



The Heritage

Heritage Chapter Bluebills
Boeing Retiree Volunteer Newsletter

February 2014

WWW.BLUEBILLS.ORG

VOLUME 20 ISSUE 02

Chairman's Corner

By Howard Syder



Harley Davidson has kindly allowed us to use its meeting facility for the past few years. Unfortunately we cannot use it for the next 3 months as they will be performing some modifications that the new owner has scheduled. Hopefully we should be able to return by May. We have arranged for an alternate location for February, March and April.

It will be easy to find as it is just across the road from Harley Davidson. Our new temporary meeting place is the Clarion Hotel.

We will hold our meeting in the Breakfast Room. There will be some changes as we will start the meeting at 11.00 am not 10.00 am. We will be able to enter the room at 10.45 am.

Coffee and doughnuts will still be served but we won't have as much room as we are used to.

This year we need to make a decision on whether to have our booth at the Puyallup Fair in September. Our decision to participate rests on whether we can find a person to take on this project. In the past Richard Vaughn, Lonnie Stevenson

and Kathie Lyons have organized the volunteer schedule and have done a terrific job. Please let me know if anyone is willing to be the project leader.

On a lighter note, by the time all of you receive this newsletter the Super Bowl will be over and the Seahawks will be the NFL Champions so let us as Bluebills have a Champion Year as well.

The Kidney Kollection

by Sharon Broom

It has been awhile since I have written an article regarding the collection of aluminum tabs for kidney dialysis research. A square dancing friend has asked us to again let everyone know how the process goes.

For a good number of years, friends throughout the square dancing community and the Boeing Bluebills--there are way too many to credit here (THANK YOU!--have helped us collect aluminum tabs for a charity organization we support. This organization is the National Kidney Foundation for the prevention of kidney and urinary tract disease. The particular area we are supporting is kidney dialysis. The original plan was to collect



these tabs and turn them into a local kidney center; however, after collecting a pickup truck load of them we learned that they will not take the tabs and that we would have to take them to a recycle center, get the money and then make a dollar donation. That is what we have been doing. It is well worth the effort as we have lost good friends and family to failing kidneys and want to help those who are waiting for a kidney transplant so their lives can return to a relatively normal status.

One in seven adult Americans has chronic kidney disease. Most don't know it because the disease is silent until damage is severe. Diabetes and high blood pressure are the leading causes. Among current projects are: Enhancing drug safety in kidney disease by developing a human kidney-on-a-chip and clinical trials of a wearable artificial kidney.

Both George and I want to thank every one of our square dancing and Bluebill friends who have diligently saved these aluminum tabs for kidney research. We very much appreciate receiving any amount of tabs--from one or two to a full large box! Even those who are receiving dialysis, themselves, collect them for us. Please know all efforts are appreciated! Fifteen hundred dollars have been donated, so far, and we will be able to do that, again, in the next few weeks! George and I want to thank all the wonderful square dancing and Bluebill friends that have gone way out of their way to help us in this endeavor.

George and Sharon Broom.

Note: *Bluebills can continue to turn in those aluminum tabs to Dick Beham at the monthly Heritage Chapter meetings or to the Bluebills office. Dick and his wife Earlene are also square dancers.*

Bluebills Volunteer—Becky Preno-vost

I started working at Boeing in 1960 supporting the Minuteman Program mainly doing clerical type work. In 1970 while on maternity leave I was laid off and spent a year and a half on the “outside”. Upon returning to Boeing I worked for the Minuteman Change Board and worked my way into scheduling activities. Toward the end of Minuteman, like many others I went to work for the (IUS) Inertial Up-

per Stage where I remained until the end of that program and retirement. My main activities were working with various Associate Contractors in building schedules for the IUS and payloads which would be launched into orbit. Sometime during the years I became the volunteer focal for the program, we were involved in many volunteer projects. Toward the end of the program I was part of the Seattle Support Team at ELS (Eastern Launch Site) where the launches took place. I was able to see a few launches and will never forget the feeling of being there. I worked on IUS from Sept. 1981 until June 2004 and worked for Boeing for a bit more than 40 years.

After retiring, I volunteered at the Teacher Resource Center working for Jim Peterson. About the same time my mother in law at the time recruited me to volunteer at Auburn Pregnancy Aid and the Auburn Community Supper.

