

DAC - MDC - Boeing Retirees
of California

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Roundup

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BILL's CORNER

As I write this, Long Beach Airport is preparing to host the Festival of Flight airshow to celebrate its 100th birthday (Oct. 21). I compiled a brief history (below) mostly from Wikipedia so it may not be entirely correct. I will probably get letters.

The airport has been around a long time and witnessed a lot of major events, many of which involved Douglas Aircraft or successors. The airport has had its share of ups and downs depending on the local community and city government support or lack thereof. The first US transcontinental flight landed on the beach in 1911 prior to the establishment of the airport by Earl Daugherty a few years later. Wrong Way Corrigan who flew regularly in the area famously announced he was returning to Long Beach when denied a permit to fly to Ireland from Brooklyn. Apparently, his compass flipped, and he missed Long Beach.

The airport underwent significant expansion in the buildup to World War II with the City building and leasing facilities to the Army and Navy. At some point, the city started to resist growth of the military facilities. The Navy needed more, so they established the Los Alamitos airfield in 1941. When the war started later in that year, the military took over most of the Long Beach field anyhow. Douglas built the Long Beach plant to build airplanes for the war and things got really busy. After the war ended, the military shut

down almost all their facilities at LGB in favor of other sites.

This article would be much too long if I tried to list milestones and accomplishments for DAC, so I will leave that to another author should we get a volunteer.

Over the last 40 years or so, there has been a succession of airlines entering the market and leaving the market based on their commercial needs. For a few years, Jet Blue was the dominant carrier, but they moved to LAX, leaving an opening for Southwest which is now the dominant carrier. There is a cap on the number of commercial flights allowed that currently stands at 58 per day.

October 2023 Luncheon

Our October luncheon was a great success although the turnout was down a bit from the previous luncheon. In fact, our numbers continue a downward path. Your Board is taking actions to counter this trend, but we need your efforts to really make it work. Talk to your friends (and enemies if any) about attending. It really is better when there are more people to socialize with.

We met in a different ballroom this time to accommodate a request from Sycamore Centre and it worked out fairly well. It was more than big enough to accommodate our group. At the last minute, staff substituted a big screen TV for the projector and larger screen that we expected. It provided a very clear image but seemed a bit small for people seated

at the back. I encourage you all to provide feedback to your Board, good or bad, so we can try to fix any problems prior to the next luncheon. We may continue to meet in this room. There is a patio so you can go outdoors for a breath of fresh air if you wish.

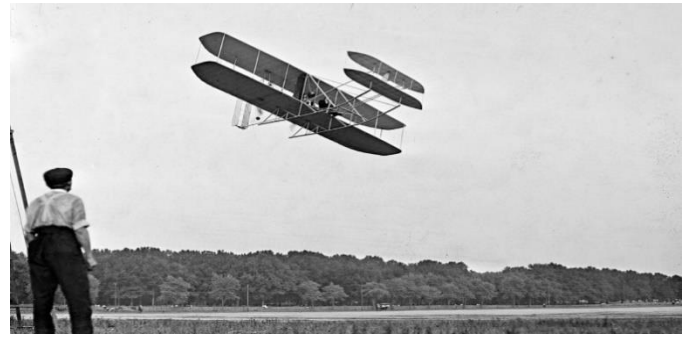
Our speaker for October was Robert Gerhart, Director of Engineering, Northrop Grumman Aerospace Systems.



He has presentations for three periods in the history of the Wright brother's aviation activities, and we chose the middle period called the **Victory Tour 1906-09**. After proving their airplane concept worked, the Wright brothers worked in the dark so to speak through 1905, neither seeking nor receiving much publicity.

This changed during the next 4 years. Both were a bit introverted and not very good at business, a void filled by their sister. They were a bit paranoid about others stealing their invention and making money that should be theirs.

The thing that seemed to set them free to talk in public was the award of their patent in 1906 for an aircraft that could be controlled on 3 axes. They embarked on a series of flight demonstrations in the US and Europe. They started with the idea that people would purchase and pay for a Wright airplane sight unseen, and then they would build and deliver the product.



This did not work well. The 1907 trip to Europe produced no sales.

In the US, they made a deal to sell an airplane to the US Army but had to demonstrate it in flight prior to delivery (and payment). In 1908, Wilbur made another trip to Europe but this time they shipped an airplane in which to make demonstration flights. After a delay, repairing damage done to the airplane by customs inspectors, he made a series of very successful flights.

Business deals were made, and a factory was set up in France to build copies of their flyer. At about the same time, Orville conducted a series of very successful demonstration flights in the DC area.

Their successes continued through 1909, but competitors were beginning to nip at their heels, setting the stage for the third period which Robbie calls the "patent wars". Robbie has a presentation for this period which we may invite him back to present someday.

We encourage you all to attend our next luncheon in March, spend time with friends not often seen, and enjoy our next speaker.

I'll end here with wishes for a very happy holiday season for you and yours with hopes for an even better year ahead.

Long Beach Festival of Flight---a Living History Lesson

By Elayne Bendel

I attended the Oct. 21 Festival of Flight at Long Beach Airport celebrating the 100th Anniversary of the airport which serviced the Douglas Aircraft plant as well as growing commercial aviation interests over the years. Festival organizers did a great job weaving together all the historical elements as Southwest jets of today zoomed overhead periodically.



