

DAC - MDC - Boeing Retirees
of California

Roundup

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Bill's Corner

I am just back from a weekend in Santa Barbara to attend a concert by Yo-Yo Ma. The concert was great, just Ma on the stage talking to the audience, telling us how his life has developed, and playing bit of music to illustrate each stage. It started with about 45 minutes of members of the audience standing in line for a microphone and each asking a question. He answered each openly and candidly. I had seen him perform before, but this was the first opportunity to get a glimpse of the person behind the performer. He was kind, gracious, charming, and self-effacing, definitely not a diva. We also had some great meals, walks on the beach, and driving through some very expensive neighborhoods.

There is good news for Boeing on another front: the military side of the business scored a major coup in winning the development contract for the F-47 next generation fighter. It will incorporate as much new technology as possible, a real challenge to deliver it on schedule and budget. The idea is to achieve air superiority in the battlespace of the future via technology. Hopefully it is not a fixed price contract like a few Boeing has taken on in recent years. And we hope that Boeing has successfully incorporated a new culture (or perhaps reincorporate the old culture that somehow got lost in recent times) that will make this happen. This airplane is for the Air Force only, but the Navy hopes to field a

similarly advanced fighter of their own, and it would make sense to have the same high tech systems in that airplane, so another opportunity for Boeing.

Moving to our annual field trip, Jim Phillips has lined up another good one, a visit to the Boeing customer support center in Seal Beach, the Boeing Heritage Hall, and a Boeing briefing. It is described elsewhere in the Roundup, so I will simply say it could be even better than the last field trip Jim organized to the Mercedes facility in Long Beach.

Our speaker for the October luncheon is not yet solidified, but after years of trying (and with the help of Ed Hoover), it looks like we can get a retired leader from Disney Imagineering.

I asked him for a presentation on current and future developments we can expect at Disneyland Parks and Resorts around the world (and on the oceans) and he is prepared to do that. I don't know about you, but that sounds like a great program to me!

March 2025 Luncheon Speaker

Our March speaker was Gil Rud, whose life journey begins in a one-room schoolhouse in North Dakota, progressed through a career in naval aviation culminating as Captain of the



aircraft carrier Constellation, and ended as a Boeing executive.

Gil was an excellent speaker with many interesting stories from his career, charming, self-effacing and quite the extrovert. His stories included quite a few in which he might have crossed a bureaucratic boundary. Numerous attendees told me after the meeting how much they enjoyed the program.



The highlights of his Navy career included four command tours. The first was Light Attack Squadron 192, followed by the Navy Flight Demonstration Squadron (Blue Angels), the fleet replenishment oiler USS



WABASH, and finally Captain of the aircraft carrier USS CONSTELLATION.

He added a few stories of his flying after retiring from the Navy. After flying a lot of very powerful and very fast airplanes, he now flies a small and slow airplane, a Husky Aviat with tundra tires. He occasionally flies that airplane from San Diego to North Dakota to visit with family. As you can imagine, flying over the Rocky Mountains in an airplane that cruises at about 100 mph (or less) is not for everyone, but he enjoys it. With the occasional strong headwind, he can look down at the interstate highway and see cars passing him

After the Navy, Gil became the Managing Director of McDonnell Douglas, Ltd. Norway. After the merger, he moved to Pax River and became site executive for liaison with local, state, and national government officials. He was also Director of Marketing and Sales for Boeing at Pax River, responsible for enterprise level customer interface with all of the Navy and Marine Corps Flag Officers and Senior Executive Service leaders involved in the acquisition process, plus all of the operational flag officers served by the Naval Air Systems Command.



Currently, Gil resides in San Diego, California with his wife Carol. He still pursues his love of flying as an Aviat Husky pilot and active member of the Experimental Aircraft Association (EAA) where he enjoys introducing young people to aviation through the Young Eagles Program.

A STAR IS BORN: NEW KC-46 FIRST AIRSHOW APPEARANCE

Nov. 15, 2024 | By David Roza
Watch U.S, Fly

There's a new player on the air show circuit: the world's first KC-46 Pegasus demo team debuted at a Texas airshow last week, marking the latest first for the Air Force's new aerial refueling tanker.

The demo team performed at the Wings and Warriors Fly-In at San Marcos, Texas on Nov. 9, according to a Nov. Press Release by the 97th Air Mobility Wing at Altus Air Force Base, Oklahoma, home of the 56th Air Refueling Squadron, which hosts the demo team.

