

DAC - MDC - Boeing Retirees  
of California

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# Roundup

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## Bill's Corner

Seems like I always start with a discussion of the season and the weather so no need to fight the urge. It is a beautiful, warm, sunny early April day as I write this, perhaps a preview of a great summer. I hope you are all enjoying it and planning all the things you hope to do in the near future. Jim Phillips has something special planned for you that is reported elsewhere in this issue. I won't spoil his thunder but offer a hint: under the Fly DC Jets sign! There is also an article about our last luncheon speaker, Mike Machat, elsewhere in these pages.

On a more business-like note, you should be aware that just as the association needs to refresh itself with new members the association board occasionally needs a refresh. All of the current officers have been on the board for quite a few years but will eventually "retire" and need replacement.

I encourage you to consider volunteering to join the board and find a position you enjoy. For example, it would be great to have a new person with fresh ideas arranging for luncheon speakers. This can be a lot of fun, searching out and talking to people whom you might never meet otherwise. After 20 years, I am not so fresh and ready to hand it off. We have other board members who have done this volunteer work for years and are ready to hand it off.

Our March luncheon was a great one. I won't go into detail here as there is another article in this Roundup that does. Our next luncheon in October should be equally great if I get around to finding a speaker I've been thinking about the next generation of civil transport airplanes, or maybe Advanced Aerial Mobility (electric air vehicles), or maybe the next Barbie movie. Feel free to send me suggestions.

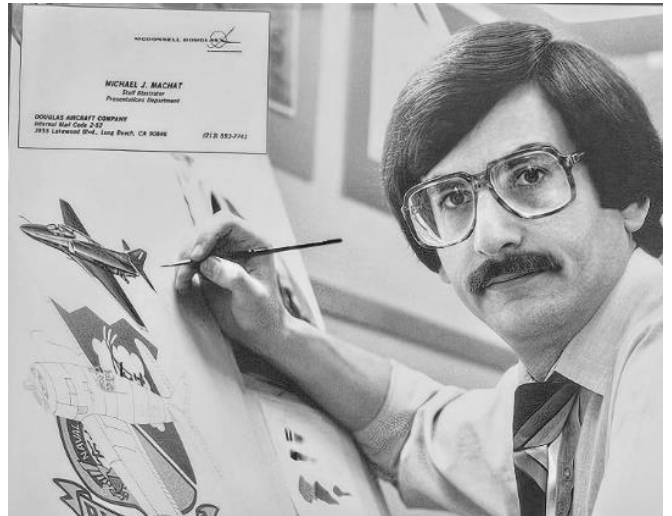


**Mike Machat, March Luncheon Speaker**

By Bill Rickard

According to feedback I got from numerous attendees, our speaker Mike Machat was a rousing success. Fortunately, we got Sycamore to let us use the big screen so we could better see Mike's pictures.

He is a great storyteller and showed us loads of art he had created at Douglas and elsewhere. His story started with his childhood growing up on Long Island where he developed a passion for airplanes and art from an early age. He showed us a few pictures he drew as a child that showed great promise. He also drew a DC-8 and sent it to Donald Douglas who responded with praise for the quality of the art and a packet of photos of Douglas airplanes.



His career at Douglas started as an illustrator in Presentations working the night shift. I am guessing he worked on some of the presentations I worked on in those years, including some nights I spent in Presentations. This was the day of view graphs and occasionally 35 mm slides. He was rapidly given more responsibility and worked on more significant art, like oil paintings of people and airplanes.

I regret that this report has only words as they cannot do justice to the art. I don't have copies that I can put in this Roundup, making this an excellent example of "you shoulda been there".

I encourage you all to attend our next luncheon in October, spend time with friends not often seen, and enjoy our next speaker.

## **RETIREE ASSOCIATION JUNE 20 FIELD TRIP TO FORMER DAC PLANT**

Come see what is now going on in the ex-Douglas/MDC/Boeing Long Beach Buildings 80 – 84 on the east side of Lakewood Boulevard!



