

DAC - MDC - Boeing Retirees  
of California

# Roundup

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## Jim's Corner

2020 – Here we go on another year! I hope you all had some good Thanksgiving and Christmas holiday celebrations. Now wishing you a Happy New Year!

I sure am anticipating that 2020 will be a much better year for Boeing than 2019. The 737-MAX grounding and 777-X delay due to engine issues sure has to be painful and frustrating to all involved.



Now with all the certification agencies flexing their muscles and the news media and public that don't understand or appreciate what it takes to get an airplane designed and certified, it appears that all future transport development and certification programs will be affected. A lot of the uproar centers around the authority delegated to the manufacturer to approve some aspects of the certification process. While I, myself, was not a Designated Engineering Representative (DER), I worked with many, many of these individuals. I believe it is an excellent system. I never found any of them ever bending the rules for the company.

I think the FAA should take a hard look at any change to the DER process as it has worked successfully for a great number of years.

It is always gratifying to see talent from Long Beach do well. One of the latest was the appointment of Stan Deal to the position of President – CEO of Boeing's Commercial Airplanes unit. Stan started in engineering then spent time as a Customer Engineer when the Long Beach Division was part of MDC. Stan served as a Product Center Director on the MD-95/717. His last assignment was President – CEO of Boeing Global Services. Well done Stan!

We are still seeking additional/future Retiree Association Board members. If this would be of interest to you and to keep the Association going, please contact myself or one of our Board members so we can provide you with additional information.

Our spring luncheon is Tuesday March 3rd at the Sycamore Center. You should find a reservation card for the event included with this ROUNDUP. Our scheduled speaker is Jack McHale who will update us on the ORBIS MD-10 Flying Eye Hospital.

Looking forward to seeing many of you on March 3rd.

**Jim Phillips, President, DAC/MDC/Boeing Retiree Association**

*For the latest information about the 737- Max visit the 737 Max Update section on the company's Website at [www.Boeing.com](http://www.Boeing.com)*

## Welcome New Members

*John B. Edmonson, C1, Cust. Engr & BAS  
Robert J. Olsen, C1, Prog. Mngr. PDF Conversions  
Fred E. Schreiner, C1, Flight Test, Cust. Engr.  
Mary E. Smith, A3, Delta Prog.; C1, Prod. Supt.*

*Barbara Callaghan, VP, Membership*

## March 2020 Luncheon

By Bill Rickard

Our March luncheon will feature a speaker and subject well known to many of you. He is a fellow MDC alum who also worked for a major customer,



and his subject is an airplane that is near to our hearts. Jack McHale will present the third generation Orbis Flying Eye Hospital (FEH), which is based on our MD-10. You may remember that he was our speaker for March 2010 and presented the DC-10 based second generation Flying Eye Hospital

Jack started his work life at Douglas Long Beach in 1965, when he was (we assume) just a child ☺. He rose rapidly from Mathematician to Sales Engineer to Project Manager then Sales Manager and eventually Director of Sales and Marketing. His work with customers so impressed FedEx that they hired him as Managing Director Acquisitions and Sales. In this role at FedEx, he continued to have a close relationship with MDC as a key player in purchasing aircraft for FedEx, including MD-11, Trijet derivatives, MD-10 conversions, and the initial B777 purchase.

While at FedEx, Fred Smith asked Jack to work with “a bunch of doctors” to find a replacement for the first generation flying eye hospital, which was a DC-8. Jack took the lead in procuring a DC-10-10 and after the conversion was the point man for FedEx’s FEH support, which was the start of his long affiliation with Orbis. He got so heavily involved that the Orbis Board asked him to be president for a “short interim period” which turned out to be two years.

As time went by, the DC-10 got older and the fleet got smaller and as a result availability of crew, maintenance and repairs got harder. Jack again took

the lead, after FedEx donated an MD-10 Series 30 freighter, in taking a very different approach to the design and installation of the hospital features. In the picture below is a portion of the operating theatre aboard the aircraft. You can attend the luncheon to hear Jack describe the concept and its execution in detail.



