



DAC - MDC - Boeing Retirees
of California

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Roundup

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Jim's Corner

Well, it looks like we are finally going to be able to have a face to face gathering for our Retiree Association. I hope you have marked your calendars for October the 5th, the first Tuesday in October, for our Fall Luncheon at The Sycamore Centre.

However, as we come out of Covid restrictions, and like most places, our caterer's costs have been affected. This will cause us to raise our luncheon price an additional \$5.00. At a total of \$30.00, this is still a good bargain when you consider getting a meal, beverage and dessert with tax and tip also included.

Even at this price, the Retiree Association is still having to supplement the total cost of the event. In addition to getting a chance to catch up with friends and past co-workers, our VP of Programs, Bill Rickard, has arranged for a speaker to share with us what's happening in the realm of "Flying Cars".



Be sure to take a moment to send in your Luncheon reservation card; you won't want to miss this opportunity to finally get together.

At our October 5th Luncheon/Meeting, we will be electing Retiree Board members for the 2022-2023 term. The candidates listed below have agreed to serve. You will be asked to vote for this slate of candidates by a show of hands.

President – Bill Rickard

VP Meetings – Barbara Callaghan

VP Communications – Ron Beeler

VP Programs – Bill Rickard

VP Finance – Rolf Sellge

VP Secretary – Elayne Bendel

VP Membership – Jill Schaufele

VP Special Events – Jim Phillips

Executive Committee – Betty Kult, Webmaster

One of our long serving Board members, Barbara Callaghan, will finally be getting some relief from doing two VP jobs, Membership and Meetings. Jill Schaufele will be coming on board to take over the Membership role. Jill has been a long time member. Her husband, Roger Schaufele, preceded me as Retiree Association President, a role he served in for many, many years.

Betty Kult has agreed to stay on as part of our Executive Committee and continue as our Webmaster. Please plan to be at the Fall Luncheon on October 5th at the Sycamore Centre. Remember to get your reservations in on time (14 days prior to the Luncheon) as there are NO WALK-IN'S that day. Hope to see many of you on October 5th.

Must wear mask on entry to Centre until you arrive upstairs!

**Jim Phillips, President,
DAC/MDC/Boeing Retirees**

**As the DC-10 turns 50 in 2021 We Recall
its Historic Desert Shield and Desert
Storm Missions
By Elayne Bendel**

Proof of the old adage that time flies when you're having fun is that our DC-10 tri-jet celebrates its 50th anniversary in service this year and its role as an

unsung hero in the Desert Shield and Desert Storm operations 30 years ago in the Middle East.

Yup, although many of us carry vivid memories of those events, both of those milestones were surprisingly long ago, and now worth a nostalgic revisit for our DAC retiree's community.



Excitement had built in Long Beach and at customer locations around the globe ever since the DC-10 was officially launched in 1968 with 25 orders from American Airlines and 30 from United Airlines. As we documented in a prior Roundup with crew member Shojun Yukawa, the first flight had taken place on August 29, 1970.

After 929 flights covering 1,551 hours, and submission of more than 2 million pages of engineering data, the DC-10 received its initial FAA type certificate on July 29, 1971.

A joint first delivery ceremony with both United and American DC-10s, MDC founders Donald W. Douglas and James S. McDonnell, senior MDC and customer executives and other prominent officials gave the new aircraft a rousing send-off.

The DC-10 entered service with American Airlines on August 5, 1971 on a round trip flight between Los Angeles and Chicago, with United Airlines beginning DC-10 flights later that month. With the -10 being just the second twin-aisle aircraft in commercial service it was still a novelty and curious passengers couldn't wait to sample DC-10 spaciousness and twin-aisle luxury on long haul flights.

Eventually, 386 commercial DC-10s were built and flown by more than 50 operators in every part of the world. Production ceased in 1989 after 60 also were built as KC-10 Extender tanker/cargo aircraft for the U.S. Air Force. The very first KC-10 was delivered to the Air Force on March 17, 1981 with legendary

USAF Gen. Curtis LeMay present for the delivery ceremony.



Early KC-10s were initially painted in the familiar blue and white colors of the Presidential air fleet because they were supposed to always originate and return to the U.S. and not be deployed at offshore bases. Not long after KC-10s entered service, however, a photo of a white Extender at a clandestine location in Chad was published. It was clearly "off shore" and in this paint scheme was a formidable target visible for many miles. Thereafter, USAF specified the current dark colors of the air refueling fleet for KC-10s and the attractive, but conspicuous white Extenders became a thing of the past.

One Extender was destroyed in an accidental hangar fire, but the other 59 remained in service for nearly four decades. Like other intercontinental-range DC-



10s, the tanker/transport is 181 feet 7 inches long, has a wingspan of 165 feet 4 inches and a tail height of 58 feet 1 inch. Gross takeoff weight of the KC-10A is 590,000 pounds (267,619 kg), up from 555,000 pounds for the standard intercontinental commercial model.

Design fuel capacity is 356,065 pounds (161,508 kg), including a maximum of 238,565 pounds (108,211 kg) in the standard wing tankage and a maximum of 117,500 pounds (53,297 kg) stored in seven fuel cells below the main deck. Unlike the

smaller KC-135 the KC-10's entire main deck is available for carrying cargo or passengers. It has a total usable cargo space exceeding 12,000 cubic feet (346 cu m) in its spacious cabin. The cabin has a maximum width of almost 19 feet (5.7 m), ceiling height of 8.5 feet (2.5 m) and a floor area of 2,200 square feet (304.25 sq m). In its all-cargo configuration, the KC-10A accommodates 25 standard 88 x 108-inch (223.5 by 274.3 cm) cargo pallets in the cabin with aisles down both sides, or 27 pallets with a single aisle.

