

DAC - MDC - Boeing Retirees
of California

Roundup

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Bill's Corner

Greetings to you all and hoping you are doing well! As I write this, we have just had our March luncheon with good attendance, good food and a very good speaker arranged by Rolf. You will find his article about the luncheon speaker elsewhere in this issue, so I don't need to say more. Also in this issue is an article by Rolf about our June field trip to the Planes of Fame Museum at Chino Airport.

Boeing always seems to be doing something newsworthy, and it seems that "something" has been negative too often over the last few years. There has been a lot of good news recently about completing corrective action and getting orders and deliveries back on track. Unfortunately, there has been news this week of damaged wiring in 737s currently on the production line, but it sounds limited to a relatively small number of airplanes with quick recovery expected. Cross fingers. Moving to the positive side again, I did a quick search of the Boeing website and found this article on quality: <https://www.boeing.com/features/2025/11/how-a-broken-piece-of-spruce-set-boeing-on-its-quality-journey>. It has old Bill Boeing himself demanding his workers of 1916 do a better job of making quality parts followed by a history of Boeing efforts to ensure quality. Turning to the Long Beach Airport, I found a recent article about the City of LB signing a contract with a company called Sky Harbor for a \$60 million investment in upgrading the west side of the airport at the end of Wardlow Road.

There is a plan to develop hangars for corporate jet aircraft, a terminal and office complex, parking, and a restaurant on 17 acres said to be underutilized. This sounds like the land near the Relativity Space company and the Atlantic Aviation FBO. This is also the general area where the Festival of Flight was held last October. The airport has announced there will be a Festival of Flight in 2026 but there are no details yet. The City has also committed to a \$37 million investment in the airline terminal facility. And in a recent development, the car rental counters have moved into the original terminal building that has just been refurbished. Adding the lease of the old Gulfstream facility to JetZero, there is a lot going on at LGB.

Lately the news has been dominated by the combat operations our country is conducting. This seems like a good time to ask that you pray for the safety of our service members who are in harm's way and pray for our elected officials to lead them with wisdom.

Exciting Field Trip Planned for June 18 to Planes of Fame Museum, Chino CA

By Rolf Sellge



This year we are excited to announce a planned visit to the Planes of Fame Museum, Chino, CA. Those with long memories may recall our last association trip there 15 years ago. Since then, much renovation, display upgrades and airplane additions have been made. The Museum's primary Chino location, 14998 Cal Aero Drive, is home to nearly 100 aircraft, many of them restored to flying condition. In fact, this museum boasts one of the largest collection of flyable vintage aircraft to be found anywhere. Some of these take to the air at special events during the year, but no vintage flights are on tap for our visit on June 18.

The collection spans aircraft from the earliest days of aviation, including the First World War, the 1920s and 1930s, World War II, up through Korea and Vietnam. On Saturdays and Sundays, the museum's Boeing B-17 "Flying Fortress" allows visitors to safely enter and learn about the men and women who designed, built, and flew these bombers during World War II, about 3,000 of which were built by DAC in Long Beach under license to Boeing.

Transportation to Chino is on your own with plentiful parking in front of the museum buildings. For convenience and more fun you might consider carpooling with friends or family. Our event begins at 11 a.m. and drive time from the L.A./Orange County area is around 1 hour. If you're hungry, you can enjoy breakfast or lunch at the famous Flo's Airport Cafe. 7000 Merrill Ave., Chino.

We will have docents for each 15-17 member



group at no extra charge. General admission is \$20, Seniors \$18 and Veterans \$14. The museum needs lead time to schedule the docents. **Please reserve the date and let Rolf know if you plan to attend no later than Friday, May 8.** at rolfsellge@gmail.com I will provide you with more detailed specific instructions later.

March Luncheon Speaker Took Us on a Thrill Ride Aboard the Legendary SR-71



Lt. Col. Maury Rosenberg, a California native, who spent 38 years in military and commercial aviation, is also a record-setting SR-71 pilot who took us

for an amazing ride in the Blackbird.

He provided a vivid description of what it's like to fly this large and fast Mach 3.3 airplane at 80,000 to 85,000 feet. He covered the advanced design and construction for its time, when Lockheed designer Kelly Johnson broke technical barriers to stealth, high Mach cruise, range, flight performance and airframe structures having to endure 600+F temperatures. The airframe was built with 93% titanium.

Maury invited us into the small and very busy cockpit, explaining some the various systems. Wearing the astronaut spacesuits required much familiarity to manage the airplane in the confined space.

The two awesome J58 engines provided a $\frac{3}{4}$:1 thrust-to-weight-ratio to achieve climb and cruise speeds needed for reconnaissance missions. His details were thrilling for all of us and mind candy for engineers and pilots in the audience.



