



DAC - MDC - Boeing Retirees
of California

Roundup

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FROM THE PRESIDENTS DESK

We had a wonderful field trip to the Huntington Library and Gardens in San Marino, thanks to our VP of Special Events, Jerry Callaghan. The planning and execution were flawless. Thank you Jerry. We had 39 attendees and all seemed to have a very enjoyable time. What made it especially interesting were the docents that met the bus on our arrival. They divided us into small groups of eight and we were given a very informative tour of about two hours. After lunch we had about two hours to explore the Gardens and Library on our own. I look forward to next year's outing.

I hope you have marked your calendars for October the 4th, the first Tuesday in October, for our Fall Luncheon at the Rose Center. This being the 100th anniversary year for Boeing Company, our VP of Programs, Bill Rickard, has arranged for Mike Lombardi, the Boeing Company's Historian to give us a presentation on this significant milestone in aerospace history. I am sure he will be including all of the great companies that came together to form today's Boeing. Be sure to take a moment to send in your Luncheon reservation card; you won't want to miss this speaker.

At the October Luncheon you will be electing your Retiree Association's Board of Directors for the 2017 – 2019 term. Please see the article "Election of the Board of Directors" elsewhere in this edition of the ROUNDUP.

One of the long serving Board members, Bev Fleming, will be leaving our Board. Bev has served as Secretary for over ten years and has done an outstanding job. I personally want to thank her for service as her diligence and skills have kept us organized through the years. THANK YOU Bev!!!

Jim Phillips, President, DAC/MDC/Boeing Retirees

of California

SPECIAL EVENTS

The field trip for 2016 (June 15th) was a successful visit to the Huntington Estate in San Marino. This venue provided not only a variety of outstanding fine art works and a walking tour through the beautiful gardens, but a historic perspective of the life and times of Henry Huntington.

I am now in the process of developing the 2017 Special Event (tentatively scheduled for June 14, 2017). To that end if you have an idea that you would like to be considered for the next venue, please send me an e-mail (jtcjmc@adelphia.net). I will research it and add it to the list for final selection consideration at the November Board meeting.

Jerry Callaghan

OCTOBER LUNCHEON SPEAKER

Our speaker for October is Mike Lombardi, Senior Corporate Historian for The Boeing Company and manager of the Boeing Archives. He is a regular contributor to *Frontiers* magazine and author of the book *Strategic Airpower: The History of Bombers*. The mission of the Boeing Archives extends well beyond corporate nostalgia. In fact, it has to be relevant to justify its current operations. Mike is often called upon to research patents and previous engineering work for future programs, support marketing efforts, and prepare presentations to far-flung parts of the company and externally as well aiding public relations efforts.

As a spokesperson for Boeing he has been in documentaries for PBS, Discovery, Smithsonian, BBC as well as German, Russian, Chinese and Japanese TV. He has played a central role in creating Boeing Centennial presentations given at venues all across the world, including recently at the Farnborough Air Show and the EAA Airventure in Oshkosh.

His presentation for us is titled *Making Dreams into Reality: The Epochal Stories That Define the Boeing Company*. He will chronicle the pivotal events in the history of Boeing from the founding through the 787. He will also weave in the stories of how Boeing and Douglas often worked together, a very interesting history of cooperation and competition.

Lombardi joined Boeing in 1979 and has served in his present position since 1994. He is also on the Board of Directors for Seattle's Museum of History and Industry.

Bill Rickard

FROM THE MEMBERSHIP DESK

The position of Vice President – Membership is one I have held since 2010. However, as a result of other priorities, it's now time for me to turn the reins over to someone else. Accordingly, the Board is seeking a replacement for this position.

The function of this Board position is one of information processing for each of the members of this association. Specifically, this involves record-keeping of each member's contact information and the notification and collection of annual membership renewals. Further, ongoing personal contact with members throughout the year is involved regarding matters such as address and/or telephone number changes and changes of membership status.

Each of the members deserves a process which keeps accurate information as to their status at any given time. I have found that it has been very satisfying just to keep the whole process well-oiled and flowing smoothly. Further, there are ongoing rewarding personal contacts with many members throughout the year resulting in interesting stories relating to the individual members.

As many of you are aware, I also hold the Board position of Vice President – Meetings, which consists of organizing our semi-annual luncheons. Both of these positions have been very interesting in their own regard; however, the most important demands on my time are the increasing commitments I have in supporting and nurturing the lives of my young grandchildren, a priority which needs no

explanation. For this reason, I am looking to relinquish the VP – Membership responsibilities.

If you are interested in the position or you know of someone you feel would be interested in filling this position and who is a Boeing retiree, please contact me at 714-522-6122.