Of greatest interest to me personally were our own C-17 Globemaster, KC-10 and the B-17 Flying Fortress aircraft. Hundreds of spectators were on hand to share in the fun, (see below) with vendors, small aircraft, WWII trainers and fighters, helicopters and even members of the Long Beach City Council.



The C-17 and KC-10 were available for walk-through. Dozens of visitors waiting to



board agreed it was good to see these DAC-built aircraft back in Long Beach.

Especially exciting was the B-17 which was built in Long Beach, under contract from Boeing, during WW-II.



Lastly, but not least our beloved “Goony Bird”, the C-47, drew a crowd.



The event was truly a living history lesson with plenty of vendors, a Coast Guard aircraft, L.A. Sheriff's Dept. and other helicopters available to tour, as well as options to learn to fly.



An example of the legendary P-51 Mustang painted in the red tail markings of the famed Tuskegee Airmen was another historic survivor of WWII. The airmen were an all-African American unit formed early in the war and nicknamed after the Alabama city and nearby airfield at which they trained.

They were more formally known as the 332nd Fighter Group and the 477th Bombardment Group of the U.S. Army Air Forces. Their dangerous and effective escort of allied bombers deep into enemy territory and strafing missions were credited with saving many American lives and they paved the way for the eventual desegregation of the U.S. armed forces in 1947.



Curious spectators lined up to tour the Coast Guard plane and learn about its mission.



Some WWII AT-6 trainer aircraft were part of the display. Today these models are often used for exciting low-altitude pylon racing and are popular at air shows.



Even the Goodyear Blimp was on hand! What a fun and enjoyable festival experience.



MD-90 Aircraft Arrives at Boeing Site for X-66A Modification

Boeing [NYSE:BA] has ferried an MD-90 airplane to the site in Palmdale, CA where it will be modified to test the Transonic Truss-Braced Wing (TTBW) configuration as part of NASA's Sustainable Flight Demonstrator project.



As Boeing, NASA and community leaders gathered at the company's facility today to recognize the milestone in development of the experimental X-66A aircraft, Boeing released photos of the jet's journey from Victorville, Calif., to Palmdale.



The X-66A is NASA's first experimental plane focused on helping the U.S. achieve its goal of net-zero aviation greenhouse gas emissions. Modification will begin soon and ground and flight testing is expected to begin in 2028.

"This marks an important step in the Sustainable Flight Demonstrator project, advances Boeing's commitment to sustainability and brings us closer to testing and validating the

TTBW design," said Boeing Chief Technology Officer Todd Citron.

With ultrathin wings braced by struts with larger spans and higher-aspect ratios, the TTBW design and other expected technological advances could lead to reductions in fuel use and emissions by up to 30%. Boeing and NASA have collaborated for more than a decade on the concept through the Subsonic Ultra Green Aircraft Research (SUGAR) Program.



"We at NASA are excited to be working with Boeing on the X-66A Sustainable Flight Demonstrator making critical contributions to accelerate aviation towards its 2050 net-zero greenhouse gas emission goal," said Ed Waggoner, deputy associate administrator for programs in the NASA Aeronautics Research Mission Directorate.

"Aerospace Valley has a long and distinguished history as the cradle of aerospace innovation, and this unveiling is a continuation of that critical work. Palmdale's talented workforce and infrastructure make it the perfect location for this important project," said Congressman Mike Garcia (CA-27).

As a leading global aerospace company, Boeing develops, manufactures and services commercial airplanes, defense products and space systems for customers in more than 150

countries. As a top U.S. exporter, the company leverages the talents of a global supplier base to advance economic opportunity, sustainability and community impact. Boeing's diverse team is committed to innovating for the future, leading with sustainability, and cultivating a culture based on the company's core values of safety, quality and integrity.

California Retirees Learn About Current Boeing Programs and California Impact



Boeing is continuing its stepped-up program to reach out to retirees on a number of fronts.

In July, the Government Operations group hosted a National Retiree Webcast focused on the Commercial Market Outlook (CMO), the annual forecast of 20-year demand for commercial airplanes and services, including global and regional analysis. Nearly 300 people registered for this event including retirees from 26 states across the country.

Following that, on Aug. 30 about 150 California retirees from Boeing and its heritage companies attended a luncheon sponsored by the Boeing Government Operations group. Several Boeing executives briefed the visitors on key messages and some current programs.

We learned that about 35,000 Boeing retirees live in California and that the aerospace industry's economic impact in California is



Host Cory Ertel from Boeing Government Operations and several company executives presented the Boeing programs orientation.

greater than that of Hollywood and agriculture combined.

Boeing California operations account for approximately 10% of Boeing's global operations, employing more than 13,600 people and generating an estimated \$4.7 billion in annual economic impact in the state.

About 20 percent of the company's Technical Fellows are California-based. These elite engineers and scientists are among Boeing's best.

Annually, Boeing contributes roughly \$18 million in charitable contributions to support California communities and has relationships with more than 2,000 suppliers in California.

NEW MEMBERS

We are pleased to welcome the following into our Retirees Organization:

- Kelvin E. Council, Boeing VP/CFO
- James N Papac, HB Space Station
- Stephen Dwyer, C1-C17 Manager
- Bob Matthew
- James Reed, C1-Fabrication