retiree Club for very long, you have probably noticed that attendance has been on a gradual decline. This is not unusual for such an organization and can only be offset by vigorous recruiting.

I am sure you all have friends and acquaintances from your working days you would like to see occasionally, and the luncheons are a great opportunity to do so. Please make an effort to reach out to a few people who don't attend and encourage them to do so. This can only make your luncheon attendance more valuable, so give it a try. We have attempted to work with Boeing to make new retirees aware of the Retiree Club but have not been successful, so we have to do it for ourselves.

Looking forward to seeing you at the March luncheon!

Bill Rickard
President, DAC/MDC/Boeing Retirees

Please join us for our March Luncheon and Presentation



Bob Dempster, Executive Director for Seattle World Cruiser Association, leads a group that has spent 21 years building a full-scale, flying reproduction of the 1924 Douglas World Cruiser, which they call “Seattle II,” after the 1924 command plane, “Seattle.”

Bob will tell the story of the original, epic flight—The Second Aviation Milestone after the Wright Brothers—which was the result of complex logistical planning that included 28 different countries, governmental inter-service cooperation, training of the aircraft crews, as well as the selection and modification of the Douglas DT-2 aircraft. General Mason Patrick, Chief of the US Air Service, stated the purpose of the flight was to gain experience, demonstrate feasibility, test equipment, and “to secure, for the United States—the birthplace of aeronautics—the honor of being the first country to encircle the world entirely by air.”

Additionally, Bob will share details on the building and certification of the Seattle II on wheels and floats. Bob says, “Building the Seattle II is akin to reaching Base Camp. Now, we must climb the Mountain,” which is the proposed Around the World Celebration Flight.

For a preview of the project please see:
www.seattleworldcruiser.org

Remembering Jim Worsham and George Field By Elayne Bendel



2021 was a very difficult year for many reasons and, among others, over the past few months we lost two of our most prominent Douglas associates.

Former Douglas president Jim Worsham passed away last summer, and career engineer and leader George Field left us in October, after a lifetime devoted to aviation.

It is hard for me to imagine that the charismatic and dynamic Worsham is no longer with us. At 58 he joined Douglas in 1982 when our commercial business was at a low ebb. As it happened, my boss was away and I was in the staff meeting where he was introduced to the Long Beach leadership team for the first time. Fresh from a long career at General Electric, he was raring to go and carried numerous customer perspectives when he came aboard.

I gave him his first tour of the Long Beach plant and received his vision of the future firsthand. It was not long before his immense marketing skills became evident. Large MD-80 lease contracts with both American Airlines and TWA primed the pump. Then, Jim's deals ramped up MD-80 production to a level not seen in years and he stayed long enough to preside over a DAC resurgence that also led to the MD-11's launch and development. Everyone who knew him well enough had their own personal Jim Worsham memories. Here is one of mine.

One night he was scheduled to speak to the entire Southern California MDC community at the Management Club's Top Leadership Night in a large Anaheim hotel ballroom, having never had time to review the remarks that had been prepared for him.

While riding from Long Beach to the event he grabbed the talking points to review. Once there and on the big stage he delivered a flawless presentation as though he had spent weeks, not minutes, getting ready for the meeting. He was always a quick study but that was nothing short of phenomenal!

He will be sorely missed, and we send condolences to his wife Sandra and all of Jim's family and friends.

The equally tireless and charismatic George Field passed away at age 82. After a dynamic career he was slowed later by injuries sustained in a bike accident years ago.

Following his Air Force service, he originally came to Douglas in 1965 as a flight liaison engineer. His brilliance and leadership qualities were recognized early on and he was promoted to supervisor within two years. He continued to impress and move up, later becoming DC-10 chief design engineer.

It was in that role where I first met George. In May 1979 a DC-10 taking off at Chicago's O'Hare Airport lost an engine and pylon, rolled into a steep bank and crashed.

A day or two later an NTSB investigator waved a small broken bolt in front of the media indicating that was the likely cause of the pylon failure. The media were incredulous that this small piece of structure could have led to the accident and questioned our design acumen. Our phones in media relations were ringing off the hook with news people calling the DC-10 nasty names while demanding facts.