Pregnancy Aid is a volunteer agency funded by donations providing layettes for infants, car seats, strollers, maternity clothing, baby and children's clothing, infant formula, baby food, diapers and other services as needed and available without charge to its clients. I am currently the Director of Auburn Pregnancy Aid working two days at the shop and spending more hours than I imagined preparing grants and reports for the city and seeing that things are running as intended.

Volunteering at the Auburn Community Supper involves helping to prepare and serve a hot meal each Monday. Many that we serve are homeless and/or low income. Some of the elderly I think come for companionship. We average 100 people each week. A couple of us spend about 7 hrs. each Monday, other volunteers help serve and clean up. We are sponsored by the Auburn Food Bank and also get donations from Safeway and Food Lifeline.

Twice a year I volunteer with the Food Bank



handing out more than 1000 Thanksgiving and Christmas baskets to food bank recipients. Each Saturday I help pick up day old groceries from Safeway and delivering to three low income buildings in Auburn.

I collect clean stuffed animals and sometimes barbie's and dolls that I deliver to Bambi for the Busy B's.

I have gone through CERT training and try attending there monthly meeting to keep my knowledge up to date. I have and continue taking classes at the Red Cross in Seattle for volunteering as a shelter worker.

These are my main volunteer activities but as many of you know once you volunteer for a project you frequently get a call and you're off to another opportunity.

My free time is spent attending soccer games, both my granddaughters play Premier soccer which is year round.

Volunteer Opportunity

Submitted by Maybelle Brickley, Bluebill Volunteer Coordinator

Here is a wonderful opportunity to help our younger generation get some extra help in their development to improve their lives. The agency is:

Powerful Schools

Volunteer Coordinator:
Sandy Gunder

Telephone Number: 206-722-5543 Ext 105

E-Mail: sandy@powerfulschools.org

Mission

Powerful Schools reduces the academic achievement gap by creating strong partnerships with public schools to help children thrive. Through literacy, arts, after-school and leadership programs, we ensure all children succeed both in and out of school.

This agency needs several volunteers to assist their instructors in a variety of classes, including homework help, math, science, art, cooking, dance and more. Volunteers work with elementary (K-5) students one on one or in small groups. Experience working with children would be helpful.

The schools that need volunteers are: Beacon



Hill, Graham Hill, Hawthorne, John Muir, Maple and Orca. Volunteer hours would be one to two hours a week in the afternoon. Volunteers must pass a Washington State Patrol check.

If you think you would have a little extra time in your busy retirement lives, this would be a very rewarding time spent.

January Chapter Meeting Recap

By Mary Ulibarri

Chairman Howard Syder called the meeting to order starting with the Pledge of Allegiance to the Flag led by Jim Peterson. Next was a show of hands for new members. There were three who shared a bit of their career history. Welcome! There were three January birthdays to celebrate and one anniversary. Norma and Richard Vaughn shared they will celebrate their 60th February 7. Congratulations to all.

Announcements:

First and foremost, due to the upcoming renovation project at the Harley-Davidson facility, the Bluebills meetings will be held across the street at the Clarion Hotel in the Breakfast Room. Attendees should enter through the main lobby any time after 10:45 and the meeting will start at 11:00 am.

Howard stated there is an urgent need for a volunteer to coordinate the Bluebills booth at this year's Washington State Fair in Puyallup. If no one fills this important position, the Bluebills will not have a presence at the Fair. Please consider taking the challenge by contacting one of the Council officers. You'll be glad you did.

Don Hilt mentioned this year is the Bluebills 20th Anniversary and everyone is challenged to come up with fun ways to celebrate this milestone.

Bob Lambert then shared sad news of the recent passing of Phil Janney, the artist who was responsible for our namesake painting – the Bluebill airplane. Bob gave a brief history of how this special relationship came about. We will always be grateful to Phil Janney. To read the full story, go to www.bluebills.org/opbb/BluebillsHistory.pdf.

Mary Ulibarri stated the Puget Sound Blood Center is looking for volunteers to register donors or monitor them and serve refreshments afterwards at local

blood drives. A number of Bluebills members currently fill these positions and potential volunteers were encouraged to talk to them about the rewards of helping in this important endeavor. Anyone Interested may contact Kathie Hart at 206-403-8871 or kathieh@psbc.org.

