



DAC - MDC - Boeing Retirees
of California

Roundup

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Jim's Corner

I started my last ROUNDUP column with "Well, isn't this a fine kettle of fish we find ourselves in" and we find ourselves still in it! I referenced the big concern that I could see for the aerospace/airline industry but didn't really comprehend how deep it was. I also said that "Hopefully by our next Retiree Luncheon in October the virus will be contained, and we can freely move about and be able to meet". WOW did I miss the boat on that one (like so many others I am sure). Now we have this resurgence of Covid cases and businesses, travel and gatherings will be clamped down again.

If anything tells it like it is, the July 4th holiday was like no other – not many family gatherings, BBQ's, and big, spectacular fireworks productions. Although I must say that the patriotic spirit was alive and well in my neighborhood. I do not know where the fireworks all came from, but I had a front row seat to one of the best shows I had ever seen. This may have been the case in your place as well, as it appeared that the whole LA/Orange County basin was lit up with serious home-grown fireworks shows.

Now for the disappointing news that we will not be having our October Retiree Luncheon. In our liaison with the Sycamore Centre, they have no plan or projection when they may be able to host an event. The Retiree Association Board met and based on the non-availability of our venue and the fact of the resurgence of the virus, it was decided that it would be best and safest to eliminate the October lunch and target for our March event. The Board considered some alternative possibilities but concluded that if we could not have the same great interaction and camaraderie with our friends and past co-workers, it would not be in the spirit of what the luncheons are all about.

We had an interesting speaker lined up, Branko Sarh. His topic was going to be "Advanced Flying Automobiles". Branko is an accomplished engineer with over 70 patents and has been employed by Airbus, MDC and Boeing. We have been in contact Branko and he has tentatively agreed to present at our March 2021 Luncheon.

We will keep you advised through the ROUNDUP as to our ability to have a March gathering. Certainly, it all depends on the direction the virus takes and our ability to get it under control. In the meantime – be smart, be safe.

Jim Phillips, President, DAC/MDC/Boeing Retirees

Welcome New Members

Cyndee R. Chism, C1/Seal Beach, Customer Support.

Victor R. Greco, C1, Security Officer

Steven F. Young, Seal Beach, Service Engineering

Barbara Callaghan, VP, Membership

737 MAX Update

As of this writing Boeing has completed a series of recent flight tests to demonstrate the effectiveness of its flight computer and the FAA is evaluating more data prior to approval of recertification. The FAA released a 131-page document outlining requirements for Boeing to meet prior to getting FAA approval to resume carrying passengers in the Max.

Impossible to Imagine; the DC-10 Turns 50 in 2020!



This year's COVID-19 restrictions have put me in front of a TV far more often than I could ever have imagined. One night while watching an old episode of Colombo I saw two suspects who were fleeing the country to Mexico boarding an airliner. The overhead bins were uncovered and old style, and it clearly was not a twin-aisle. Also, Peter Falk looked like the high school graduation picture version of himself. Out of curiosity I checked the program's original broadcast date and saw that it was 1968.

Hmmmm. No wonder the bins were old style and the plane not a twin-aisle. *There were no twin-aisles in service in 1968!*

That got me thinking further about how eagerly the flying public had awaited advent of the first twin-aisle commercial aircraft just at the time humans were also reaching for the moon. The first one I ever saw was a 747 in Pan Am colors doing first a high-speed pass and then a low speed, low altitude flyby with flaps down and all its landing gear dangling way back in 1969. It was an impressive sight. The plane was so huge it blotted out the sun as it seemingly took forever to lumber past. I couldn't wait to fly in one! But that was not to happen for a long, long time.

The next time I saw a jumbo close up was at LaGuardia Airport where a DC-10 in National Airlines livery was parked at the terminal. A service crew was on board getting it ready and I pleaded for a chance to inspect the interior.



They let me, and my first impression was that they had put wings on my living room it was so big and luxurious inside! I marveled at how roomy the interior was and the big movie screens mounted on the backs of the cabin dividers. Also, there were ceiling-mounted mood lights and air vents. Most of all, there were really big windows and enclosed baggage bins above them. It was love at first sight! I wanted to fly immediately.

A few years later I got my wish. A United DC-10 carried me from Chicago to Los Angeles for my initial job interview at McDonnell Douglas and flew me back to California for good after I was hired. It was as smooth and quiet and wonderful as I had imagined. It was an event repeated many times on trips over the years for both business and pleasure but the DC-10 itself was almost always the best part of the experience.

My stream-of-consciousness wandered further down memory lane to the earliest days of the DC-10 and I then remembered that 2020 is the 50th anniversary of its first flight. So, I decided the time was right to relive that epic adventure. For those of you who were there when the -10 took wing for the first time this should bring back wonderful thoughts. For those who were not, the story shows the pride and love that everyone who worked on the airplane had for her.

