

DAC - MDC - Boeing Retirees  
of California

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# Roundup

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## Bill's Corner

I'll start by wishing you all a happy vacation season and hope you have been able to make the best of it. After a wet winter, we are in a dry summer and days filled with sunshine (maybe literally, maybe metaphorically). Of course, being retired, we don't have to take vacations in the summer season – we can do it year-round!

Boeing might still hold interest for you (as it does for me), so I will say a bit about the state of the Company. BCA scored a victory in winning the competition to build a sustainable flight demonstrator for NASA that has been christened the X-66A (picture below).



It is expected to show breakthrough levels of fuel efficiency and might be the basis of the next new Boeing jet transport. It warms the heart that the flying demonstrator will use a MD-90 fuselage with the transonic truss-braced wing attached with first flight set for 2028. On the other hand, Boeing currently has no target date to introduce a new airplane to fill the void being left by 767 and 757 retirements nor to replace the aging 737 design.

The quarterly financial report continues to show

losses and write-offs for various things that have gone wrong. We must hope that Boeing is close to having solutions in place for all of that and profitability is just around the corner. Finally, you probably know that Boeing stopped publishing Frontiers some years ago and replaced it with Innovation Quarterly. You can find it on the Boeing website "boeing.com".

We have talked about the health and future of our Retiree Club a few times and have undertaken a search for ways to make our money (your money) go farther. One action the Board has been working on is the disconnect between what we have to pay for the luncheon and what we charge (what you pay). We are close to reaching a conclusion and plan to make an announcement at the October luncheon. Another significant issue for an organization like ours is membership. Maintaining a balance between people joining and leaving is essential to long term survival. We are taking steps to make sure that people retiring from Boeing today know about us and hopefully some of them will join. You can play a part by encouraging your co-workers to attend luncheons and being members. This could be viewed as selfish – getting more people to the luncheons makes more people to socialize with.

Changing topics again, the annual EAA AirVenture (often simply called Oshkosh) event is underway as I write. The content of this massive show goes far beyond its name (experimental aircraft) to include many aircraft manufacturers with their booths and displays, multiple large buildings full of vendors, displays of all sorts of airplanes, flight demonstrations, and thousands of fly-in attendees with their massive rows of parked airplanes. On my first

trip to EAA I was surprised to find that the major sponsors included companies like Boeing and Ford, who seem unrelated to the subject, but take advantage of the hundreds of thousands of attendees to promote the brand. BTW, the head of the EAA, which organizes this event, is our own Jack Pelton, a former DAC Long Beach Engineering Director. If you love airplanes, this should be on your list of places to go!

## **OCTOBER LUNCHEON**

Our speaker for October is Robert Gerhart, Director of Engineering, Northrop Grumman Aerospace Systems. He is responsible for specification, design, development, and delivery of developmental and production articles for the organization. Mr. Gerhart joined Northrop Grumman in 1981 and for forty-two years has experienced increasing technical, business development and program management responsibilities. He attended Texas A&M University and graduated with a Bachelor of Science Degree in Aerospace Engineering in 1981.

Most Americans are familiar with the Wright Brothers and their successful first flight at Kitty Hawk, North Carolina in 1903. They may also know a little of the brothers' continued efforts to perfect their design in Dayton, Ohio through 1905.

This presentation will detail the brothers' activities from 1906 through 1909 as they revealed their accomplishments to the public in both Europe and the United States. Through words and pictures, the program will look at Wilbur's roadshow in France and the highs and lows of Orville's demonstrations to the U.S. Army.

We will also review other claimants to the title "First to Fly". It has been said that only Thomas Jefferson has more monuments and memorials in the United States than the Wright Brothers and with this presentation, you'll understand why.

We encourage you all to attend, spend time with

friends not often seen, and enjoy Robbie's story.