Margaret Stone is spearheading an Open House at Bob Lambert's that is now scheduled for April. She stated anyone interested in helping set up should stay after next month's meeting for details.

Jim Beasley then introduced the speaker Millard Battles, a familiar face and long-time Bluebills member, by refreshing our memories of Millard's many accomplishments. Millard graduated from the University of Notre Dame with a BS and MS in Mathematics and a minor in Physics and Electrical Engineering.



Millard hired into The Boeing Company in 1958 as a research engineer and continued in his 35-year career with Boeing in a number of management and executive positions. During that time, Boeing sponsored him as a Sloan Fellow at MIT where he received an MS Degree in Management Science. He also was appointed as Boeing Marine Systems General Manager in 1985, and served as Program Manager of the E-6 program and several others. In 1992, Millard assumed the total responsibility of Navy and Maritime Electronics Programs before retiring on April 1, 1993. But that wasn't the end of the accolades – in 2000, Seattle University honored him with a Doctor of Education Humanities degree, *honoris causa*.

In addition to his business career, Millard was active in numerous educational leadership positions, including teaching positions on a part-time basis at higher education schools. If that weren't a full time schedule, Millard has been involved in his church councils, community organizations and involved in the lives of his five children, 11 grandchildren and one great granddaughter. Kudos, sir!

With the help of a number of slides, Millard started by explaining the importance of TACAMO before moving on to the E-6 Program. TACAMO -- Take Charge and Move Out. It is a U.S. military system of survivable communications links designed to be used in nuclear war to maintain communications between the decision makers (the National Com-

mand Authority) and the triad of strategic nuclear weapon delivery systems. Its primary mission is to receive, verify and retransmit Emergency Action Messages (EAMs) to U.S. strategic forces. It does this by maintaining the ability to communicate on virtually every radio frequency band from very low frequency (VLF) up through super high frequency (SHF) using a variety of modulations, encryptions and networks. This airborne communications capability largely replaced the land based extremely low frequency (ELF) broadcast sites that became vulnerable to nuclear strike.

The acronym was coined in 1961 and the first aircraft modified for TACAMO testing was a Lockheed KC-130 Hercules, which in 1962 was fitted with a VLF transmitter and trailing wire antenna to test communications with the fleet ballistic missile submarines.

By 1971 TACAMO IV incorporated a 200 kW transmitter and dual antenna. The aircraft were upgraded to the E-6 Mercury beginning in 1990, and the E-6A was upgraded to the dual-role E-6B from 1998.

The E-6 aircraft is based on the Boeing 707 and an extended derivative of the E-3 SADI AWAC plane. The wings and tail were redesigned to meet new wing loading characteristics. The cockpit was copied from the Boeing 737NG commercial airliner, and the landing gear was modified to handle the added weight. Larger fuel tanks were installed and the fuselage was extensively modified to accommodate the 31 antennas, including the trailing wire antenna, measuring five miles in length and maintained at an 82% vertical angle. The slide showing a cross section view of the E-6 detailed not only the avionics and antennas, but also the crew rest areas.

To provide continuous communication relay link to submarines in the Atlantic and Pacific Oceans, aircraft must fly continuously 24/7, monitoring numerous communications, up to 30/50 sources at all times, and refueling mid-flight. These missions were highly classified to guard against unauthorized interception. This command could launch a nuclear missile and other defensive weapons.

One of Millard's slides of the E-6 Program Milestones indicated the contract was awarded in mid-1983. From there it became personalized when Millard pointed out he joined the program about the time of the first flight from Renton to Boeing Field in early 1987. The start of flight test was in July 1988, with first delivery of the VQ3 in August 1989 and the VQ4 in January 1991, ending with the final delivery in 1992.

Millard told a number of interesting (and humorous) interactions of bumping heads with the Aerospace managers, which eventually would evolve into a

successful working relationship. Instead of having weekly meetings with only the top seven managers, Millard's style was to involve even second level managers (140 overseeing 2,000 employees), as well as Finance and Contracts. One way to accomplish this was to include them in the meetings by setting up 20 tables, seating one each engineer, planner, factory manager, finance, materiel, support and Navy. There was some push back to including the Navy, but Millard's response was "why not? They are the customers." Each table was asked to list their top ten issues, with the outcome being most lists ended up with the same top three concerns. This method resulted in better communications.

