



The Heritage

Heritage Chapter Bluebills
Boeing Retiree Volunteer Newsletter

January 2024

WWW.BLUEBILLS.ORG

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Chairman's Comments

By Richard Vaughn



**HAPPY NEW YEAR
HELLO 2024 – SO LONG 2023**

2023 was not a good year. We had so many badge and computer problems. I welcome 2024 and look forward to getting back to the way we used to work.

Cory is setting up a meeting with IT to take place after the first of the year trying to get things back to normal.

Happy New Year and have a great and blessed 2024.

See all of you next year!

Richard

DECEMBER 15TH CHRISTMAS POTLUCK 2011/2023





December Meeting Summary

By: Mary Ulibarri

Don Hilt started the meeting by asking if there were any birthdays or anniversaries. No response. So, he moved on to the door prize drawing. The gifts were three poinsettias and six lovely ornaments. Perfect.

There were no announcements made, so attendees started lining up for the potluck. The variety of salads and desserts, plus a warming pot of meatballs was just perfect for the lunch. Thanks for everyone's efforts. And it was nice to spend time conversing and then wish each other Merry Christmas and a very Happy New Year!

Busy Bee's

By: Janice Hawes, Lisa Nyreen, Melinda Stubbs, Sibyl Fletcher

*Merry Christmas
and a Happy new Year*

Looking Back on Speakers and Presentations in 2023



Jim Beasley,
Speaker Coordinator

Jim obtained some excellent speakers and presentations for our general meeting this past year and has consented to provide excellent speakers on timely subjects and events for another year. Here is a sample of some of those past presentations:

January 27th, Bruce Carlson, Associate State Director for Communications, AARP Washington State Office, who used an excellent visual slide show.



February 24, Katie Drewel, Government and Community Relations Officer, South Corridor Executive Dept. of Sound Transit. Accompanying Katie was Anna Bonjukian, holding the position of Construction Manager, Sound Transit, for almost two years, who also addressed the audience with progress and updates during the presentation.



March 26th, Brier Dudley, editor of The Seattle Times Save the Free Press Initiative. He has been with the Times for over 23 years. Before his current role, Brier was an editorial board member and wrote a column on technology.



Brier offered his thoughts on the most serious threats to the free press and what things give him hope.

May 26th, Claire Gebben, Author of two published books, who proceeded to talk on the subject of researching one's Genealogy.



Claire's presentation using a projector provided personal as well as general information by using an outline. Anyone planning to do such research would be wise to follow it.

Claire wrapped up her presentation by taking numerous questions from the audience.

August 25th, Brent Mason, Executive Director, Foss Waterway Seaport in Tacoma.



Using a visual presentation, Brent jumped right into his featured topic--the Willits Brothers, manufacturers of Canoes in Day Island, Tacoma, WA, and how their story/legacy became the responsibility of the Foss Waterway Seaport.

April 23rd, Cory Ertel, Regional Grassroots Advocacy, Boeing Government Operation group. He provided the Bluebills members with an overview of his role supporting grassroots public policy advocacy. He spoke of how he engages with employees, suppliers and retirees, to share information about Boeing's public policy objectives, and how to get involved in supporting those efforts.



June 30th, Rick Faunt, Treasurer, Hearing Loss Association of America (HLAA), Washington State Association.



With the help of a slide presentation, Rick provided much information for hearing impaired individuals presently wearing hearing aids and in support of those who may find a