## **BOEING NEWS & NOTES**

The Boeing Company has begun a "Boeing Retiree e-newsletter" that will be published quarterly. It will have articles on Boeing News & Notes, How Retirees can help Boeing through advocacy with elected officials, Retiree Gift Match information and staying connected through Boeing Retiree Organizations. If you're interested in receiving this e-newsletter, send your email address to Cory Ertel at [cory.j.ertel@boeing.com](mailto:cory.j.ertel@boeing.com) asking to be added to the contact list. Cory is a member of the Boeing Government Operations Strategy and Advocacy Group.

## **RETIREE ADVISORY BOARD**

Recently I received updates from Boeing on the RFP's they sent out to all insurance companies to provide their best Medicare Advantage Program, to offer to MDC Retirees.

The inputs have resulted in Aetna Insurance having submitted the best plan for our Retirees and being selected for the 2023-2024 period, both early retirees and those covered by Medicare. As a result, all the plans currently provided by United Health Care and Scan will be replaced by the chosen Aetna Plan. For the upcoming year we will still be offered a choice between the Kaiser and Aetna Advantage Plan, but the Scan and UHC Supplemental plans will not be offered.

Those covered by the current UHC Supplemental Plan will have to decide whether they want to change to an Advantage plan or go to outside sources to keep a Supplemental plan. I am told that the Aetna Plan doesn't have a network of Physicians per se, so your current Physicians should be acceptable? This news from Boeing is not final, but we must be ready when the renewal period starts.

**Ron Beeler, Retiree Advisory Board Member**

## Retirees Team Visits LAX Flight Path Museum and Lunches at Revamped Proud Bird Food Court

by Elayne Bendel



Some 30 Retirees Association members, family and friends hopped on an L.A. County-supplied bus at the Sycamore Centre, Lakewood, and spent a stellar morning July 18 touring the LAX Flight Path Museum and then enjoying unparalleled views of LAX flight operations during lunch at the Proud Bird.

This was the first field trip by our group in several years. Thanks to advance planning by Special Events V.P. Jim Phillips the visit and lunch went off without a hitch. And what fun!

Our Association made a \$125 donation to the museum and Jim Phillips also presented a framed DC-3 portrait to museum board member and our host Jean-Christophe Dick.

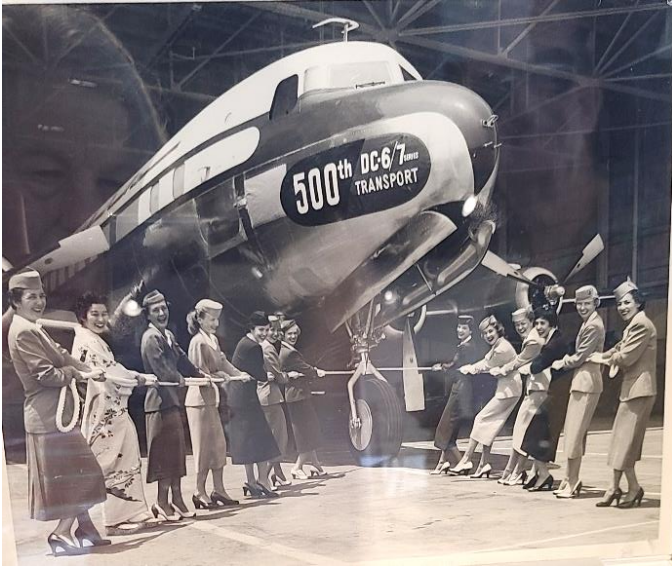
The museum is a joint venture between Los Angeles World Airports and the Flight Path Learning Center and Museum. We learned LAX was originally founded in 1928 as Mines Field and has expanded numerous times since. Commercial airline service began there in 1946 and LAX



celebrated its 75th anniversary on Oct. 1, 2003. Most of us remember the dedication of the Bradley International Terminal there in 1984, just in time for the Summer Olympics in Los Angeles. Amazingly, current expansion and airport improvements also are underway at LAX in preparation for the Olympics' third visit to Los Angeles scheduled for 2028. DAC-built aircraft have played a major role in the history of LAX. A plaque outside the museum recognizes the first trans-polar flight to Europe originated in L.A. by



SAS with a DC-6B in 1954. Resident airlines operated numerous DAC aircraft, and models from American Airlines, Flying Tigers, Mexicana, AirCal and other carriers dot the museum.



