

DAC - MDC - Boeing Retirees
of California

Roundup

Ron Beeler- Editor (562) 296-8958

HEADQUARTERS: P.O. BOX FULLERTON, CA, 92838, (714) 522-6122

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Jim's Corner

We had a very enjoyable and informative Retiree Luncheon on March 6th. The presentation was by Rick Hatton, Founder of 10 Tanker LLC, which developed and modified several DC10's into Firefighting Aerial Tankers.

We have seen them on the news the last few years doing an impressive job fighting California wild fires. How they were modified and the capability built into them was both interesting and impressive.

We had a number of special guests in attendance at the luncheon. Shojun "Yuk" Yukawa, who was one of the four member flight crew on the DC10's first flight, tied in nicely with the DC10 Aerial Tanker presentation. It is amazing all the many roles the DC10 has played over the last 40 plus years. The highest seniority aerospace worker I have ever met, 98 year old Elinor Otto, joined us. She had a 68 year aerospace career finishing out on the C17 and had a hand in building every Globemaster III.



Elinor Otto

Also in attendance were two current Boeing Employees, Rachel Peterson and Mitra Rogers (Government Operations) whom we are teaming with to help with Boeing items needing support and they in turn will be providing us with better information on new retirees.



Mitra & Rachel

Thirteen new members have joined the Association since the last luncheon and 10 were in attendance at the luncheon. Please remember we get most of our members through word of mouth so please share with any of your DAC/MDC/Boeing retiree friends about our organization.



Photo of audience, and special thanks to Danny Aquilar for the photos he takes at each Luncheon.

Plans are in work for our summer field trip to the Petersen Automotive Museum in Los Angeles. See Jerry Callaghan's (VP Special Projects) article in this ROUNDUP for all the details and make sure to sign up.

Hoping you all have an enjoyable summer planned. Our next newsletter will have all the information for our Fall Luncheon on October 2nd so please mark your calendars as I look forward to seeing many of you there.

Jim Phillips, President

WATCH US FLY

From trade policy to critical funding for our satellite and defense programs — we all have a stake in what lawmakers do. [Watch U.S. Fly](#) is a policy-focused advocacy community that invites you, your family and your friends to tell our Boeing story to elected officials on the critical issues facing Boeing and our industry. Watch U.S. Fly is elevating the company's grassroots game, but we need your help. As retirees, here's what you can do today to help Boeing and Watch U.S. Fly tell our story:

Visit the watchusfly.com website and sign up to receive regular email updates regarding the policy decisions that impact us all.

Spread the word! Watch U.S. Fly is a public website and we encourage you to get your friends and family to join the community.

We'd love to hear from you! We are always curious about the work former Boeing employees did with the company and are eager to connect with retirees who would like to do more. Contact Rachel Peterson (rachel.peterson@boeing.com) with questions or comments.

Rachel B. Peterson
Government Operations
The Boeing Company
(425) 237-0678 Office
(206) 557-8545 Cell
www.watchusfly.com
<https://www.facebook.com/WatchU.S.Fly/>

SPECIAL EVENTS

We missed last years field trip for a number of reasons. So, we are going to pick up from where we left off and that means a visit to "The Petersen" (Automotive Museum that is) which is located on

Wilshire Boulevard in West Los Angeles. The museum is considered to be one of the world's largest automotive museums and highlights over 300 vehicles which are displayed in twenty-five galleries spread over four floors. For more detailed information, check out their website at www.petersen.org.

The trip will be held on Wednesday, August 15th. We will meet in the rear parking lot of the Lakewood Library on Clark Avenue at around 9:00 a.m. and will plan to depart, by bus, by 9:30 a.m. Upon arrival at the museum we will take a guided tour of what is known as "the Vault". This area houses some of the world's most unique and exciting displays which represent over 100 years of automotive culture. After this tour we will take a lunch break, following that we will be on our own to tour the remaining three floors of cars and exhibits for a couple of hours or so.

We should return to Lakewood around 5:00 p.m.

The cost of this trip is \$36 per person which includes transportation, entry fees, tour of "The Vault" and a tip for our Bus Driver. If you are interested, please contact me at jtcjmc@adelphia.net , or call my home at 562-691-4527. The bus capacity is 45 persons, so an early commitment is probably best, as this may be a very popular venue. The museum requires payment by no later than July 1st, so I will need your commitment and payment mailed to me.

Jerry Callaghan, VP Special Projects

Signing Up for Boeing News and Information Emails is Easy

Your Roundup newsletter carries occasional stories about what is happening in today's Boeing, but if you want more information you can sign up to receive email notifications on a variety of subjects. Boeing has made the process easy by placing all the links you need on the bottom of the Frontiers Magazine home page. Here's how to sign up: On the Boeing public Website, www.Boeing.com, click the Employee/Retiree link in the ribbon at the top right of the home page. Then log in to Total Access Express using your BEMS ID and password. When the Total Access home page opens click the Life & Community link at the top left. Select Frontiers Magazine from the drop- down menu.

The Frontiers home page contains a wealth of information in addition to the magazine features. In 2017 Frontiers became an annual publication with occasional special online reports. On the home page, the newest features are toward the top. Scroll down for an archive of past Frontiers issues. Below the archive is a series of links.