If you've got 27 minutes to see for yourself visit a video called The DC-10 Takes Flight on YouTube at https://www.youtube.com/watch?v=uOYY6WR2_jw&t=1465s, and enjoy!

DC-10 First Flight Memories Burn Brightly Even After Half a Century

Flight test engineer Shojun Yukawa was one of four Douglas crew members who made history onboard the DC-10 tri-jet first flight on a clear August day a half century ago. Thinking back, he was pleased to share his recollections 50 years after the fact. Yukawa, or “Yuk” as he was affectionately known



Shojun Yukawa today is 90 years young.

during his Douglas career, reminisced. His job for the first flight was to manage the testing sequence and flight test equipment onboard the DC-10.

Although born in Tacoma, WA, he found himself marooned in Japan when WWII ended, but wanting to return to the U.S. penniless, but hopeful, he borrowed enough from friends to afford steerage class passage on a ship out of Kobe. He finished high school in America, working hard after school to repay his debts.

At age 21 he enlisted in the U.S. Army, where his Japanese background and fluent command of the language landed him in the Intelligence Group stationed back in Japan. After his military service Yuk enrolled in the University of Michigan, where he earned a Bachelor of Science degree in aeronautical engineering.

Married by then with two young daughters, he headed west to work for North American Aviation in California. After two stints there and a time with Lockheed’s Special Projects Group, he came to Douglas in 1964 as a flight development engineer. He was a flight test engineer on both the DC-8 and DC-9 programs and spent six months helping to write production functional test procedures. Later he was a key member of the DAC sales team working with Asian customers.

But on Aug. 29, 1970 his only thought was to complete the series of tests and procedures that had been planned for the flight between Long Beach and Edwards Air Force Base. “Whether it is the first



DC-10 first flight crew in 1970 from left pilot Cliff Stout, co-pilot Harris C. (Van) Van Valkenburg, flight engineer John Chamberlain and flight test engineer Shojun Yukawa in photo originally published in DC Approach magazine.

flight, 10th flight or whatever, we had our jobs to do,” he said, “The FAA has many rules and requirements to meet.” But he admitted, “I still have my flight card from that first flight,” and lots of other memorabilia from his DAC experience. “I loved the airplane and it was very quiet inside. In all, it actually performed better than we had anticipated.”

The flight looked flawless from photos and extensive film footage and pilot Cliff Stout was genuinely enthusiastic about the DC-10 after landing. Asked if anything unexpected actually occurred during the flight Yuk said there had been a vibration that was discussed during the post-flight briefing. He said it was not critical and corrected by an adjustment to the landing gear.

Even at age 90 his love for aviation hasn’t diminished. Asked if he would like to be a flight test engineer on today’s aircraft, Yukawa’s eyes sparked and he gave an enthusiastic, “Yes!” Then reality took over. “But with the complexity of today’s aircraft, I think that should be left to the younger guys,” he concluded.

Daughter Eileen Kubota, who helped us greatly to bring this story to you was a youngster at the time. She was not present at Edwards for the flight's conclusion. But her mom Shizuko was along with the other three crew members' wives. "They were excited and very proud," Eileen said.



Wives of the DC-10 first flight crew members eagerly await their arrival at Edwards Air Force Base. From left are Shizuko Yukawa, Roberta Stout, Dena Van Valkenburg and Nancy Chamberlain.

20,000 Watched in Wonder as the DC-10 First Took Flight



Anticipation had been building for weeks, if not months, but taxi and braking tests had gone well and the scheduled first flight date had been moved up 2 ½ weeks to Aug. 29, 1970.

The first flight crew of pilot Cliff Stout, co-pilot Harris C. Van Valkenburg, flight engineer John Chamberlain and flight test engineer Shojun Yukawa boarded the aircraft at 9 a.m. that day for pre-flight checks. At 10 a.m. the big tri-jet began its takeoff roll and in seconds it lifted off from its home base at Long Beach bound for Edwards Air Force Base for a series of demanding flight tests. A crowd estimated

at 20,000 stood by to witness the historic event. Spectators marveled as the powerful but quiet and smokeless GE CF-6 engines boosted the DC-10 into the air.

The initial Series 10 version was designed to fly large payloads coast-to-coast in the U.S. and still operate from the relatively short runways at LaGuardia Airport. From the beginning the DC-10 was developed as a family of tri-jets with mid- and longer range, short runway performance, higher payloads and use in convertible freighter and full freighter service. Its adaptable design, center line landing gear, and versatility gave it an advantage over the competing Lockheed L1011 tri-jet, which couldn't be stretched and could only achieve longer ranges by reducing payload.