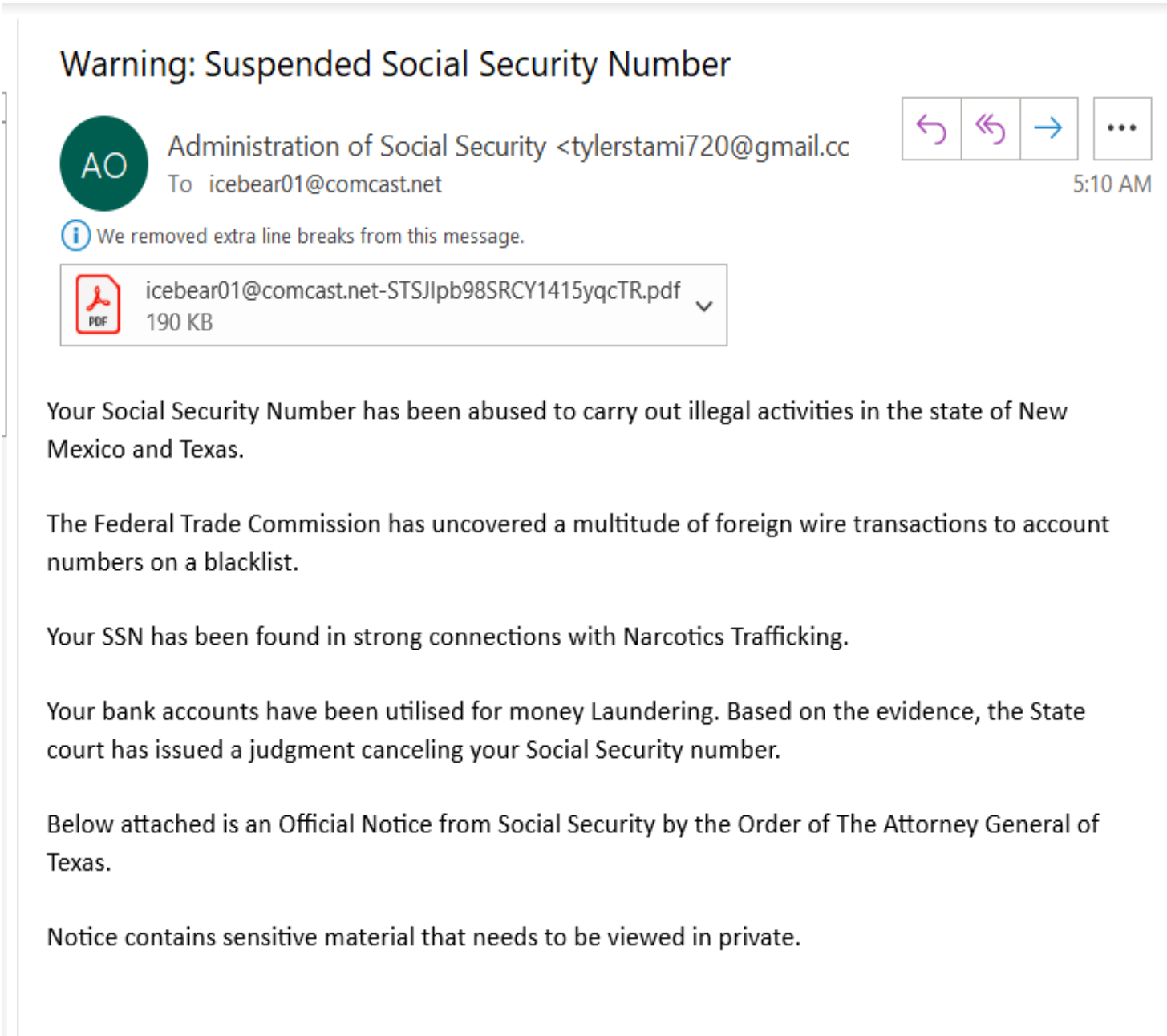
Note: These were just samples from 2023. Jim has been the speaker coordinator for the Heritage Chapter for many years, longer than I can recall. Obtaining excellent speakers has taken a lot of effort and you can show your gratitude and appreciation by attending the monthly meetings. Even with the very good meeting recaps, by our co-editor Mary Ulibarri each month, you miss a lot by not being in attendance.

Scary Scam *do not open or click*

Submitted by : Lonnie Stevenson

To All people:
PLEASE BEWARE of potential scams.

See below: for a screenshot of what I received. I view my email on Microsoft Outlook, internet provider is Comcast.net. I did not click on anything, or did not open the attachment.





Era Living Communities January 2024 Events

Submitted by: Tina Hall, Era Business Development Manager

I hope you are enjoying a festive and stress-free December. With January just around the corner, I wanted to be sure to share all of the upcoming events the various Era Living Communities are hosting next month.

January is typically a time of year when many people decide it may be time to consider a move to a retirement community, so several of our communities are hosting presentations on Evaluating Retirement Living Options. These informative presentations are meant to help clarify the differences in all of the various types of community options and care available for people to consider. And when armed with this knowledge, people are in a much better position to determine what the right type of community may be for them, and how to research and decide on the best fit for their specific needs and wants. I have included all of these presentations in the list below, in case someone is not able to make it to the event close to them they still have another opportunity, even if it is a bit farther afield.