During the show, the team performed a high-speed pass at just 500 feet with the refueling boom extended, followed by a pass with the gear and flaps down.

“The team showcased the KC-46’s air refueling and slow-speed maneuvering capabilities,” Maj. Gary Sowa, 97th Operations Group KC-46 demo team lead, said in the release. “This gave spectators a glimpse into the aircraft’s versatility.”



A KC-46 Pegasus aircraft from Altus Air Force Base, Oklahoma, executes a fly-over at the Wings and Warriors Fly-In at San Marcos, Texas, Nov. 9, 2024. U.S. Air Force photo by Airman 1st Class Jonah Bliss

Air Force fast-jet demo teams such as the Thunderbirds and the F-22 demo team make a splash at airshows with their tight turns and sneak passes. But the “heavies,” the term for larger aircraft such as transports and tankers, are no less impressive for their size and grace.

The 140-ton C-17 transport demonstrates its capacity to take off and land within a few thousand feet of runway, while tankers simulate their refueling mission by extending their boom as another aircraft follows behind it.

Air show fans may have to wait a while before they can see the KC-46 team's next act. The 97th AMW Public Affairs office told Air & Space Forces Magazine that the team will not perform any more shows in 2024 and is yet to announce its full 2025 schedule, but it will perform at the Altus Airpower

Stampede Open House & Air Show scheduled for April 12-13, 2025. Once the rest of the 2025 lineup is solidified, it will be published on the wing's Facebook page.



The 56th Air Refueling Squadron's KC-46 Pegasus demo team and members from the 97th Aircraft Maintenance Squadron pose for a photo at Altus Air Force Base, Oklahoma, Nov. 9, 2024. From left to right, the team consists of Thomas Turner, engine mechanic; Tech. Sgt. Lacy Pickett, boom operator; Staff Sgt. Braydon Scarborough, boom operator; Maj. Brian Weeks, pilot; Maj. Gary Sowa, pilot; Capt. Jeremy Delzer, pilot; Staff Sgt. AJ Gac, boom operator; and William Guenther, avionics technician. U.S. Air Force photo by Airman 1st Class Jonah Bliss

Flying a tanker is a team effort, and there are 13 total KC-46 aircrew members—seven pilots and six boom operators—at the 97th AMW certified to fly the demo team profile, the public affairs office explained. The minimum and typical aircrew during a demo performance consists of two pilots, one boom operator, and one pilot serving as a safety observer for a total of four aircrew. One of those crew members is Tech Sgt. Lacy Pickett, a boom operator.

“Being part of this demo team is very meaningful, especially as a woman in this field,” she said in the release. “We’re

showing the public how far we’ve come in the KC-46 community and proving just what we’re capable of.”

Any Air Force unit worth its salt has a distinct shoulder patch, and KC-46 demo team sports one with a unique take on the emblem of the 56th Aerial Refueling Squadron. The emblem features a bird wearing a graduation hat watching over a smaller bird without one, which symbolizes the squadron's mission as an aircrew training squadron.

The demo team version features that same design but with the silhouette of a KC-46 with its boom extended splashed on the right-hand side, the words “KC-46A Pegasus” scrawled across the top, and “97 AMW Demo Team” along the bottom.



A KC-46 Pegasus aircraft from Altus Air Force Base, Oklahoma, executes a fly-over at the Wings and Warriors Fly-In at San Marcos, Texas, Nov. 9, 2024. U.S. Air Force photo by Airman 1st Class Jonah Bliss

The crew took out a special tail for the debut last week. It sported a black-and-white triangle symbol known as the Triangle Y, the marking assigned to the 97th AMW's predecessor, the 97th Bombardment Group, during World War II. Each of the three aircraft types at the 97 AMW (C-17s, KC-135s, and KC-46s) has a jet with the Triangle Y painted on the tail in tribute to the wing's long history.