Among the most challenging E-6 tests was the flutter test. This amounted to the plane making a quick dive from 60,000 ft. to about 20,000 ft. and then literally a kick, or quick jerk, of the vertical rudder from the cockpit. The objective was to successfully return to stable flight. The test pilot was happy with the results and did not detect anything wrong. Lo and behold, when the plane got within range of the airfield, there was quite a stir of folks calling emergency numbers and media to report both the vertical and half the horizontal rudders were extensively damaged. The "powers that be" commanded the plane be put inside the hangar ASAP upon landing with a "no comment" to the press.

Another interesting and amusing story involved some of these tail rudder pieces falling into a field in Centralia. A farmer reported some of the parts in his field and that his racehorse was limping. Was this a lawsuit brewing? After a bit of investigation, it was reported the horse had had the limp for a couple of years. So, Contracts and Finance were told to go fix the problem, and returned three hours later to report we now owned a racehorse. No one seems to know what ever happened to that racehorse. Oh, by the way, after \$64 million and much trial and error, the solution was found to be a \$100 part causing a shimmy. All applicable planes were then retrofitted to resolve the problem.

The Navy's first delivery was a very exciting time for all involved, partly because everyone was notified and prepared for the take off except for the Boeing Field tower. With the help of Security and others, everything was put in order and a successful takeoff occurred. As a result, Boeing Security was given a Security of Excellence Award by NAVAIR.

Millard wrapped up the presentation by showing a slide of the first 707 Dash 80 sitting side by side with the last E-6 TACAMO plane. This was no easy feat and required the cooperation of a score of responsible parties in order to commemorate a historical moment. Shortly thereafter, Millard received a call to come to the flight line where the last plane sat. Think-

ing this was a "panic" situation, he hurried to the line, where his crew posed in front of the plane with a large sign saying "Thank you, Millard, good luck." A truly fitting wrap up for a project well done.

As Millard was returning to his seat, his wife, Martha took the microphone to add that at the 2012 reunion at the TACAMO Museum in Oklahoma, Millard was inducted into their Hall of Fame, representing Boeing. He was one of six, including the Navy. Congratulations, Millard.

Following this fascinating presentation, Howard conducted the door prize drawing and adjourned the meeting while reminding members of the new time and location for February's meeting.

Speaker February 28th

By Jim Beasley

Jim Haas, Director – Product Marketing Boeing Commercial Airplanes



Jim is the Director of Product Marketing for Boeing Commercial Airplanes. He leads the team that presents the value of Boeing's products to airlines, financiers, media and other key stakeholders. His team is also responsible bringing customer input on product development studies back to Boeing's design teams.

Prior to his current assignment he served as Director of 747/767/ 787 Product Marketing, where he led marketing and analysis efforts for those models.

Jim joined the Product Marketing department in 1997 as Regional Director - Product Marketing, covering all Boeing models in support of sales campaigns. Prior to that assignment he was responsible for airplane performance support for all Boeing aircraft to the Sales, Marketing and Contracts organizations for sales campaigns in the Asia – Pacific region.

Jim began his career at Boeing in 1979 as a configuration design engineer in the 757 aerodynamics organization. Since that time he has held a variety of assignments in aircraft design and performance in the 757 and 777 programs, and in support of product development activities.

Jim holds Bachelor of Science and Master of Science degrees in Aeronautical and Astronautical engineering from Purdue University.

Calendar of Events 2014

- Feb 13 Heritage Leadership Meeting
- Feb 28 Chapter Monthly Meeting
- Mar 13 Heritage Leadership Meeting
- Mar 28 Chapter Monthly Meeting
- Apr 10 Heritage Leadership Meeting
- Apr 25 Chapter Monthly Meeting
- May 15 Heritage Leadership Meeting
- May 30 Chapter Monthly Meeting
- Jun 12 Heritage Leadership Meeting
- Jun 27 Chapter Monthly Meeting
- Jul 10 Heritage Leadership Meeting
- Jul 25 Chapter Monthly Meeting
- Aug 14 Heritage Leadership Meeting
- Aug 22 Chapter Picnic
- Sep 11 Heritage Leadership Meeting
- Sep 26 Chapter Monthly Meeting
- Oct 16 Heritage Leadership Meeting
- Oct 31 Chapter Monthly Meeting
- Nov 13 Heritage Leadership Meeting
- Nov 21 Chapter Monthly Meeting
- Dec 11 Heritage Leadership Meeting
- Dec 19 Chapter Monthly Meeting
- Dec 20 Chapter Monthly Meeting

Food Bank Schedule For 2014

Bring a non-perishable food item to monthly meetings to be given to a different food bank each month.