A DAC news release on display described the rollout of the 500th aircraft of the DC-6/DC-7 series at the nearby Santa Monica plant as a group of stylish 1950s flight attendants tugged a rope in a mock attempt to tow the airliner out the door.

Among the museum's more unique displays are vintage crew uniforms of LAX-hosted airlines such as those outfits shown below.



The onsite William A. Schoneberger Research Library is a small, but well-stocked room filled with aviation and LAX-related books. Schoneberger was president of the Aero Club of Southern California, custodian of the Hughes Flying Boat when it was based at Long Beach Harbor before moving to its current home in Oregon. More popularly known as the "Spruce Goose" it

was conceived as a super-sized wooden troop carrier due to the scarcity of metal during WWII. It was not ready in time for war service but made its only flight on Nov. 2, 1947 in a surprise liftoff during taxi testing with Howard Hughes at the controls. A small model of the aircraft is displayed at the museum. Schoneberger, who passed away in 2009, was a frequent visitor to our offices in Long Beach. He was a great friend to DAC's late Communications Director Ray Towne. He wrote numerous books on aviation including California Wings, a history of aviation in Southern California, for which we helped with research.



A special treat at the museum was an Emirates A380 super widebody jet temporarily parked on the tarmac just outside the museum behind a vintage DC-3, which is on permanent display. Although we couldn't exit to that area, the two aircraft proved irresistible to shutter bugs even with obstructions.

After our tour, we made the short trip to the Proud Bird Food Bazaar and Events Center. Founded in 1967 as a chic dining spot, the restaurant boasts large windows overlooking the runways at LAX. It got its name from the Continental Airlines slogan, "The Proud Bird with the Golden Tail," which referred to the former airline's golden tail logos.

Founder David Tallichet was a WWII pilot with over 20 combat missions. He opened several aviation themed restaurants. Early days Proud Bird guests were offered earphones to listen to control tower chatter over meals as planes went by. The food court opened at the location in 2016.

Inside, a WWII Flying Tigers P-40 is suspended from the ceiling at the main entrance and vintage

aircraft are displayed outside. These include a DC-3, Lockheed P-38 fighter, a Bell experimental jet, and others providing a welcome dining experience where past meets present. Nowadays, there are no earphones, but the LAX view is just as marvelous.

Our thanks to Jim Phillips for some of the photos in this story and for a great job coordinating our trip!



## Nadine Ramsey, Pilot

I read this article some time ago and just now found space to print in our newsletter. Perhaps some of you knew Nadine Ramsey during her years at Douglas El Segundo?



**March 1946: Pilot Nadine Ramsey, admiring her new P-38 fighter plane. (Photo by Peter Stackpole/The LIFE Picture Collection/Getty Images)**

Before she died, Nadine Ramsey, a pioneer female aviator who played a heroic role in World War II, had requested that her ashes be spread from an airplane over the Pacific Ocean and Long Beach Harbor.

Ed Ramsey, her brother and an American war hero himself, climbed aboard a Cessna at Long Beach Airport on March 4, 1997, to carry out his sister's wishes. He leaned out the plane's window and released her ashes over the ocean and watched "as they were swept away instantly by the wind, just how she had wanted to go. His brave sister was floating forever, riding the air currents, as part of the restless sea and sky. She was home."

This emotional moment is described in the compelling book, "Taking Flight, the Story of Nadine Ramsey," written by Raquel Ramsey, her sister-in-law, and Tricia Aurand. It is a story of a young girl raised in Depression-era Kansas who rose above adversity and dreamed of flying, something a lot of women simply didn't do in those days.