## DAC Retiree Wolfgang Boettger Has “Joey” Connection

Our last edition of the Roundup carried a story about a FedEx MD-10 named Joey that was recently retired after 91,453 hours. The aircraft was the sixth off the production line and was initially delivered to United Airlines in 1971. Although in people years, Joey would just be hitting middle age, he is old for a jetliner and is now a retired veteran, having joined most of us in that category. He was built and first entered service before Fed Ex even existed.

Since that story we learned that one of our former employees Wolfgang Boettger has a family





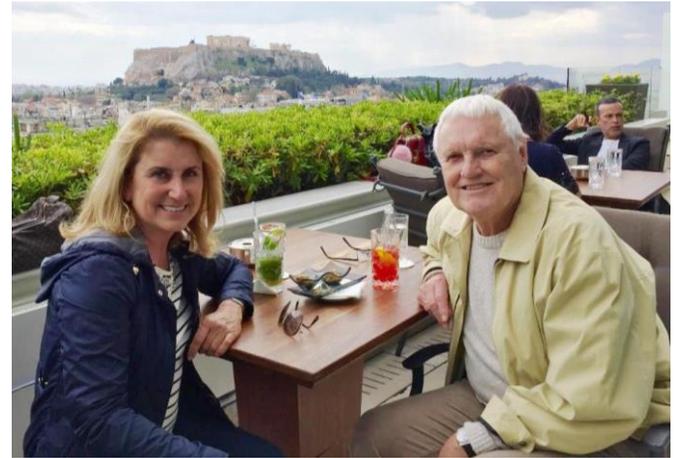
FedEx MD-10 Captain Gordon Boettger instructs daughter Sierra at tri-jet controls. Gordon piloted FedEx MD-10 "Joey".

connection to Joey. His son Gordon, whom he taught to fly while working in Long Beach, is now a FedEx captain and had spent many hours flying the venerable tri-jet. Wolfgang taught Gordon flying at the Los Alamitos AFRC in gliders and soloed him on his 14th birthday. Then he soloed him at Long Beach airport in powered aircraft on his 16th birthday.

Gordon caught on to flying. He flew in the Navy on aircraft carriers and then joined FedEx to fly the MD-10 and MD-11. Eventually he became a check and instructor pilot. He recently converted to the 777 flying 12-day trips mostly to the Far East, also Europe.

Dad Wolfgang had emigrated from Germany to the U.S. after leaving the German Air Force at age 26. He served as a flight instructor while working for MDC/Boeing first in Acoustics Engineering, then Marketing as a Sales Engineer, then in Customer Engineering, delivering the 717 to Impulse/ Qantas in Australia and Olympic Aviation in Greece. He retired from Boeing in 2002, but not before a life-changing experience in 2000 during delivery of the 717 to Olympic Aviation.

In Wolfgang's own words, "This is how I met my wife Zoe. She was a chief flight attendant with her girls for training in Long Beach. The Greek gods must have worked on this. She had to retain her Greek name according to law which was enacted when the old Prime Minister Karamanlis was married to an American woman who wanted to be progressive. Zoe did not want to leave Greece (family and religion) and so I had to move back to



Former MDC and Boeing employee Wolfgang Boettger and wife Zoe share cold drinks in style in Greece.

Europe where I came from... What you do for a good woman!!! It was my third marriage and this time I had good judgement. Zoe is twenty years younger, 59, and she knows that this will last."

Today he is enjoying family life in beautiful Greece. But old habits die hard; he also retains his interest in aircraft and aviation and stays in touch with his old friends. It's a lot easier nowadays thanks to the miracle of email and the Internet.

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

## **BOEING/DISNEY COLLABORATION?**

**By Tyler Rogoway**

Disney's secretive endeavor to create flying X-Wings to soar over their *Star Wars: Galaxy's Edge* theme park, has now confirmed that Boeing was indeed part of the effort. The X-Wings appeared in front of a huge crowd at the park at the *Rise Of the Resistance* grand opening in Orlando, Florida

Judging by spy shots of the X-Wings, which are roughly the size of a family van, the craft appeared to be based on Boeing's Cargo Air Vehicle (CAV) drone.