Evaluating Retirement Living Options

University House Issaquah | Tuesday, January 9, at 11:00 am

Join us to discuss the differences in various senior housing and care models. This presentation will highlight some of the most important considerations when choosing your next home. We'll also take a close look at the pros and cons of retirement living, assisted living, continuing care retirement communities, and more. Learn how to choose the best fit for your situation, as well as how to understand when it may be the right time to move.

RSVP TODAY or call (425) 557-4200

Selling Your Home in Today's Market

Aljoia Mercer Island | Thursday, January 18, 10:30 am

Are you considering a lifestyle change involving a transition to a new home that includes the selling of an existing and often long-time home? In this presentation, you'll learn the following:

- Tips for preparing your home for top dollar in today market fix up or sell as is?
- Staging your home is it always necessary?
- Enhancing exposure to effectively market your home for the max value.
- An update on today market, focusing on Mercer Island and surrounding areas.

RSVP TODAY or call (206)230-0150

Evaluating Retirement Living Options

The Lakeshore | Thursday, January 18, 2:00 pm

Join us to discuss the differences in various senior housing and care models. This

presentation will highlight some of the most important considerations when choosing your next home. We'll also take a close look at the pros and cons of retirement living, assisted living, continuing care retirement communities, and more. Learn how to choose the best fit for your situation, as well as how to understand when it may be the right time to move.

RSVP TODAY or call 772-1200

Evaluating Retirement Living Options

The Gardens at Town Square | Wednesday, January 24, 3:00 pm

Join us to discuss the differences in various senior housing and care models. This presentation will highlight some of the most important considerations when choosing your next home. We'll also take a close look at the pros and cons of retirement living, assisted living, continuing care retirement communities, and more. Learn how to choose the best fit for your situation, as well as how to understand when it may be the right time to move.

RSVP TODAY or call (425) 688-1900

Indulge in Distinction in our Renovated Dining Room!

University House Issaquah | Thursday, January 25, at 2:30 pm

Please join us to celebrate the newly renovated dining room at University House Issaquah. Elevate your retirement community experience as we unveil a sophisticated space designed for comfort, luxury, and delightful culinary experiences. Enjoy an array of appetizers crafted by our talented chefs, sip on some exquisite wine, and participate in our exclusive drawing for a chance to win fabulous prizes! Don't miss this chance to enjoy our new dining room, connect with our residents and begin a few new friendships.

RSVP TODAY or call (425) 557-4200



Understanding Dementia Behaviors

Submitted by: Eleonor Green, Community Outreach

I recently came across your website and saw the valuable information you provide for your community, and I thought you would be interested in learning more about what we're doing to support seniors.

Dementia has a profound impact on both patients and their caregivers. Those with dementia need continuous care, typically delivered by family members such as spouses and adult children who provide unpaid full-time or part-time support. Unfortunately, caregivers often find themselves overwhelmed and confused when they witness their loved ones displaying unfamiliar and distressing behaviors, leaving them uncertain about how to react.

To make the caregiving experience more understandable and manageable, we have created a guide that addresses various common dementia behaviors, offers strategies for improving com-

munication with individuals with dementia, and provides resources for further information on dementia.

You can view our guide here: <https://www.seniorhomes.com/understanding-dementia-behaviors/>.

It would be great if you could include it on your website <http://www.bluebills.org/opbb/Seniors/seniors.html>. It would greatly help senior citizens and their families in your community.

*Eleonor Green
Community Outreach
SeniorHomes.com*



Submitted by: Micki Brown

Dear Colleague,

Your clients can now download a copy of their Benefit Statement, also known as the SSA-1099 or the SSA-1042S, for the past six years using their personal [my Social Security](#) account.

A Benefit Statement shows the total amount of benefits a person received from Social Security in a calendar year. It lets them know how much Social Security income to report to the Internal Revenue Service on their tax return. If your client misplaced their Benefit Statement, they can instantly get a replacement form for any of the past six years in which benefits were paid with their personal [my Social Security](#) account.

Visit our [Information for Tax Preparers](#) webpage to learn more. Please share this information with your members, colleagues, affiliates, and other interested parties.