To improve his airplane art, he became a pilot and eventually flew many of the airplanes he drew. He has quite a few hours in different categories and classes of airplanes, including flying gliders for recreation and riding on the Goodyear blimp. One example of flying then drawing was recorded in some great photos of a flight in a Blue Angels A-4 and the art he produced of these airplanes.



Field Trip date providing meeting location and parking instructions.

## Women in Aerospace

You've come a long way ladies!

If you have been by the site, you now know it is occupied by Mercedes Benz. It is in fact the Mercedes Benz USA Western Campus, which is headquarters for Mercedes Benz west of the Mississippi River. Here Mercedes Benz cars from Germany arrive at the Port of Los Angeles and are trucked to the Mercedes Benz site in Long Beach where they are processed through Customs, updated with any service actions and then sent on to dealers in the Western US. They are essentially an extension of the factory in Germany.



Also housed here is Mercedes Benz Classic, the restoration center for restoring and servicing classic Mercedes Benz automobiles. It is the only such facility authorized by Mercedes Benz in the US. On our tour we will hear about the overall operation, but our main emphasis will be on the restoration operation, Mercedes Benz Classic. This is a rare opportunity to see how these great manufacturing buildings have been repurposed.

In 1922, women were working in Fabrication to glue material to wooden wing frames.

Attendance will be limited to 30 people and also to just members of the Retiree Association. Unfortunately, because of the expected popularity, we will not be able accommodate guests for this Field Trip.



The tour will be on Thursday, June 20th at 10 a.m. and is expected to last 1 ½ – 2 hours.

A "Rosie" putting rivets on a Vultee A-31 Vengeance in Nashville, Tennessee, in 1943.

**If you would like to attend, email Jim Phillips, v8jr@verizon.net with your name, email address, and cell phone number.**

What an advance since those days!

Attendee list will be on a first come basis. An email communication will be sent prior to the



**Elizabeth H. Lund**

Chair, Quality Operations Council,  
Senior Vice President, Quality  
Boeing Commercial Airplanes

Elizabeth Lund is senior vice president of Quality for Boeing Commercial Airplanes and chair of the Enterprise Quality Operations Council, serving as a member of the executive council. She leads the Boeing focus on driving quality excellence and adopting best practices across the global organization. Within Commercial Airplanes, she drives efforts to ensure first-pass quality throughout the value stream, including the global supply chain and all supporting functions. Among her key responsibility she works to continuously enhance the relationship between Boeing and the Federal Aviation Administration. She also leads and promotes culture initiatives that improve quality and compliance in every aspect of the business.

This follows her assignment as senior vice president and general manager of Airplane Programs for Commercial Airplanes, when she oversaw the 737, 747, 767, 777/777X and 787 programs.

Lund previously served as the vice president and general manager of Commercial Airplanes Supply Chain, where she had responsibility for the overall strategy and development of supply chains. The Supply Chain team, at the time encompassed nearly

3,000 suppliers from 41 countries.

Earlier, she was vice president and general manager of the 777/777X program, and oversaw design, development, certification, production and delivery. She also led the Boeing site in Everett, Wash.

Lund earlier served as vice president and general manager of the 747 program, where she led the introductions of both the 747-8 Freighter and 747-8 Intercontinental. Before joining the 747 program, Lund was vice president and general manager of the 767 program as well as deputy program manager of the U.S. Air Force KC-X Tanker program.

Previously, she was vice president of Product Development for Commercial Airplanes and led development of new and derivative airplane products; managing the research and development plan; supporting technology programs, airplane concept centers and environmental performance strategy.

Earlier in her career Lund held numerous executive leadership positions in engineering, program management, manufacturing, and supplier management, including the Interiors Responsibility Center and Fabrication.

She has a bachelor's degree in mechanical engineering from the University of Tulsa and a master's degree in mechanical and aerospace engineering from the University of Missouri.



**Stephanie Pope**  
Chief Operating Officer,  
The Boeing Company;  
Executive Vice President;  
President and CEO, Boeing Commercial  
Airplanes

Stephanie Pope is chief operating officer of The Boeing Company and executive vice president and chief executive officer of Boeing Commercial Airplanes, with primary responsibility for leading the commercial airplanes business and strengthening safety and quality across its operations. Commercial Airplanes specializes in the design, production and delivery of airplanes to customers worldwide with more than 13,000 Boeing jetliners in service today.