Seal Beach Tour - I am pleased to announce that we have reached our capacity of 40 participants for this visit on September 1. I do have a waiting list if you would like to add your name for consideration if someone cancels. E-mail me at itzjbcallaghan@aol.com with your first-middle-last name, whether you require handicap parking, and if you are not a U.S. citizen, please provide the legal name on your passport and the origin of your birth. If you don't have access to e-mail, then please call me at 714-522-6122.

Barbara Callaghan

Welcome New Members

James A. Bouey, C1/Puget Sound, Engineering

John R. Braun, C1, C-17 Aerodynamics

Barbara K. Cunningham, C1, C-17 Financial Ops

James H. Gates, C6, Los Angeles Field Office

Fred C. Haas, C1, Struct. Design, Prod Spt. Tech Svcs.

Bonnie Heald, N/A

Election of the Board of Directors

At our October 4th Luncheon/Meeting we will be electing new Board members for the 2017-2019 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 Special Events – Jerry Callaghan

VP Finance – Rolf Sellge

VP Secretary – Elayne Bendel

VP Membership – Barbara Callaghan

VP Meetings – Barbara Callaghan

We have several other association members who will be assisting the Board as Executive Committee members. If you have a candidate that you would like to nominate for a Board or Executive Committee position you may do so by mail before September 21st. We are especially looking for an individual to take the 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 on the candidate in case he or she is not well known to the membership. Also, provide a statement from the proposed individual agreeing to serve a term of three years.

AVIATION PIONEERS

James S. McDonnell and James H. “Dutch” Kindelberger Were Aviation Pioneers from the Bi-plane Era to Beyond the Moon Landings



Our series of 2016 Boeing founders articles during the company's 100th anniversary year continues in this issue of the Roundup with biographies of James S. McDonnell and James H. “Dutch” Kindelberger. Both men's lives spanned the decades from before the Wright Brothers' first powered

flight in 1903 to beyond Neil Armstrong and Buzz Aldrin's landing on the moon in 1969.

McDonnell was born in 1899 in Denver, Colo., the youngest of four children but grew up in Little Rock, Ark., where his father was a successful mercantile

merchant. In 1917, as World War I raged, he graduated from Little Rock High School. As with many young men of his time he showed an early interest in politics, but rechanneled his energies into science after graduation in 1921 from Princeton University with honors and a BS degree in physics.

After Princeton, he enrolled at Massachusetts Institute of Technology for graduate studies in aeronautical engineering. While still at MIT, he continued his ROTC affiliation, passed the Army Air Service physical and much of the pilot ground school work. In 1923, McDonnell was commissioned as a second lieutenant in the Army Air Service Reserve and was assigned to Brooks Field, Tx, for flight training. He graduated from MIT in 1925.

After he earned pilot's wings, McDonnell spent a year flying and doing odd jobs for people who owned airplanes. Finally, he landed a job as aeronautical engineer and pilot with Huff Daland Airplane Co. in Ogdensburg, N.Y.

In 1928, McDonnell started his first company to build a sleek low-winged monoplane dubbed the “Doodlebug,” which he entered in the 1929 Daniel Guggenheim International Safe Aircraft Contest in an attempt to win a \$100,000 prize. The Doodlebug's stabilizer collapsed during trials and he missed the contest. But he repaired the aircraft and continued to fly it at exhibitions. Ultimately, McDonnell sold the



McDonnell's first aircraft, the Doodlebug.

Doodlebug to NACA, the forerunner of NASA, where it was used to test the efficiency of full span slots during flight and in the wind tunnel, and he disbanded his first company.

He believed that practical flight for individuals would be a reality one day and had an ongoing interest in building commercial aircraft that would become the Model Ts of the skies for the masses. But McDonnell, or “Mr. Mac” as he became known to thousands of

employees in later years, was instead destined to make his fortune and reputation building items for the government.

In 1939 he started McDonnell Aircraft in St. Louis, Mo., not far from his boyhood home and likely safe from enemy bombs from the impending Second World War. The company prospered during the war building parts for other manufacturers, including the Douglas Aircraft Company, with which McDonnell would later merge in 1967 to form the McDonnell Douglas Corporation (MDC).

The merger enabled Mr. Mac to become a major player in the commercial business at last with acquisition of the successful Douglas DC-8, and DC-9 product lines. Their first MDC jointly produced airliner was the DC-10 wide cabin tri-jet, which began development in 1968 and was first delivered to American Airlines and United Airlines in 1971.

The first McDonnell Aircraft in service with the government was the pre-merger XFD-1. The prototype of the FH-1 Phantom delivered for evaluation in 1946 becoming the Navy's first jet fighter. On 21 July 1946, the XFD-1 completed the first carrier qualification of a pure jet in U.S. Naval Aviation history on board the carrier Franklin D. Roosevelt. The first FH-1 Phantoms joined the fleet in 1947, with Marine Fighting Squadron (VMF) 122 flying them as part of an unofficial demonstration team called the "Marine Phantoms."