Dawn Bystry
Acting Associate Commissioner
Office of Strategic & Digital Communications

Clever Words for Clever People

Submitted by: Mary Ulibarri

1. **ARBITRATOR** - a cook that leaves **Arby's** to work at **McDonald's**.
2. **BERNADETTE** - the act of torching a mortgage.

NEWS THEN HISTORY NOW

Boeing 247D: Pioneer of Passenger Air Travel

By Bob Mayer Posted 12/08/2023 HistoryLink.org Essay 22859

In the twenty-first century, large jet airliners such as the Boeing 747, 777, and 787 dominate passenger air travel, flying from Seattle to New York nonstop in five hours or less. In 1933 a revolutionary new airplane was introduced that airline advertising bragged about. It cruised at speeds of three miles per minute and carried 10 passengers across the country in 20 hours with fueling stops, cutting eight hours from previous travel times. The airplane was the Boeing 247D, which was considered big and fast in its day. Not only was it a technological advancement, but it also boosted public confidence in commercial air travel. Although the 247D dominated passenger travel for only a few years, it is considered the first modern passenger transport and the forerunner of today's passenger airplanes.

Early Passenger Airplanes

By the beginning of the 1930s, passenger airplanes included American-built Ford Tri-Motors and Fokkers, and European-built airplanes. All were slow, noisy, and uncomfortable for passengers. Most were somewhat boxy biplanes or high-wing monoplanes and had wing struts, support wires, engine mounts, and permanently extended landing gear. Construction used wood and fabric rather than metal to save weight. In the days before high-strength aluminum was available, the extensive use of metal would result in an airplane that was too heavy to get off the ground with the engines available at that time. When metal was used, it was often corrugated sheet metal. All these factors affected weight and drag, which limited speed and efficiency.

On March 31, 1931, an American-made trimotor Fokker F-10A crashed in Kansas, killing all on board when a wing came off the airplane in flight. One of the passengers was a national hero, Knute Rockne (1888-1931), coach of the Notre Dame football team, bringing high public attention to the accident. The Department of Commerce determined that the cause was rotted wood where the wing attached to the fuselage in an area inaccessible for routine inspection. The public lost confidence in commercial air travel and passenger revenue for airlines dropped. Safer, stronger airplanes were needed to restore public confidence in flying.

New Designs for a New Image

In 1931, [Boeing](#) was looking for a new project. The previous year had seen completion of design and build of the Boeing Monomail, a streamlined, low-wing, all-metal single-engine airplane designed for fast mail service. In 1931 Boeing was completing the design of the Boeing-funded XB-9 bomber. Like the Monomail, it was streamlined, low wing, and all metal construction, but larger. The XB-9 was powered by two engines mounted in the wings instead of hanging below them. The low-wing cantilevered design in both airplanes reduced drag and increased speed and efficiency by eliminating wires and struts needed in older airplanes to support the wings.

In interviews, pilots of the older Boeing 80-A trimotor airplane had expressed the hope for fast-

er, comfortable, streamlined, all-metal airliners. Boeing already had elements of designs that would meet these requirements in the Monomail and the XB-9 that could be adapted to a new passenger airliner.

On September 2, 1931, Boeing gave the go-ahead to study various design proposals for the new airplane. Many versions were considered including biplanes and monoplanes, twin-engine and trimotor versions, and airplanes of various gross weights and passenger capacities. By the end of 1931, they had settled on proposal #247 which was the adaptation of the XB-9 twin-engine bomber to a passenger configuration. (Note that about 35 years later, Boeing would adapt its unsuccessful proposed design for a military cargo airplane into another revolutionary passenger transport, the [Boeing 747](#).)

In January 1932, Boeing took the proposal for the 247 to [United Airlines](#) and received an order for 60 airplanes. Detail design of the airplane had started by February 1, 1932, and production began on July 26, 1932. It would be powered by two Pratt and Whitney 550 horsepower Wasp air-cooled radial piston engines. The order for 60 airplanes locked up Boeing production for two years and insured that United Airlines would have exclusive use of the advanced airliner during that time.

These first 60 airplanes were built as 247 models, but as improvements were identified, design changes were made and built into the 15 airplanes that followed. The original 60 airplanes can be identified by the unique configuration of their windshield, which slanted inward from top to bottom instead of the usual outward slant. This design was intended to reduce glare from instrument panel light reflections. In practice it made glare from outside lighting worse, so the design was changed. The later airplanes built as 247D models have standard outward slanted windshields. Many of the improvements were retrofitted to the original 247 airplanes, which were then upgraded to the 247D configuration except for the windshield change.