In an email response to query, Alison Sheridan, a communications official for Boeing's **future-technology NeXt initiative**, said: *"We can confirm that those were Boeing aircraft that flew last night at the Rise of the Resistance dedication, and we were excited to be part of their event, but that's all we're sharing right now."*

It is a very novel application of one of Boeing's still-experimental future-facing aerospace technologies. In fact, flying a pair of CAVs in a highly modified form at a *very* high-profile event like this that is associated with one of the world's largest brands and entertainment franchises speaks to the stability and maturity of the CAV design.

The collaboration between Disney's Imagineering team and Boeing is an interesting one, to say the least. It will be great to hear the backstory about how this idea came to be, how the platform was selected, and how its X-Wing structure was added and flight tested. Hopefully, we will have those details in the not so distant future.

New effects include blaster bolts that fly across hangar bays and damaging the surrounding structure to lightsabers burning through ceilings. The Disney Imagineering team is pretty much the Skunk Works of the theme park universe, they can pull off most any illusion they are challenged to do. This ride, the most complex on our own planet, proves that.

See Tyler Rogoway's other aviation-related articles at [www.twitter.com/Aviation\\_Intel](http://www.twitter.com/Aviation_Intel)

**Looking Out My Back Door©**  
by Dan Pemble, Kissimmee, FL – January 7, 2020

*For those of you who have read some of my nature-related and other articles, you may think that I spend an inordinate amount of time "looking out my back door" and you would be correct! After all, there is much to be observed from my south-facing patio vantage point and I would not want to miss anything of interest to me!*

In the past, I have written an article about "contrails" I have observed from airplanes passing overhead. In review & simply stated, contrails are the result of airplane engine's moisture-laden exhaust particles

forming into ice crystals during certain conditions. As I have previously stated: the formation of contrails is entirely dependent on upper atmospheric conditions including: altitude, winds, moisture content and temperature; these conditions can obviously be variable from one day to the next and some days there may not be any contrails in the sky at all – regardless of airplane flight activity.

Today I observed an extraordinary-number of contrails in the sky – many of which have merged together to form cloud-like appearances. These contrails are attributed to high airplane south-to-north, north-to-south, and south-to-north-west airplane traffic and, primarily, as associated with the cooler atmospheric temperatures that have prevailed over the central Florida area for the past several days. Please see the following photo as taken by me today; the photo is only slightly representative of the extent of today's contrails.



Although January 7, 2020, started out with spotless blue skies in central Florida, this changed very rapidly as the continuing heavy airplane traffic and their contrails "clouded up" the view; fortunately this did not completely occlude our sun and we were afforded yet another beautiful winter day with surface temperatures in the high 60's and low 70's F!

Having spent over 40 years in the commercial aviation business and now reached the age of 75, from time to time I expect to see additional airplane contrails in the sky; I will always savor such sights as a continuing tribute to our remarkable globe-shrinking world of aviation and those who continue to be vigilant in assuring our safe travel!

Wherever your airline travels may take you in the future, I just may see you flying by while I am **LOOKING OUT MY BACK DOOR**; that is, assuming your airplane leaves contrails in the sky!

## In Memoriam - 2019

The following is a list of members who passed in 2019. 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.

Louise Hennessy Allen\*  
Joel A. Benson\*  
Joseph G. Callaghan\*  
Peter J. Christie\* (Jan. 2018)  
James Clay (Dec. 2018)  
Lew Colgrin  
Eugene F. Dubil\*  
Louis J. Feiner\* (Nov. 2018)  
Earl Fish  
Susanne L. Hoke (SAS Airline Office)  
James M. Kury\* (12/31/18)  
Frank T. Lynch  
Raymond Mitchell\*  
Neal C. Patterson\*  
Dana Phillips  
Charles D. Potter\*  
Donald R. Prescott\*  
Carl H. Printz\* (Sept. 2018)  
Walter S. Smith\*  
BJ Tamillo\*  
Edward L. Trabold\* (Sept. 2018)  
Vidmantas Variakojis\*  
Elizabeth B. Wallraff\*

\*Member of DAC-MDC-Boeing Retirees Association