



DAC - MDC - Boeing Retirees
of California

Roundup

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Newsletter No. 193

www.macdacwestretirees.org

September, 2019

JIM'S CORNER

We have a real potential for having a very interesting speaker for our next luncheon on October 1, 2019. He is a World War II veteran and B-24 pilot. We planned to have him at the March luncheon, but he had to cancel due to a health issue. He has been on the mend and hopefully he will be able to make it in October. For additional information see Bill Rickard's article. One way or another we will have someone.

Another opportunity for our aviation book collectors, is a chance to purchase some special items from a large collection. The collection belongs to the family of Jay Perry (formerly the Director of Quality at our Long Beach plant), and they have offered the proceeds of any sales to the Retiree Association. See the article in this ROUNDUP which provides information on how to access all the titles that are available. Thank you so much to Jay's family for this generous offer.

At our October 1st Luncheon and Meeting we will be electing Board members for the 2020-2021 term. The candidates listed below have agreed to serve. You will be asked to vote for or against this slate of candidates by a show of hands.

- **President – Jim Phillips**
- **VP Programs – Bill Rickard**
- **VP Communications – Ron Beeler**
- **VP Finance – Rolf Sellge**
- **VP Secretary – Elayne Bendel**
- **VP Membership – Barbara Callaghan**
- **VP Meetings – Barbara Callaghan**
- **VP Special Projects – Open**

We do have opportunities for Association members to assist the Board as Executive Committee members. If you would like to be a candidate or have a candidate that you would like to nominate you may do so by mail before September 20th. We are especially looking for an individual to take VP Membership as Barbara Callaghan is currently serving in two Board offices. This would allow her to focus on her VP Meetings position. Nominations are to be sent to DAC-MDC-Boeing Retirees, P.O. Box 5482, Fullerton, CA 92838. Along with the candidate's name, include any pertinent information in the case he or she is not well known to the membership.

Please plan to be at the Fall Luncheon on October 1st (the first Tuesday in October), at the Sycamore Center. Remember to get your reservations in on time (10 days prior to the Luncheon) as there are no walk-ins available at Sycamore Center. Hope to see many of you on October 1st.

Jim Phillips, President, DAC/MDC/Boeing Retirees

ATTENTION AIRPLANE MEMORABILIA COLLECTORS

Collectively our family has over 125 years with DAC, MDC and Boeing going back to the 1960's. Over the years we have collected many books, magazines, service bulletins, etc. It is time for us to let them go. If you are interested, please provide your contact information in an email to aerospace.collection@yahoo.com, we will send you a list of the items. All proceeds will go to the DAC-MDC-Boeing Retirees Association. Any items remaining will be donated to a local library and museum on October 7, 2019.

Thank you,

Kathy and John Hamilton, Members

KCET is airing some exceptional Aerospace History Programs, check your TV Guide.

LUNCHEON SPEAKER

Our speaker for the October 1, 2019 luncheon is, like most of us, a retiree, but for most of us the similarity ends there. It could be his age, as he will celebrate his 97th birthday in September, which makes him older than most of us. It could be his volunteer work as a docent at the Lyon Air Museum, as only a few of us do that. It could be his service as a pilot in WWII, a distinction that few of us hold.

Bob Ruiz is a native Californian, was born in San Diego in 1922, and grew up in Pacific Beach. His father owned a nursery, and by age 18 Ruiz was supervising men who were older than he was.

By the time war broke out on Dec. 7, 1941, Ruiz had graduated from La Jolla High School and registered for the draft. In 1942, Ruiz applied for the aviation cadet program and was accepted.



He had primary training in Santa Maria and advanced training in Douglas, Ariz. where he learned how to fly twin-engine planes and received his wings as second lieutenant. In Pueblo, Colorado he learned how to fly the B-24 Liberator, the four-engine airplane he would eventually command while stationed in England.

The goal for each mission was pretty straight-forward: drop bombs and hamper the war effort on the German side. During one of those missions, Ruiz's plane was hit and lost one engine and the brakes. Before he got to the English coast, he lost another engine. Ruiz managed to return to base and land the plane safely, saving the lives of his crew members and his own. He was later awarded a Distinguished Flying Cross for his actions.

After four years in the service, Ruiz opted for college instead of re-enlistment and attended San Diego State. A couple of years later he became shareholder of Packaging Corporation of America. In 1966 he married his wife Gloria, who worked at the business.

They have one son and two daughters. Ruiz, who lives in south Orange County, is long retired but still keeps active as a volunteer docent and speaker for groups like ours.

Bill Rickart-VP, Programs

World War II HISTORY

On average, 6,600 American servicemen died per MONTH, during WWII (about 220 a day). People who were not around during WW2 have no understanding of the magnitude.

This gives some insight: 276,000 aircraft were manufactured in the US. 43,000 planes lost overseas, including 23,000 in combat. 14,000 lost in the continental U.S.

The staggering cost per aircraft in 1945 dollars vs 2019 dollars (\$1 = \$14.11).