Prior to this role, Pope served as chief operating officer for the company since January 2024. Before that, she was president and CEO of Boeing Global Services, from April 2022 to December 2023, with responsibility for leading Boeing's aerospace services business supporting commercial, government and aviation industry customers worldwide.

Previously, Pope was vice president and chief financial officer of Commercial Airplanes, from December 2020 to March 2022, with responsibility for the financial management and strategic, long-range business planning for the business unit.

Earlier, Pope was vice president and chief financial officer of Boeing Global Services, where she oversaw all financial activities for the business unit and was instrumental in its establishment in 2017.

Pope also served as vice president of Finance and controller for Boeing Defense, Space & Security, with responsibility for the regulatory compliance of the business unit as well as ensuring the accuracy, transparency, and timeliness of its financial disclosures.

In her three decades at Boeing, Pope has held several other senior leadership positions at the corporate and program levels.

Pope is also a passionate advocate for developing and nurturing our talented Boeing teammates and creating a working environment where every person can thrive. As a member of Boeing's Executive Council, Pope serves as the executive sponsor of Boeing Women Inspiring Leadership, a business resource group dedicated to increasing gender diversity awareness and promoting diverse representation among women.

Pope was an Eisenhower Fellow in Brussels and Ireland in 2008 and has a bachelor's degree in accounting from Southwest Missouri State University and a Master of Business Administration from Lindenwood University.

## **JetZero: Groundbreaking 'blended wing' demonstrator cleared to fly**

By [Jacopo Prisco](#), CNN Published 5:57 AM EDT, Thu



Artist rendering of JetZero's Concept Aircraft

Blended wing aircraft could slash carbon emissions. This rendering shows a design by California-based JetZero, which aims to have a plane in service by 2030.

The basic design of commercial airplanes hasn't changed much in the past 60 years. Modern airliners like the Boeing 787 and the Airbus A350 have the same general shape as the Boeing 707 and the Douglas DC-8, which were built in the late 1950s and solidified the "tube and wing" form factor that is still in use today.

This is because commercial aviation prioritizes safety, favoring tried-and-tested solutions, and because other developments — in materials and engines, for example — mean the traditional design is still relevant.

However, a seismic shake-up is about to take place. An entirely new aircraft shape has been cleared to take off into California skies. At the end of last month, Long Beach-based JetZero announced that Pathfinder, its 1:8 scale "blended wing body" demonstrator plane, has been granted an FAA Airworthiness certificate and test flights are imminent.

As the industry desperately looks for ways to reduce carbon emissions, it faces a somewhat tougher challenge than other sectors precisely because its core technologies have proven so hard to move away from. It's a ripe time to innovate.

The "blended wing body" looks similar to the "flying wing" design used by military aircraft such as the iconic B-2 bomber, but the blended wing has more volume in the middle section. Both Boeing and Airbus are tinkering with the idea, and Jet Zero's new milestone brings it a little closer to its ambitious goal of putting into service a blended wing aircraft as soon as 2030.

"We feel very strongly about a path to zero emissions in big jets, and the blended wing airframe can deliver 50% lower fuel burn and emissions," **Tom O'Leary**, co-founder, and CEO of JetZero, told CNN in August 2023. "That is a staggering leap forward in comparison to what the industry is used to."

### **Under pressure**

The blended wing concept is far from new, and the earliest attempts at building airplanes with this design date back to the late 1920s in Germany. American aircraft designer and industrialist Jack Northrop created a jet-powered flying wing design in 1947, which inspired the B-2 in the 1990s.

As a sort of hybrid between a flying wing and a traditional "tube and wing," the blended wing allows the entire aircraft to generate lift, minimizing drag. NASA says that this shape "helps to increase fuel economy and creates larger payload (cargo or passenger) areas in the center body portion of the aircraft." The agency has tested it through one of its experimental planes, the X-48.

Continued in the August edition!