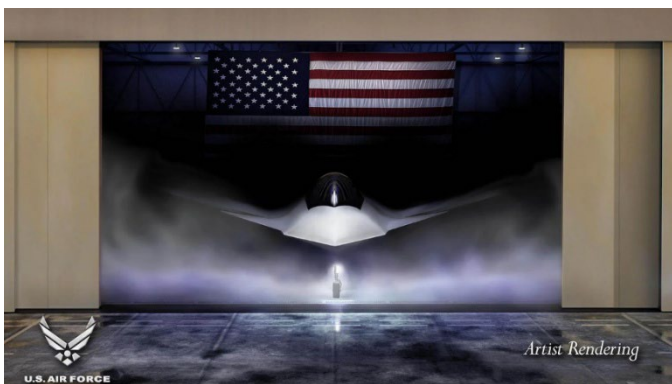
“There is not a jet permanently assigned to the demo team, but the team coordinates with the 97th Maintenance Group to fly the KC-46 with the Triangle Y tail flash when it is available,” the wing’s public affairs office explained.

Last week’s debut marked the latest first for the KC-46, which Airmen from the New Jersey-based 305th Air Mobility Wing flew to the Middle East late last month for the tanker’s first-ever operational deployment, though the tanker had flown one-off operational sorties before that. The first KC-46 was delivered to the Air Force in 2019, and Air Mobility Command cleared it for worldwide deployments and combatant commander taskings in September 2022.

The older KC-135 tanker has a demo team, and now the Pegasus will show off the future of Air Force aerial refueling.

“With each demo flight, we’re not just showing what the KC-46 can do,” Sowa said. “We’re reshaping its story, growing as a team, and inspiring future Airmen.”

BOEING WINS BID TO BUILD FUTURISTIC FIGHTER JET F-47



The award caps more than two years of competition between the defense giants for the full-scale development phase of the next generation Air Dominance manned fighter,

or NGAD. The jet will replace the F-22 Raptor.



JUNE FIELD TRIP TO BOEING SEAL BEACH

We are planning a field trip on Thursday, June 26, 2025. We will have the opportunity to visit the BOEING Seal Beach Facility. There we will have a tour of the Customer Service Operations Center and a visit to Heritage Hall. In addition we will visit the Executive area and get a Boeing/Retiree update.

The Operations Center is a 24/7 operation that supports Boeing commercial airplanes and their airline, cargo and other customers. Here you will see how the Boeing Customer Support Team helps keep Boeing airplanes operating smoothly and efficiently.

Heritage Hall is a place that celebrates and recognizes the accomplishments of all the companies that now make up the Boeing Company – Boeing, McDonnell-Douglas, North American Rockwell and Hughes Aviation. Replicas of the Collier Trophy, which has been awarded annually since 1911 “for the greatest achievements in aeronautics or astronautics in America,” are on display. The

companies that now make up Boeing have received the award 15 times starting with Donald W. Douglas and his technical and production personnel for the outstanding twin-engine transport airliner in 1935. Models and pictures of all of the major aircraft and spacecraft are on display.

The tour is expected to last 1 ½ – 2 hours. Attendance will be limited to 30 people. For those who choose to do so, there will be an opportunity at the end of the tour to purchase lunch in the Boeing Cafeteria. If you would like to attend, **email the following information to Jim Phillips (v8jr@verizon.net):**

- 1. Full name (including middle name)**
- 2. Birth month and day**
- 3. Cell phone number**
- 4. Email address**

Your full name and birth information are required by Boeing Badging and Security.

Attendance will be on a first-come basis. You will receive an email before the field trip with additional information, meeting location, and parking instructions.

FED EX EXTENDS MD-11 FLEET LIFE



Great news for trijet fans as FedEx has postponed the retirement of its 58 MD-11Fs from 2028 to 2032 due to higher growth projections, with 37 still in service. The

airline sees high demand for international heavy freight.

The company also exercised its purchase options for eight more Boeing 777 freighters, as stated in its third-quarter financial report, and the cargo airline placed its latest order for ATR 72-600 turboprop freighters.

BOEING SPACEPLANE COMPLETES HISTORIC MISSION



(U.S. Space Force photo)

Boeing spaceplane completes historic mission with successful landing in California.

After an impressive 434 days in orbit, the Boeing-built X-37B Orbital Test Vehicle (OTV) has successfully landed at Vandenberg Space Force Base in California. This marks the completion of its seventh mission, during which the reusable spaceplane traveled over 1.4 billion nautical miles and spent a total of 4,208 days in space. Throughout its mission, the X-37B conducted a variety of experiments, with valuable data now being analyzed by the U.S. Space Force to enhance future space operations.