At NTSB's request George sent DAC engineering help to Chicago and just days following the accident our engineers returned home after examining the damage. I was assigned as the media relations

member of the DAC Accident Board and learned from George what the engineers reported.

They found part of the aft pylon attach fitting, a very stout piece of structure, still fastened to the wing while the rest was attached to the pylon. The even more robust and very large forward attach fitting had been pulled from the wing when the pylon separated. The broken bolt was a consequence of the separation and not the cause of it. George said the sequence began with the broken attach fitting.

What they didn't know at the time but developed as the investigation continued was why the fitting broke---fatigue growth of a crack that had occurred during pylon maintenance months before---not bad design---had led to the failure.

While we could not tell the media then what we knew because the facts related to an in-progress accident investigation, just knowing what happened allowed us to remain calm even through the media frenzy and DC-10 grounding by authorities as they investigated the source of the cracks. Thanks George!

George left the company for a short time but returned as manager of MD-11 design, later serving as MD-11 VP then MD-12 Technical. He became VP-GM for Integrated Product Development, C-17 deputy program manager in 1994, C-17 Program Manager then Vice President of Product Support. After the merger with Boeing George went to Seattle as Vice President of Technical Services where he ended his career in 2000.

George's engineering expertise and people skills were tested many times along the way. He was legendary for the number of hours he spent on the job, working many late nights and weekends. Still, he made time for family and enjoying his hobbies of light plane flying and driving his beloved Porsche.

During MD-11 development he could often be found on a Saturday in a light jacket walking the West Ramp as the aircraft were being made ready for flight. He supervised completion of the MD-11 flight test program in only 9 months, a task many others thought could not be done. His uncanny and thorough knowledge of the airplane and faith in

and encouragement of the people involved gave him the confidence and ability to complete the task on time.

George was loyal, well-liked, and got results--- the ultimate definition of a successful leader. His infectious optimism, smile and personality will certainly be missed. We send condolences to his wife Diane, family, and friends.

The Mad-Dog: 22 Years Since The MD-80's

Final Delivery



Originally designed as a stretched version of the Douglas DC-9 and nicknamed Mad-Dog due to the noise it produced when taking off, the last production unit of the McDonnell Douglas MD-80 was delivered 22 years ago this month.

The type has made a significant impact on global aviation over the decades and is still in service today. The final McDonnell Douglas MD-80 plane was officially delivered on December 28th, 1999.

The MD-81 was the initial production model of the MD-80 series. Launched in October 1977 and hitting the skies in October 1979, the aircraft was introduced to the industry with Swissair in September 1980 before the last delivery was made to JAL Domestic Airlines in June 1994. The MD-82 was then introduced by Republic Airlines in August 1981. The variant was placed with more robust engines for "hot and high" flights. Taiwan's U-Land Airlines took the final delivery of the variant in November 1997.

Into the mid-1980s, the MD-80 series continued to prove popular. The MD83 was launched, with Alaska Airlines taking delivery and introducing

the plane in February 1985. This aircraft brought a boost in fuel capacity for longer distances.

In 1987, the first MD-87 commercial unit was delivered. Austrian Airlines took the first unit before the last delivery of this shorter variant was made to SAS in March 1992.

1988 kicked off with the MD-88 entering service. Delta Air Lines introduced the plane on January 5th that year, hoping to benefit from technological initiatives such as electronic instruments. Delta Air Lines was one of several US commercial carriers to put their faith in the MD-80 family.

The final delivery

In an emotional ceremony in December 1999, TWA received its 26th unit of the type just before the new year. The legacy carrier would take on new Boeing 717 aircraft the following year. McDonnell Douglas merged with Boeing in the 1990s, but the latter company continues to emphasize the importance of the veteran Douglas series of aircraft.

Registration N984TW was the milestone production. This MD-83 went by the nickname of Spirit of Long Beach, after where the aircraft was produced and held Manufacturer Serial Number (MSN) 53634. "This day is especially historic because TWA has now come full circle," shared William F. Compton, TWA's president, and CEO at the time, as per a company statement.

"Ironically, not only is TWA taking delivery of the last MD-80 twin-engine jet to be made by the former McDonnell Douglas work force, but in 1933, TWA took delivery of the first twin-engine transport airplane, the DC-1, made by a predecessor of McDonnell Douglas, the Douglas Aircraft Company. TWA's DC-1 was the only one of its kind ever made."