By far, the most famous and one of the best of the McDonnell pre-merger fighters was the F-4 Phantom II. With its down sloping tail its menacing look was unmistakable. The two-seat, powerful twin-engine jet was not only rugged, but fast.

Named Phantom II on July 3, 1959, during a McDonnell plant ceremony to celebrate the company's 20th anniversary, the F-4 remained in production until the company's 40th anniversary. By then, the numeral "II" had been discontinued. The F-4 established 16 speed, altitude and time-to-climb records. In 1959, its prototype set the world altitude record at 98,556 feet (30,000 meters). In 1961, an F-4 set the world speed record at 1,604 mph (2581 kph) on a 15-mile circuit. By the end of production in 1985, McDonnell had built 5,068 Phantom IIs, and Mitsubishi, in Japan, had built 127.

Used by the U.S. Air Force, Navy and Marines, F-4s saw combat in both the Vietnam War and Operation Desert Storm and served with air forces of 11 other countries. Both U.S. military flight demo teams, the Navy Blue Angels and the Air Force Thunderbirds, flew the Phantom II from 1969 to 1973.

The F-4 was later supplanted by the McDonnell Douglas F-15 Eagle, which entered service in 1976.



F-4 Phantoms were flown by three U.S. armed services.

Mr. Mac presided over a company that also was a major player in U.S. manned space exploration. Who could forget early televised space launches of the Mercury and Gemini astronauts being tended by lab-coated McDonnell technicians as they climbed aboard their McDonnell-built capsules? The Mercury program that began with Alan Shepard's first launch in 1961 proved Americans could reach and survive in space, while Gemini in the mid-1960s proved the vehicle rendezvous and docking procedures needed to fly to the moon.



In this Jan. 19, 1962, Cape Canaveral, Fla., NASA photo, Astronaut John Glenn sits beside the McDonnell-built Friendship 7 spacecraft atop the Atlas missile that would launch him on a three-Earth orbit. At left is Cecelia Bibby, a technician for McDonnell Aircraft.

More than 5,000 people worked on the Gemini line until James Lovell and Edwin "Buzz" Aldrin flew the

last Gemini from Nov. 11-15, 1966. Then work shifted to North American Aviation in Downey, Calif., which was building the Apollo spacecraft.

By the mid-1960s, McDonnell Aircraft Corp. was the largest employer in Missouri, and in 1967 McDonnell took over as chairman and chief executive officer of the new McDonnell Douglas Corporation. Mr. Mac remained chairman of the board of directors until his death on Aug. 22, 1980.

During his career, he received numerous awards and honorary degrees. His awards included the Robert Collier Trophy, the Guggenheim Medal, Founders Medal of the National Academy of Engineering and the NASA Public Service Award. He was remembered for his many civic duties, particularly his chairmanship of the United Nations Association of the United States. McDonnell Aircraft was the first organization to celebrate both United Nations Day and NATO Day as paid holidays.

The James S. McDonnell Foundation founded in 1950 to "improve the quality of life," by contributing to the generation of new knowledge through support of research and scholarship, has given more than \$295 million in grants.

James H. "Dutch" Kindelberger Built North American Aviation into an Aerospace Giant



James Howard "Dutch" Kindelberger was born in Wheeling, W. Va., on May 8, 1895, the son of Charles Frederick Kindelberger. He started working in the steel industry with his father but, in 1916, when he was 21 years old, he escaped the mines to study at the Carnegie Institute of Technology.

The United States entered World War I in 1917, and Dutch Kindelberger joined the Army to serve in the Aviation Section of the Signal Corps. He was a pilot instructor based at Park Field in Memphis, Tenn. After the war, Kindelberger looked for work in aviation. In 1919, he married Thelma Knarr and, in 1920, became chief draftsman and assistant chief engineer with the Glenn L. Martin Aircraft Company in Cleveland,

Ohio, working under Donald Douglas. Five years later, he joined Douglas Aircraft in California as chief engineer. Kindelberger stayed at Douglas for nine years, leading development of the DC-1 and the DC-2 airliners. The two pioneers "Dutch" and "Doug" remained lifelong friends.

In 1934, Kindelberger became president and general manager of General Aviation, later renamed North American Aviation Inc., and served as general manager until 1948, when he became chairman and chief executive officer. Under his guidance, North American Aviation broke technological barriers; produced propeller- and jet-powered fighters and bombers, military trainers, rocket engines, and rocket-powered aircraft; and began its role as the prime contractor for the country's space program.