After takeoff, Stout guided the aircraft to the test area over Catalina Island as it climbed to 10,000 feet where the crew performed a few test maneuvers and then cycled the landing gear and flaps for the first time. The flight plan had called for evaluation of stability and control characteristics at altitudes up to 20,000 feet, but with the ship proven airworthy Stout determined that the DC-10 testing could safely proceed to 30,000 feet.

Scheduled was testing of all systems: stability and control, flying qualities evaluations, structural/aerodynamic damping tests up to 300 kts, low speed handling characteristics and various other tests. As Stout reported on landing the DC-10 performed exceptionally well, leading to a record-setting first flight duration of 3 hours and 26 minutes.

He could not contain his enthusiasm. He said the aircraft had the agility of a fighter and the grace of a swan. The flight desk's larger proportions and new seat design made the DC-10 comfortable and "a pleasure to fly." Its huge windows contributed to impressive visibility. "The panorama before us brought the whole of Southern California to us. There's just nothing like it," Stout said. Eventually four other aircraft would join in the test program, completing 1,550 flight test hours. Over 2,000,000 pages of engineering data were submitted to the FAA prior to certification.

Stout was well prepared for his historic flight. He joined Douglas Aircraft Company in 1956 as a production and delivery pilot on the DC-4. He soon

became a test pilot on the DC-6 and DC-7 aircraft. In 1958, he was assigned to the jet aircraft DC-8 test program. Stout had been the pilot in command for the first flight of the giant DC-8 series 63. He was involved in the DC-9 test program where he helped design the cockpit and develop the All-Weather System in addition to completing a significant number of the critical test flights.

In 1969 Stout became project pilot for the DC-10. He was involved in all phases of the aircraft's development including design of the flight deck, and flight tests before being pilot in command on its maiden voyage. During his tenure at McDonnell Douglas, Stout trained airline pilots around the world on the DC-6, DC-7, DC-8, DC-9 and DC-10 and was instrumental in the international marketing of the different models. In 1970, he became Director of Flight Operations. Sadly, Cliff is no longer with us to recount his memories of that momentous day and the aircraft he helped design.

In its 50 years the DC-10 has had a storied history. Millions of passengers climbed onboard to visit friends and family, see the world or conduct business. Millions more received cargo and packages carried to them in the huge cargo bays of passenger versions and main cabins of the freighters. The U.S. military used KC-10s to refuel its aircraft and carry troops and equipment around the world. The DC-10 is beloved by thousands of people in many nations who owe their eyesight to experts who flew their way to them aboard the Project Orbis flying eye hospitals. And many more had their homes, property and perhaps their lives saved by DC-10 fire-fighting tankers. It is a proud legacy that continues today.

But there can be only one 1st flight. That was 50 years ago and truly an event to remember and celebrate.

Our thanks go to Elayne Bendel for her stories of the great DC-10.

The Incredibly Versatile DC-10!

When I look back at my 40.5-years in commercial aviation, I am forever grateful for the many opportunities afforded me to be involved in a variety of DC-10 support activities! In fact, I will never forget these times and will always place them high on my own list of career favorites.

From my vantage point at my permanent residence within the Kissimmee Bay Country Club subdivision, I am treated to a variety of airplanes flying overhead on their final approach to Orlando International Airport (KMCO). Oh yes, there is a continuous and wide variety of airplane types passing overhead that I observe throughout every single day. Of course, some of my neighbors find this endless parade of airplanes passing overhead to be a disturbance.

I find the sights to be a true pleasure and the noise to be "music to my ears"! In case you have forgotten, the truly-unique and remarkable DC-10 first entered airline passenger-carrying service on August 5, 1971 with its premier customer, American Airlines!

In all, the McDonnell Douglas Long Beach division built and delivered a total of 446 DC-10s in three different basic models, the series 10, 30, and 40, and several variations of these models, including the U. S. Air Force, KC-10, an airborne tanker/freighter.

So, at this point you may wonder exactly what has motivated me to write this article? Well, just recently, I heard a not-so-common airplane sound overhead and so I necessarily had to look skyward to see what was going on! I was taken back many years and it truly warmed my heart when I identified the airplane as a FedEx DC-10, now re-designated as an MD-10 following its modification to a 2-in-lieu-3 person cockpit and other modifications. It was after this sighting that I did a bit of research and found the DC-10 entered airline service on August 5, 1971, as noted above. I then did the math and concluded that August 5, 2021, will be the 50th anniversary of the DC-10's original service entry! Just incredible! Who would have ever predicted just how robust and reliable the DC-10 would prove to be and it is still going strong!

Our Thanks to Dan Pemble, McDonnell Douglas/Boeing Field Service Rep. (retired September, 2009)

If others would like to contribute their memories of experiences, during their time at Douglas or MacDonnell Douglas, please e-mail me at;

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