He flew the SR-71 faster than the speed of the powerful rifle 30.06 bullet. Its high thrust-to-weight-ratio and wing design allowed takeoff and landings(with drogue chute) under 5,000 feet. In the thin air of 80,000 feet Maury had to keep the speed up to Mach 2.8 to 3.0 to prevent the aircraft from stalling.

What he did not talk about is the brain shattering noise the airplane generates on takeoff with afterburners which I witnessed twice 200 feet from runway inside the Palmdale Air Force Plant 42 where the J-58 engines were overhauled.



Maury flew the airplane for 9 years over war and cold war zones accumulating more operational hours in an SR-71 than any other pilot. Though nothing about this work was routine,

Maury shared that he was once fired upon by a surface-to-air missile on a mission over Korea and on a separate occasion had an engine disintegrate at over 80,000 feet---not your normal day at the office.

At the end of the luncheon Maury exchanged contact data with long lost high school classmates and our own member Joe Roah with wife Kathy who all spent fun times together, none realizing that they lived just a few miles apart.

P.S. for a humorous Maury story go to web <https://theaviationgeekclub.com/sr-71-pilot-tells-the-story-of-when-he-buzzed-the-tower-of-sacramento-airport-with-afterburners-lit/>

---Rolf Sellge

Zelle Payments Option is Catching on with Members

As many of our members are already aware, we have started accepting Zelle pay-

zelle

ments this year. So far, 15 percent of members have used Zelle to pay for membership renewal and 24 percent for luncheons. It is relatively easy and we encourage members to use this method. It saves time writing a check and posting an envelope and is very safe. It is completely optional. If you wish to continue using checks that is fine, too.

Instructions for Zelle payments have already been sent to members but, to reiterate, use Zelle tag **'macdacwestretirees'** as the recipient and business name, and acparker100@gmail.com as the email contact if required by your bank. In the memo field please add your name, email, address, phone number and reason for payment.

If you want to continue to pay by check please make the checks payable to MAC DAC WEST RETIREES, INC.

The previous instructions asked members to use DAC MDC BOEING RETIREES, but it does not match exactly the name of the bank account and name of the association registered with the State of California and can cause difficulties depositing checks. We were able to deposit all checks received regardless of payee name, but going forward the return slip for mailing checks has been amended with the correct preferred name.

---Tony Parker

Tyler Perry's Model Aircraft Collection Will Leave You Speechless

By Elayne Bendel



Most of us of a certain age remember tossing paper airplanes across a room or heaving a tiny balsa wood glider a few feet before watching it crash land.

A lucky few of us graduated from those primitive craft to radio-controlled aircraft that could operate for a few minutes using a glow plug engine with a bit of liquid fuel and circle the operator before running dry and coming to rest somewhere. These small model planes had a 2-3-foot wingspan and limited controllability. Crash landings were common and many an operator took his or her flyer home in splinters. Fortunately, these were for-the-most-part simple designs and soon were back in the air after fairly minimal expense and effort.

Thanks to our own Rolf Sellge, an RC enthusiast himself, we are able to fast forward to 2026 and view the last word in flyable model airplanes that have taken to the skies. Entertainer Tyler Perry and his technical pal Ramy RC have produced model aircraft so large, realistic and complex they leave you wanting to buy a ticket to board!

His latest and largest effort, dubbed 7779X, is a not-so-mini replica of a Boeing 777 with a 30-foot wingspan. Using battery power to propel the craft and move its control surfaces, this model once airborne looks and sounds like the real thing, flies and lands beautifully.



Tyler Perry, left, and his friend Ramy RC.

After five months of construction and a nearly \$100,000 investment, during its maiden flight



last year with Perry at the controls, it circled the specially constructed paved runway on his Georgia estate and came in for a smooth landing after both nose and main gear were extended.

While Perry now heads a media empire and reportedly has a net worth in excess of \$1 billion, his beginnings were humble. Born in



Perry's Swissair MD-11 replica.



1969 in New Orleans, Perry's early life was difficult. He had an abusive father and dropped out of high school, eventually earning his high school diploma equivalent.

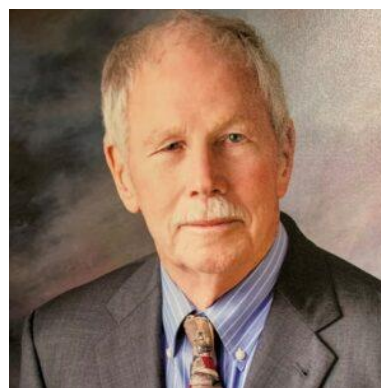
Perry's entertainment career began with writing about his own experiences. His first play failed to draw an audience in 1992 and at one time he was destitute and living out of his car. Nevertheless, he persisted and eventually his writings about black families living in the South became popular. In 1998, he restaged the play and sold out performances for eight days in a row before moving it to Atlanta's nationally acclaimed Fox Theatre. The versatile entertainer moved into acting as well as writing and from theater to television and then film.