North American built some of the most famous and successful fighter aircraft, including the P-51 Mustang, one of the fastest and best World War II fighter bombers. Originally commissioned by the British, the prototype NA-73X airframe was rolled out on September 9, 1940, just 102 days after the contract was signed, and it first flew on October 26. The original Mustang power plants were Allison



North American's P-51 Mustang evolved into one of WWII's best fighters.

engines, which limited performance above 15,000 feet. But, when Rolls Royce Merlin engines were incorporated later the picture changed. P-51s with Merlins or Packard-made versions built under license to Rolls Royce, then were able to match or exceed the high altitude performance of the German fighters and became a lethal force in both the U.S. and British air forces. Over 15,000 Mustangs were built and they remain crowd favorites and active performers in air shows worldwide even today.

North American also built the B-25 Mitchell bombers made famous by Gen. Jimmy Doolittle's pilots during their 1942 carrier-based raid over Tokyo in 1942.

When the Korean War broke out in 1950 P-51s were still front line fighters with many air forces. But jet

fighter technology was moving forward rapidly. Under Dutch, North American built the F-86 Sabre Jet, the first U.S jet fighter to incorporate the new swept-wing technology to overwhelmingly defeat Russian-built MIGs over Korea.

During what many consider a golden age of aviation research, North American played a major role in early space vehicles. In 1958 it produced the legendary X-15 rocket, the vehicle linking high altitude jet and rocket technology, paving the way for the successful U.S. manned space programs. In July 1969, North American's Apollo spacecraft took U.S. astronauts to the first moon landing.

Kindelberger, 65, retired in 1960 as chief executive officer and was succeeded by Lee Atwood, but he remained board chairman until his death in 1962. In 1996 North American Aviation and Rocketdyne merged into Boeing, which later sold Rocketdyne to United Technologies. In 2013, GenCorp acquired Pratt & Whitney Rocketdyne from United Technologies to form Aerojet Rocketdyne.

Elayne Bendel

Douglas A-4A at Western Museum of Flight

Contributed by Jerry Callaghan.

“The Western Museum of Flight (WMOF), located on the Torrance Airport is pleased to announce that its Douglas A4A Skyhawk (Heinemann's Hot-Rod) is back on display. When the museum moved from Hawthorne to Torrance some years ago the A-4A, together with a number of our assets, had to be stored due to limited space at our new location. It has recently returned and is located at our display pad on the southeast corner of the Torrance Airport. With it are two other aircraft with DAC-MDAC-Boeing connections, the YF-17 (forerunner of the F-18 and used as the preliminary prototype for that airplane), and one of only two YF-23 prototypes built. Also on display there are an F-14 and a T-38.

Our A-4A is currently painted in Blue Angels colors. This was done years ago for a calendar shoot. Since this airplane was never a Blue Angel, and since that paint job is now rather tired, it will soon be restored and painted in a scheme authentic to its service. This particular airplane (BuNo. 14227) was assigned to the USMC and at one time was stationed in Japan. We

understand that it also was assigned to a training unit at NAS Alameda.

The restoration is expected to be complete in early 2017, at which time the WMOF intends to host a DAC-MDC-Boeing day at the museum, with the A-4A as the centerpiece of that event. We hope many of you can join us as we celebrate your company history in this area.

The primary emphasis of the WMOF (www.wmof.com) is preserving and presenting the history of aerospace in the Los Angeles area. Equally important is using that heritage to inspire youth to pursue careers in science, technology, engineering, and math.

Almost everything in our museum was developed and built in Los Angeles County. Displays represent all the “heritage” companies in the area: Douglas, Lockheed, North American, Northrup, Hughes, etc.

While we know our A-4A won't look its best until repainted, we would love to have you come visit to see it and our other displays. Our museum building is located at 3315 Airport Drive, Torrance 90505, just west of the control tower on the south side of the airport. In addition to the things mentioned earlier we have a Boeing F4B-3 (1930 vintage biplane) replica project, a Harrier, an F-86, and an F-5A supersonic fighter that you can sit in.

The museum is open from 10am to 3pm Tuesday through Sunday, To visit the A-4A it is best if you call ahead to ensure that someone will be available to drive you through the airport (a controlled area) to the pad where the A-4A and other planes are located. You can contact me, Fred Peitzman at 310-375-7701 (FrednAnnP@aol.com) or call the museum directly at 310-326-9544.

If you have aircraft restoration skills and would like to participate in the A-4A restoration, we would like to hear from you.

We look forward to seeing you at the Western Museum of Flight. We'll keep you apprised of our restoration progress and when complete will invite you to the DAC-MDAC-Boeing day at the museum.”

Fred Peitzman, Western Museum of Flight