A prized member of the fleet

Jim Phillips, who was VP and GM of Boeing's Long Beach Division during the time of delivery, added that it was fitting that TWA was the carrier to receive this last production unit. Notably, the operator helped the Douglas Aircraft Company define the DC-1, the plane that Boeing noted

helped kick off profitable yet comfortable commercial airline operations.

“The MD-80 is one of the most successful airplane programs in commercial aviation history. Douglas Aircraft, McDonnell Douglas and Boeing delivered 1,191 MD-80s from 1979 to 1999. More than 1,180 are still in service with more than 50 domestic and foreign airlines,” Boeing concludes.

“The first MD-80, then known as a DC-9 Series 80, or Super 80, made its initial flight on Oct. 18, 1979. Less than a year later, on Sept. 13, 1980, Swissair took the first delivery. The airplane entered passenger service the following month. TWA took delivery of its first MD-80, an MD-82, on April 18, 1983. The MD-80 is the quiet, clean, and modern successor to the popular DC-9. The company produced 976 DC-9s from 1965 to 1982.”

Powered by two Pratt & Whitney JT8D-200 series engines, the MD-83 offers a range of 2,550 NM (4,720 km) when 155 passengers are on board the aircraft.

Stay informed: Sign up for our daily and weekly aviation news digests. Modern operations Despite the last production model being delivered over two decades ago, the MD-80 can still be seen across the globe, with Aeronaves TSM holding the most planes. The Saltillo, Mexico-based charter and cargo company even holds the older DC-9 family. Of the carrier’s 15 MD-80s, 11 are MD-83SFs, while four are MD-82SF conversions, highlighting the aircraft’s extended life as a cargo powerhouse.

Even though the MD-80 is still active, it is rapidly disappearing from the air. Just a few years ago, it could be spotted in numerous commercial fleets. However, after Allegiant Air stopped flying its holdings in 2018, American Airlines, which held the type for 37 years, retired its last unit in September 2019. The Texas outfit flew over 87 million passengers on its workhorses over the decades.

It also took on the Spirit of Long Beach in December 2001. The following summer, Delta Air Lines retired its last MD-88s, along with the MD-90. Interestingly, the Atlanta-based carrier’s first

MD-88s were delivered as MD-82s in 1987. Delta highlighted that its MD fleets were being replaced with modern and efficient types such as the Airbus A220 and A321neo.

Moreover, the retirements of the older models were accelerated by the challenging conditions of the global health crisis. The retirement parties continued into 2021. Just a couple of months ago, Danish Air Transport retired its MD-80 aircraft. The final operation was a special flight to and from Copenhagen, Denmark, on October 16th.

An integral member of several of the country’s fleets, the MD-80 provides approximately 40% of Iran’s domestic capacity

Leaving a legacy

Altogether, 1,191 MD-80s were produced between 1979 and 1999, making the run of completed productions last for 20 years. A longer time period has passed since the last unit was delivered, highlighting how much has changed in the aviation market since the turn of the millennium. Nonetheless, it’s still great to see the Mad Dog still have a role despite the transformation in the industry.



Welcome New Member

John C. Schmid, C1, Training-Development-Certifications

In Memoriam – 2021

The following is a list of members who passed in 2021. 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.

Peter Anderson
Al Austin
Sherman R. Baird* (2020)
Mike Bastian
Dale O. Berkihizer* (12/8/19)
Willie Boehringer*
Dr. Tuncer Cebeci
William F. Cologne* (10/2020)
Bruce Cunningham*
George G. Field*
Ronald W. Fross Sr.* (2020)
Carmen Gross*
James R. Hoffner*
James R. Innis* (2020)
Kenneth H. Kerr* (2020)
Alexander J. Kovaleski*
John W. Merchant*
Thomas C. Naughton* (2020)
T. Brian Parkinson*
Gordon E. Peterson*
Kenneth L. Peterson*
Frank Pospisil*
Richard O. Prior*
Irene Richardson
Don H. Scoville*
Marvin L. Shaha*
Ronald W. Smith
William C. Topf* (2020)
Alfio Vecerina
James R. Wollaston
James E. Worsham*

*Member of DAC-MDC-Boeing Retirees Association