These links are the key to receiving future news. Under Updates in the right corner click Sign Up. This will open a Hear From Us page. Complete and submit the form to receive emails on subjects you select. Examples include general Boeing news and more; Commercial aviation products, services and related matters; Defense, space and security products, services and related matters; Product and promotional news from the Boeing Store; Career opportunities at Boeing, and Stories of innovation at Boeing.

If you are interested in helping Boeing with its advocacy efforts be sure to join the Watch U.S. Fly community, which is an option in the form. Retirees have played an important part in advancing certain objectives of Boeing in its relations with government as part of this community. With more than 50,000 company retirees in California alone our combined voices can have a profound effect on policy. An example of how retirees helped Boeing was the effort to retain the U.S. Ex-Im Bank, which was slated for shutdown a few years ago, but was saved in part thanks to a Boeing-led write-in campaign to inform government officials of its value in providing means for foreign companies to finance U.S. aircraft purchases.

The Utilities links on the left of the lower Frontiers page provide access to a lot of product features and other news, and the Follow Boeing tab on the same page enables social media followers to use their favorite applications to track Boeing activities. The current Boeing stock price also is listed on the lower Frontiers page. Why not explore these options to stay current on Boeing development's.

Elayne Bendel-VP-Communications

Editors note; I received the following article from member and friend, Mark Brislawn. I found it amazing, so I decided to share it with our readers.

The “Bad Angel” WWII Story



We were in Hanger #4 of the Pima Air and Space Museum to view the beautifully restored B-29, when I happened to take noticed of a P-51 Mustang near the big bomber. Its name? “Bad Angel”

I was admiring its aerodynamic lines and recalled enough history to know that the Mustangs came into service in the skies over the Pacific Ocean, dominated by Japanese Zeros at the time.

Then something caught my eye. Proudly displayed on the fuselage of the “Bad Angel” were the markings of the pilot’s kills: seven Nazis; one Italian: one Japanese AND ONE AMERICAN? Huh? The “Bad Angel” shot down an American plane?

Was it a terrible mistake? Couldn’t be. If it had been an unfortunate, mis-judgement, certainly the pilot would not have displayed the American flag. I knew there had to be a good story here. Fortunately, for us, one of the docents was on hand to tell it.

In 1942, the United States needed pilots for its war planes, lots of war planes; lots of pilots. Lt. Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943 and was assigned a P-38 Lightning. Ten days later he shot three German Messerschmitt Bf-109 fighters. A week later, he

downed two more German Bf-109's. In less than a month of combat, Louis was an ace.

During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitt's, before his luck ran out. A German fighter shot down his plane on August 27, 1943 over Salerno, Italy.

Captured by the Italians, he was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be, a few days later the Italians surrendered. Louis and a few other pilots escaped before the Nazi's could take control of the camp.

One might think that such a harrowing experience would have taken the flight out of Louis, yet he volunteered for another combat tour. This time Uncle Sam sent him to the Philippines where he flew P-51 Mustangs.

Soon after arriving in the Pacific Theater, Louis downed a Mitsubishi reconnaissance plane near Formosa. Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy and Japan.

Up until this point, young Lt. Curdes combat career had been stellar. His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter.

While attacking the Japanese-held Island of Bataan, one of Louis' wingmen was shot down. The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese held airfield on Bataan. He moved in investigate. Much to his surprise the approaching plane was a C-47 transport in American markings.

He tried to make radio contact, but without success. He maneuvered his Mustang in front of the big transport several times to wave it off. The C-47 crew didn't realize they were about to land on a Japanese held island, and soon would be captives.

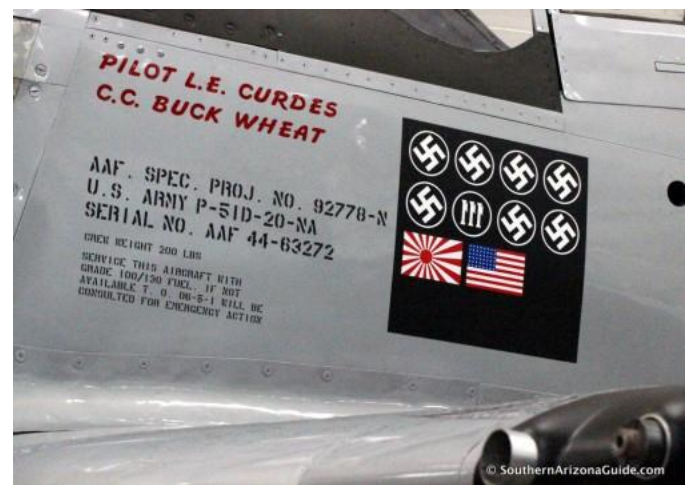
Lt. Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers towards their captives. He knew that whoever was in the C-47 would be, on landing, either dead or wish they were. But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his 50-caliber machine guns and knocked out one of the two engines. Still the C-47 continued toward the Bataan airfield. Louis shifted his arm slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean.

The big plane came down in one piece about 50-yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base.

The next morning, Louis flew cover for a rescuing PBY that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47. All survived.

Later, Lt. Curdes would end up marrying one of these nurses. For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross. Thereafter, on the fuselage of his P-51 "Bad Angel" he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese and one American flag.



Additional information about the Pima Air & Space Museum can be viewed at pimaair.org. the museum is located in Tucson Arizona.