But she persevered, got her pilot's license and soloed in 1936, leading to a life of adventure. Nadine Ramsey was never one to brag or boast, but her life as a pioneer female aviator and her role in World War II is the stuff that movies are made of.

She became one of the first two women to fly mail for the U.S. Postal Service and was one of 1,102 women to join the Women's Airforce Service Pilots and one of only 303 WASPs to transport military aircraft to bases across the nation for use by men in combat against the German Luftwaffe. She also instructed male pilots to fly fighter planes. She was one of only 26 WASPs who flew the storied Lockheed P-38 Lightning, a fighter plane known for its distinctive twin tails. And, after the war she became the only woman to own a P-38, naming it "Lucky."

In a foreword to the book, Maj. Gen. Jeannie M. Leavitt, Director of Operations and Communications, Air Education and Training Command, Joint Base San Antonio-Randolph, Tex., said her journey as an Air Force pilot would not have been



possible without “incredible women” like Nadine Ramsey blazing the way before her.

“Nadine Ramsey can rest in peace, knowing that her story will encourage future generations,” Leavitt said.

Nadine Berniece Ramsey was born Aug. 28, 1911, in Carlyle, Illinois, 50 miles east of St. Louis. Her brother, Ed, was born on May 9, 1917. Because an oil boom in Carlyle was slowing down, the family moved to Kansas where an oil boom was taking off. Tragedy struck when Claude Ramsey, Nadine’s father who had become increasingly abusive, was taken to jail. He was found hanging in his cell the next day. The family moved to a small house just east of downtown Wichita in 1930 and Nadine’s dream of flying became a reality.

In 1939, Nadine concluded she had gone as far as she could go in Wichita, and she moved to California in a small house a block from the Pacific Ocean in Manhattan Beach. Southern California was a hotbed of aviation then with Douglas Aircraft achieving fame in manufacturing airplanes in El Segundo and Long Beach.

By [RICH ARCHBOLD](#) | Press-Telegram

## STAYING CONNECTED

### Beat the Blues with Video Featuring FedEx DC-10s



If the summer heat has you down, why not beat those summer blues with a gorgeous video featuring Fed Ex DC-10s doing what they did best---landing, taking off and flying?

Although Fed Ex has retired its DC-10s, at one time it was the largest operator of our big tri-jets.

You’ll get that serene Zen feeling watching these giant, but graceful birds in action in a beautiful tribute video on the YouTube free application.

It is produced by Mark Brandon and entitled *Farewell to the FedEx McDonnell Douglas DC-10! The End of an Era* available online at <https://www.youtube.com/watch?v=YBPRE6CJWd4&t=22s>

The video has no narration, just ambient sounds of DC-10s in action. It runs for 32 minutes and 24 seconds of poetry in motion. It will make you smile, but also just might bring a tear to your eye. Mark’s love of the aircraft is obvious, but his accompanying statement tells all:

“It was truly special to have been given the opportunity to see the DC-10 twice a day for as long as I was able too - at least I still get to see the MD-11!

FedEx was the largest DC-10 operator so this is a huge retirement. :( Farewell to the FedEx McDonnell Douglas DC-10 fleet. After over 40 years of service, FedEx has sadly officially retired the last remaining DC-10's from their fleet on December 31<sup>st</sup> 2022.

FedEx flew both their shorter DC-10-10F and larger DC-10-30F to Montreal/Mirabel airport (YMX) twice a day for many years on the Memphis route. As the DC-10 has been slowly removed from the fleet, the route has been switched to the MD-11.

Although it is quite sad to see the end of the largest DC-10 airline in the world, at least FedEx still currently operates 56 MD-11F's but who knows how much time they have left... Goodbye DC-10 and thank you for all the amazing memories! I have been lucky enough to catch the FedEx DC10 in Mirabel, Boston, Miami, New York and Toronto!”