Extenders were assigned in 1981-92 to Strategic Air Command and carry twice as much fuel as the KC-135. Air Force Magazine reported that in Desert Storm, KC-10s and KC-135s executed 51,700 refuelings without missing a rendezvous with one of the best safety records in USAF. One KC-10 Extender made a nonstop unrefueled flight of 8,982 miles from Saudi Arabia to California.

The new Boeing KC-46 Pegasus based on a 767 airframe eventually will replace the KC-10 fleet. In 2020 a ceremony for the first KC-10 to be retired was held at Joint Base McGuire-Dix-Lakehurst in New Jersey on July 13. As covered by the Air Force Times, the retiring Extender taxied under an arcing spray of water, the traditional final salute, then flew to the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan Air Force Base in Arizona for storage. But what a legacy they leave!

Heroic Desert Shield and Desert Storm KC-10 and CRAF Service

Shortly after the conclusion of Desert Storm a senior Air Force official spoke at an MDC Management Club meeting and described to our astonishment how, even with all the hundreds of USAF transports ranging from C-130s to C-141s and C-5s plus the enormous cargo capacity of the KC-10 fleet, in this pre-C-17 era the Air Force realized that even this was not enough. When Operation Desert Shield began in the summer of 1990 the need for rapid deployment of 525,000 troops and their support equipment to the Middle East caused the government to activate the U.S. Civil Reserve Air Fleet (CRAF) for the first time since it was created in 1952. The CRAF planes were CFs that had been operating solely in passenger service by civil crews, but partially subsidized by the government for the increased operating cost of the heavier CFs compared to a strictly passenger jet in return for the airlines' agreement to make these aircraft and their crews available for government service in a declared emergency. Among them were

DC-10 CFs operated by United Airlines and some others.

When Iraq's Saddam Hussein invaded Kuwait on Aug. 2, 1990, the United States had no forces nearby. Within six months, the required American troops and equipment were on the ground in the Persian Gulf region. The equivalent of nine infantry and armored divisions and a Marine division plus a brigade were on the scene with 1,300 tanks, five carrier battle groups, 15 combat wings, and an arms and ammunition supply line stretching halfway around the world. Not to be discounted, a huge naval deployment also was part of the build-up.

Gen. H. T. Johnson, commander of the Military Airlift Command, created an air bridge that hauled people and equipment on exhausting, 38-hour missions. Johnson used virtually all of his 265 C-141B Starlifters and 85 C-5 Galaxies and activated elements of the CRAF. Soon, a C-141B or C-5 was landing at Dhahran Air Base every seven minutes, around the clock. *The Desert Shield lift exceeded the tonnage of the eleven-month Berlin Airlift of 1948-49 in its first 22 days.* By October 1990, 220,000 troops and their equipment were moved.

Transport crews, reservists and Guard personnel flying voluntarily before being called to active duty on Aug. 29, kept their aerial supply line moving around the clock, sometimes by pushing themselves close to exhaustion. Maintenance people coaxed extra capabilities out of the aircraft. At bases in Europe –Torrejon, Zaragoza, Rhein-Main, Ramstein – transient quarters got so swollen that men and women slept in hallways, bathrooms, or tents. The Torrejon flight line was so choked with aircraft, a pilot was given a map to find his plane.

Strategic and tactical airlift remained crucial after the build-up became a war. Following hostilities, the airlift continued as MAC supplied U.S. forces dealing with the aftermath of war and with the Kurdish refugee issues in western Iraq. The strategic portion of Operation Provide Comfort included 1,004 missions moving 10,840 passengers and 35,560 tons of cargo between April 7 and June 19, 1991. Intra-theater operations included 497 fixed-wing airdrop missions.

Although somewhat ignored in the larger picture, both KC-10s and CRAF DC-10s and their crews were heroes---yet another golden moment in 50 years of our MDC trijets' service!



That's the Wrong Wing, But They had no Choice!



Our recommended YouTube video for this issue's Staying Together feature is **That's the Wrong Wing, But They had no Choice!**
<https://www.youtube.com/watch?v=NSI-VXeZTP0>

Welcome New Members

Leona Bastian, C1, Aerodynamics, Stability and Control

Timothy Cologne, C1, Mods & Flight Test

Lynda L. Goodale, C1, Airline Support

Barbara Callaghan, VP, Membership

For years the legendary story of how a smaller DC-2 wing was fitted to a China-based DC-3 and the aircraft was successfully flown out of danger during World War II has circulated through DAC facilities everywhere.

Now that story has been made into a video documenting the unusual feat and creation of the world's only DC-2 ½. This one starts with a newsreel account of the escape but then reviews the background of the story. Please take just over nine minutes to enjoy this bit of DC-3 history!

REMEMBER TO SPREAD THE WORD ABOUT OUR
CLUB TO ALL OF YOUR FORMER TEAMMATES.
HAVE THEM PHONE (714) 522-6122
FOR INFORMATION. THANK YOU.



HAPPY HOLIDAYS