DAC - MDC - Boeing Retirees
of California

Roundup

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Bill's Corner

Looking back at prior issues of the Roundup, I can see we have celebrated victory over COVID a couple of times, and yet it is still an issue. Most Americans seem to have decided to accept the risk and have less restrictions on their lives. Your Board feels comfortable having luncheons, assuming people will get their vaccines and mask up if needed. We would love to see you at our next luncheon October 4, seeing old friends and teammates, catching up on things, and socializing responsibly.

As I write this, we are in the peak of the summer travel season. Being retirees, we don't have to travel during the peak, but some of us do and are seeing the difficulties facing the airlines and travelers. The collapse of demand during the pandemic forced the airlines to dramatically reduce schedules, grounding large numbers of airplanes, pilots, attendants, gate agents, mechanics, and just about everyone in the travel industry. They are working hard to restore all those flights, but it is a big job. Airplanes must be serviced, pilots must regain currency, and loads of other staff need time to get back up to speed. Some people at or near retirement age made the decision to retire early, others decided to change careers, some are delaying a return to work – maybe they want to play a few more rounds of golf first. That all combines to make it hard to increase capacity as rapidly as demand has increased.

Boeing seems to be nearing the end of the tunnel on FAA corrective actions. The 737Max has been delivering for almost 2 years, now at a rate above 30/mo. with 51 delivered in June 2022. There is still an issue with the Max10 but lots of people are working very hard to get it certified, delivered and in service. And the FAA gave permission for 787 deliveries to restart so that part of the puzzle is in place. Now it is just work hard and get airplanes delivered. All indications are that demand will exceed supply for quite some time.

The Douglas World Cruiser project is back on the agenda for our next luncheon meeting. Most of us are familiar with the World Cruisers' Around the World flight in 1924, and the role that project played in cementing the reputation of Douglas Aircraft and its place in the Company logo. Current World Cruiser replica work was interrupted by the necessity to move from one airport to another to control expenses. It was relatively easy to move the airplane – it is in flyable condition, so it made the move to Chehalis by air, a 67-mile flight south from Renton. The hangar full of parts, equipment, tools, plans, etc. was a bigger issue. But the move was accomplished, and work has resumed in earnest. We are hoping Bob Dempster will update us on the schedule to replicate the flight around the world in addition to telling us the history of the project. Perhaps they can launch next April 4th, the 99th anniversary of the launch date for the original.

Bill Rickard, President,
DAC/MDC/Boeing Retirees

DC-8 Featured in *Staying Together* Video

You'll love former DAC artist Mike Machat narrating the video DC-8 Jetliner – Southern California Enters the Jet Age, a nostalgic look at the a/c and DAC facilities. View at https://www.youtube.com/watch?v=eqnkat2ErZ4

Reminder
We now have two Mailing Addresses:

For Luncheon Checks P.O. Box 5482, Fullerton, CA 92838

For Membership Dues P.O. Box 3271, Seal Beach, CA 90740

KC-46A: The World's Most Advanced Aerial Refueler

Ideal size and capability to ensure more booms in the air throughout the operational theater

The KC-46 delivers more fuel at all ranges and from shorter runways than the KC-135 aircraft it is replacing for the U.S. Air Force. The KC-46 takes up less ramp space than competing commercial-derivative tankers, enabling mission reach at forward and austere airfields.

Combat-ready countermeasures and survivability

The KC-46 is built to U.S. Air Force specifications for combat readiness and survivability. Multiple layers of self-protection systems and combat-ready defensive countermeasures include the Tactical Situational Awareness Suite; nuclear, chemical, and biological hardening; flight deck armor; radio frequency threat detection; and infrared missile countermeasures.

Versatility for cargo, passenger or medevac airlift

The KC-46 accommodates three times more cargo pallets, up to twice as many passengers and about 30% more aeromedical evacuation patients than the KC-135 aircraft it is replacing for the USAF.

The KC-46's large cargo door and cargo rollers enable rapid mission reconfiguration. The Pegasus can switch from cargo mode to passenger/medevac modes in two hours. It is capable of carrying as many military-standardized pallets as a C-17 and is compatible with all U.S. Air Force loaders. The KC-46 provides onboard emergency oxygen and electrical power for medevac support.

Next-generation capability to evolve for the mission

The Advanced Battle Management System, a top modernization priority for the U.S. Air Force, will leverage the KC-46's flight-test-proven Wing Air Refueling Pods to turn the tanker into an airborne "internet hotspot" connecting the data fabric of the all-domain warfighter at the tactical edge.