After the 9/11 attacks in 2001 Perry developed a fear of flying. To overcome his phobia, he chose to learn the mechanics of how airplanes work. After seeing someone operating an RC model in a park, he became fascinated with the hobby. This led to his becoming a pilot flying real planes, as well as models. Today his gorgeous model plane hangar is filled with amazing models large and small. Perry's fleet includes an MD-11, 747, A380 and many smaller models.

His C-17 is a 1/8 scale version of the transport, weighing about 330 pounds with a wingspan of 21 feet and a length of 20.9 feet. Replete with full Air Force livery and running lights, the model looks amazingly like the real thing and exhibits the short field takeoff characteristics of the actual C-17.

Mere words cannot do these amazing models justice and there are several videos featuring Perry's RC craft available on the Web. For a jaw-dropping experience, check out this video of Perry's and friends' RC models flying. <https://www.dailymotion.com/video/x97yd7g>

Legendary DAC Engineer Robert H. Liebeck, 87, Passed Away Jan. 12, 2026



Bob Liebeck, a world-renowned authority in aerodynamics, hydrodynamics, and aircraft design, has passed away after a long and very productive career. He was as

famed for his contributions to auto racing as for his aerospace achievements. Many of us learned of these firsthand during his long years at DAC and as he shared his colorful and varied experiences as a featured speaker at our Retirees Association luncheon.

The aerodynamic wings he designed for Indianapolis 500 and Formula One racing cars reverse the lifting properties to apply downforce to keep these vehicles hugging the track to improve their performance. Liebeck also designed the keel for the 1991 America's Cup winning yacht and the wing for a World Aerobatics Championship airplane.

Through wind tunnel testing of auto racing airfoils, Liebeck identified the aerodynamic principles of the fixed trailing edge spoiler

Gurney had installed on his race car rear wing. The American Institute of Aeronautics and Astronautics (AIAA) publication Aerospace America obituary noted that Liebeck studied aerospace engineering at the University of Illinois at Urbana-Champaign, where he earned his B.S. in 1961, his M.S. in 1962, and a Ph.D. in 1968. His Ph.D. thesis focused on the maximum lift an airfoil could generate.

Liebeck developed a design method that produces a low Reynolds number airfoil shape with the maximum lift for specified conditions by keeping the airflow attached. AIAA says Liebeck airfoils represent the limit of achievable performance. The results found application in high-altitude long-duration aircraft, cooling fans, and racecar wings.

After finishing his Ph.D., Liebeck returned to Douglas Aircraft, where he had worked during summers while at university, and made many contributions to aerodynamic design and analysis of commercial jet transport and high-altitude reconnaissance aircraft. He stayed with the company through McDonnell Douglas and Boeing mergers.

In the 1990s, NASA solicited a more efficient jet transport configuration than the familiar swept wing and tube fuselage. Liebeck's creative insights led to the Blended Wing Body (BWB) configuration. Unlike traditional aircraft with distinct cylindrical fuselages and separate wings, the BWB seamlessly integrates these components into a single, unified lifting surface. This revolutionary concept promises dramatic improvements in fuel efficiency and environmental performance.

In 2023 the U.S. Air Force tasked California-based startup JetZero with building and flying a full-scale BWB prototype, with a target flight date in 2027, aimed at creating a more fuel-efficient aircraft for both military and commercial use. Major U.S. air carriers, including United Airlines, Delta Air Lines, and Alaska Airlines, have partnered with JetZero on



NetZero Z4 Blended Wing Body Concept

this development. Liebeck served as a technical advisor for the project.

Liebeck was a long-standing member of the National Academy of Engineering and recognized with many of the highest honors in his profession, including the 2005 Spirit of St. Louis Medal, 2010 Daniel Guggenheim Medal, and 2012 Brigadier General Charles E. Yeager International Aeronautical Achievements Award, and he was an inductee of the 2019 International Air & Space Hall of Fame.

A 2010 AIAA Honorary Fellow, Liebeck also was recognized with the 1987 AIAA Aerodynamics Award, 2005 AIAA Aircraft Design Award, and 2016 AIAA Dryden Lectureship in Research.

In addition to his technical accomplishments, Liebeck was deeply committed to education. He served as Professor of the Practice of Aeronautics at MIT and was part of the UCI engineering faculty for over 25 years, where he taught courses in aerodynamics, aircraft performance and design, and advised students at both the undergraduate and graduate levels. He served as faculty mentor for the Design/Build/Fly and Human-Powered Airplane teams.

He will be deeply missed, and we send our condolences to Bob's family and friends.

---Elayne Bendel