February	Bellevue	Doug Hoople
March	Federal Way	Jim & Bambi Lee
April	Maple Valley	Vaughn's
May	Kent	Bob Stubbs
June	Auburn	Lonnie Stevenson
July	West Seattle	Marian Herrin
August	Tacoma	Ted & Judy Leyden
September	Renton	Bob Lambert
October	White Center	Eileen Bear
November	Issaquah	Eleanor Skinner
December	Des Moines	Dave & Mary Frantz
January	Highline	Marian Herrin

Bluebills - Heritage Chapter

PO Box 3707 M/C 2T-04

Seattle, WA 98124

(206) 544-6286

e-mail: bluebills@boeing.com

Web Site: www.bluebills.org

- | | |
|-----------------------------------|---|
| Harold Syder | Chairman
handjsyder@comcast.net |
| Don Hilt | Vice Chairman
dphilt@aol.com |
| Jim Orchekowsky | Vice Chairman
mjorchy@comcast.net |
| Gary Palmer | Vice Chairman
garipalmer@juno.com |
| Roland Machado | Agency Relations
ramachado2@comcast.net |
| Norma Vaughn | Office Manager
abbyrose00@MSN.com |
| Eileen Bear | Retiree Assistance
pussycat12@comcast.net |
| Maybelle Brickley | Volunteers
maybelleib@msn.com |
| Millard Battles/Dick Cihak | Education
mtbattles@aol.com / dickcihak@aol.com |
| Karen Baker | Historian
bakerkm2@comcast.net |
| Ron Hanson | Computers
hansonis@aol.com |
| Dick Beham | Newsletter—Webmaster
rsqdncr@foxinternet.net |
| Janice Hawes | Busy B's
j.s.hawes@comcast.net |
| Jim Beasley | Speaker Coordinator
jimcarlab@hotmail.com |
| Jim Lee | Special Projects
jimtleee@comcast.net |
| Fran Parker | School Supplies for Children
parker33@q.com |
| Mary Ulibarri | Newsletter co-editor
bbbeditor@live.com |

Bluebills Heritage Chapter Meeting

Clarion Hotel
3700 East Valley Road
Renton, WA

February 28, 2014

Social: 10:45 to 11:00 AM Meeting starts at 11:00 AM

Speaker: Jim Haas, Director—Product Marketing BCA

Topic: “Progress of the 787 program”

Bring a non-perishable food item to monthly meetings to be given to a different food bank each month

Please Note:

The Bluebills monthly meetings for February through April will be held at the Clarion Hotel at 3700 E Valley Road, Renton, WA. Directly across the road from Downtown Harley Davidson. Please enter the Hotel through the main lobby.

We meet in the Breakfast room on the main floor.

The Meeting begins at 11:00AM. **PLEASE DO NOT ENTER the HOTEL PRIOR TO 10:45AM.**

Bluebills Monthly Volunteer Hours

Volunteer Name _____

Phone Number _____

_____ **Hours worked** _____ For _____
(month/year) (agency name)

_____ **Hours worked** _____ For _____
(month/year) (agency name)

_____ **Hours worked** _____ For _____
(month/year) (agency name)

Please send completed hours form to Bluebills, PO Box 3707 2T-04, Seattle, WA 98124

Email to bluebills@boeing.com or bring to Bluebills monthly meeting



From the north take Highway 167 south to the SW 43rd St exit, turn right on SW 43rd St to the E Valley Rd and turn Right, go north to Clarion Hotel. From the south go north on Highway 167 take the SW 43rd St exit and turn left back over the freeway to the E Valley Rd and turn Right, Go north to Clarion Hotel. The meeting is in the Clarion Hotel Breakfast room 1st floor. Signs are posted directing you to the Breakfast (meeting) room.