The U.S. production line builds the KC-46 to be a tanker from day one — not an aftermarket modification — making it uniquely suited to integrate new capabilities and advanced technology.

KC-46 Tanker: Flying Today's Air-to-Air Refueling Missions; Poised for the Future Operationally deployed and delivering fuel today

The U.S. Air Force has approved the KC-46 to operationally refuel 97% of the receiver aircraft requesting support from U.S. Transportation Command (USTRANSCOM), including 5th Gen stealth low-observable fighters. The KC-46A provides in-flight refueling support for the Air Force's highest priority missions, including presidential support and real-world, theater operational missions.

The U.S. Air Force operates the KC-46A Pegasus tanker out of five bases: Altus Air Force Base, McConnell Air Force Base, Pease Air National Guard Base, Seymour Johnson Air Force Base and Joint Base McGuire-Dix-Lakehurst.

Certified aircraft and production line

The U.S. Federal Aviation Administration has already certified the KC-46A to the maximum extent possible. The KC-46A is the only tanker that meets the stringent airworthiness and performance requirements of the FAA and U.S. Air Force. It is built in the U.S. with suppliers in more than 40 states.

Delivering multirole tankers to the U.S. Air Force and allies

Boeing has built and delivered 61 of the 179 KC-46A tankers currently planned for the U.S. Air Force and two KC-46A tankers to the Japan Air Self-Defense Force. Boeing delivered the first KC-46A tanker to Japan in October 2021 and the second in February 2022. Boeing is currently on contract to deliver four KC-46A tankers to Japan.

The Israeli Ministry of Defense has signed Letters of Offer and Acceptance for four KC-46A multirole tankers.

KC-46 Sets Air Mobility Command Record with a 24.2-Hour Flight

A KC-46 Pegasus crewed by airmen from the 22nd Air Refueling Wing flew for more than 24 hours, establishing a new Air Mobility Command record and covering more than 9,000 miles, the Air Force announced. The 24.2-hour, record-breaking flight—which lasted from May 5 to 6—was intended to gather data on the "feasibility, limitations, potential risks as well as unique benefits of the KC-46 for long-duration flights," according to a service press release.

Six pilots, three boom operators, a photojournalist, and a physician assistant took part in the flight, with two-pilot teams swapping out every four hours while a backup pilot team gathered data and took notes.

"In flight medicine, our goal is to preserve not only the health and safety of the aircrew, but also to preserve the safety of the missions those aircrew perform," Maj. Cory Henderson, 349th Air Refueling Squadron aeromedical physician assistant, said in the statement. "For this mission, we've tried to do that from the start of planning and now through the execution phase."

During the flight, the KC-46 performed dry contacts with another KC-46, refueled four Marine Corps F-35s, and was itself refueled by another KC-46. The flight path included both the northern and southern borders of the U.S. as well as the East and West Coasts.

On social media, aviation enthusiasts tracked the flight path, which started and ended at McConnell Air Force Base, Kan., passing over roughly three dozen states. Planning for the flight took several weeks and required in-the-air adjustments, according to the Air Force, as severe weather in certain areas forced the crew to adjust the route.

"This 24-hour sortie is a critical step in the operational evolution of tankers and the role the KC-46

plays in that," Col. Nate Vogel, 22nd Air Refueling Wing commander, said in the statement. "This sortie helps mobility forces identify how best to operate on long-duration sorties from human, to machine, to mission aspects. Long-duration flights are inherently full of risk, and conducting this operation now allows us to identify those risks, and then build and apply mitigations in a more controlled environment."

This new record also marks a positive milestone for the KC-46, which is expected to replace the KC-135 but has been plagued by issues throughout its development. The biggest problem, the troubled Remote Vision System, has cost hundreds of millions, delayed the declaration of full-rate production, and forced the tanker to stop refueling certain planes.

Most recently, though, the Pegasus has been cleared to refuel 85 percent of the fleet and conducted its first refueling of an international aircraft, a Spanish EF-18 Hornet.

While the May 5-6 flight marks a new record for AMC, the Air Force has had previous experience with lengthy flights. In 2001, B-2 bombers flew from Whiteman Air Force Base, Mo., across the Pacific to strike Afghanistan at the start of Operation Enduring Freedom, spending upwards of 40 consecutive hours in the air. Also during Operation Enduring Freedom, a pair of F-15E crews flew a sortie of 15.5 hours, the longest fighter combat sortie ever.