B-17, \$204,370 (\$2,884,522)

P-40, \$44,892. (\$633, 615)

B-24, \$215,516. (\$3,040,931)

P-47, \$85,578. (\$1,207,866)

B-25, \$142,194. (\$2,006, 956)

P-51, \$51,572. (\$727,898)

B-26, \$192,426. (\$2,715,942)

C-47, \$88,574. (\$1,250,152)



B-29, \$605,360. (\$8,544,180)

PT-17, \$15,052. (\$212,447)

P-38, \$97,147. (\$1,371,154)

AT-6, 22,952. (323,949)

From the Germany's invasion of Poland, Sept. 1, 1939 until Japan's surrender on Sept. 2, 1945 = 2,433 days, *America lost an average of 170 planes per day.*

A B-17 carried 2,500 gallons of high-octane fuel and carried a crew of 10 airmen, consumed 9.7 billion gallons of gasoline. 108 million hours were flown. 460 Billion rounds of aircraft ammo fired overseas. 7.9 million bombs were dropped overseas. 2.3 million combat flights were flown, 299,230 aircraft and 808,471 aircraft engines and 799,972 were used.

WWII's MOST PRODUCED COMBAT AIRCRAFT

Russian Ilyushin IL-2; 36,183

Yakolev Yak; 31,000

Messerschmitt Bf-109; 30,480

Focke -Wulf Fw-190; 29,001

Supermarine Spitfire; 20,351

Convair B-24/PB4Y; 18,482

Republic P-47 Thunderbolt; 15,686

North American P-51 Mustang; 15,875

Junkers Ju-88; 15,000

Hawker Hurricane; 14,533

Curtiss P-40 Warhawk; 13,738

Boeing B-17 Flying Fortress; 12,731

Vought F4U Corsair; 12,571

Grumman F6F Hellcat; 12,275

Petlyakov Pe-2; 11,400

Lockheed P-38 Lightning; 10,037

Mitsubishi A6M Zero; 10,449

DeHavilland Mosquito; 7,780

Avro Lancaster; 7,377

Heinkel He-11; 16,508

Handley-Page Halifax; 6,176

Messerschmitt Bf-110; 6,150

The US lost 14,903 pilots, aircrew and support personnel plus 13,873 airplanes inside the continental United States. There were 52,651 aircraft accidents, 6,039 (involving fatalities) in 45 months. Average 1,170 aircraft accidents per month, nearly 40 a day.

It gets worse, almost 1,000 planes disappeared in route from the US to foreign climes. But 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 in Europe) and 20,633 due to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16-percent loss rate and meant 600 empty bunks in England. In 1942-43, it was statistically impossible for bomber crews to complete the intended 25 mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed.

The B-29 mission against Tokyo on May 25, 1945, cost 26 Super Fortresses, 5.6 percent of the 464 dispatched from the Marianas.

Over 40,000 airmen were killed in combat and another 18,000 wounded. Some 12,000 missing men were declared dead, including those "liberated" by the Soviets but never returned.

More than 41,000 were captured. Half of the 5,400 held by the Japanese died in captivity, compared with one tenth in German hands.

Total combat casualties were 121,867.

The US forces peak strength was in 1944 with

2,372,000 personnel, nearly twice the previous year's figure. Losses were huge, but so were production totals.

From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That was not only for US Army, Navy and Marine Corps, but also for allies as diverse as Britain, Australia, China and Russia.

Our enemies took massive losses. Through much of 1944, the Luftwaffe sustained hemorrhaging of 25% of aircrews and 40 planes a month.

Experience Level:

Uncle Sam sent many men to war with minimum training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft.

The 357th Fighter Group (The Yoxford Boys) went to England in late 1943 having trained on the P-39s, then flew Mustangs. They never saw a Mustang until the first combat mission.

With the arrival of new aircraft, many units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em.". When the famed 4th Fighter Group converted from P-47s to P-51s in Feb 44, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly 51s on the way to the target".

A future P-47 ace said, "*I was sent to England to die.*"

Many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WW2, safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours respectively, a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2. The B-29 was

even worse at 40 per 100,000 hours; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to be able to stand down for mere safety reasons. (Compare when a \$2.1 billion B-2 crashed in 2008, the Air Force declared a two-month "safety pause").

The B-29 was no better for maintenance. Although the R3350 was known as a complicated, troublesome power-plant, only half the mechanics had previous experience with it.

Navigators: Perhaps the greatest success story concerned Navigators. The Army graduated some 50,000 during WW2. Many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet they found their way across oceans and continents without getting lost or running out of fuel -a tribute to the AAF's training. At its height in mid-1944, the USAAF had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. That's about 12% of the manpower and 7% of the airplanes of the WW2 peak.

SUMMATION:

Another war like that of 1939-45 is doubtful, as fighters and bombers have given way to helicopters and remotely controlled drones, e.g.; Action in Afghanistan.

But within our living memory, men left the earth in 1,000 plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

SOURCE: Dick Roberts, Air Force Association, Chapter 105, "Flight Line", April 2019

WELCOME NEW MEMBERS

Ron Gill, C-17 - Fab Planning, Production Engr.
Dorene Horner, C1/A3/Seal Beach, Supplier Mgmt.
Deanna Meidroth, A3 – Buyer, Procurement
John Weiser, C1- Product Support
Connie McDowell C1-Engineering

Barbara Callaghan, VP, Membership