Safer and More Comfortable

Besides the modern all-metal streamlined design, the 247 and the improved 247D had many new features that would continue to be used on airplanes. Cabin insulation reduced noise and improvements in temperature control and cabin ventilation increased passenger comfort. Wing deicing improved safety by preventing dangerous ice buildup on the wings. Trim tabs on flight surfaces adjusted the flight attitude of the airplane, reducing pilot workload. Controlled pitch propellers were adjustable for maximum efficiency during takeoff and cruise.

The innovations in the design of the 247D helped pave the way for the much larger, much faster aircraft that have since made Boeing's reputation in passenger airliners. The 247D has a wingspan of 74 feet, a length of 52 feet and height of 12.5 feet. It has a top speed of 200 mph and a range of 750 miles. It can carry 10 passengers, two pilots and a flight attendant.

Boeing's newest passenger airliner, the 787-9 released in 2011, has a wingspan of 197 feet, a length of 206 feet, and height of 56 feet. It has a top speed of 586 mph and a range of 8,700 miles. It can carry 296 passengers and crew.

Boeing's largest passenger airliner, the 747-8 Intercontinental, has a wingspan of 224 feet, a

length of 250 feet, and height of 64 feet. It has a top speed of 612 mph and a range of 9,200 miles. It can carry up to 600 passengers and crew.

First Flight from Boeing Field

Two experienced pilots were selected for the first flight of the 247 on February 8, 1933: Boeing Chief Test Pilot Leslie Ralph Tower (1903-1935) and United Airlines pilot Major Louis G. Goldsmith (1898-1943)

Tower studied engineering at the University of Washington and then joined the United States Army as an aviation cadet where he received his flight training. In 1925 he began his employment at Boeing as a draftsman but soon became a test pilot. As Boeing Chief Test Pilot, he flew first flights of the Boeing 247 and Boeing Model 299, which in production became the [B-17 bomber](#). Tower died of injuries sustained in October 1935 when the Model 299 that he was aboard crashed at Wright Field near Dayton, Ohio, during an Army Air Corps evaluation flight.

Goldsmith served in the U.S. Army at the Mexican Border in 1916, and in France in 1917. He started flight training as an Army aviation cadet in 1921 and received his commission in 1922. Goldsmith flew as a barnstormer at county fairs from 1923 to 1925 and later flew a Forest Service patrol plane. In 1928 he became a commercial air transport pilot based in Portland, Oregon, with various small airlines and then with United Airlines. He flew United's Boeing 247s from 1933, setting speed records. In 1937, Goldsmith became an aviation adviser to the Cantonese government during the early days of the Sino-Japanese war. He went into active duty with the rank of major in the Air Transport Command of the U.S. Army Air Corps when Pearl Harbor was attacked. By that time, he had logged over 8,000 flight hours. Goldsmith died when the military air transport airplane in which he was a passenger crashed on the Isle of Arran in Scotland. Besides his career in aviation, he was a gifted writer of flying action-adventure stories for periodicals such as *Argosy Magazine* and was the president of the Portland Writers Club.

These pilots made the first flight of the Boeing 247 at noon on February 8, 1933, witnessed by a few hundred Boeing employees and executives. There was no public announcement prior to the historic flight. The takeoff from Boeing Field was smooth, using only 800 feet of runway before lifting into the air. The flight lasted about 40 minutes over Seattle and Puget Sound, and airplane performance was declared to be perfect. Subsequent test flights determined that the new airplane met or exceeded all design specifications. A few days after the first flight, during a flight over Seattle, Goldsmith cut the left engine. With just the power of the right engine, the airplane maintained altitude and could still climb. The ability to fly with one engine was an important consideration for the safety of a twin-engine airplane.

First Commercial Flight

On Sunday April 2, 1933, from noon to 6 p.m., *The Seattle Times* and United Airlines provided the public with their first opportunity for a close-up view of the new 247. The event was held at the United Airlines hangar at Boeing Field. A catwalk was set up next to the airplane to allow visitors to see inside the cabin area and flight deck. Visitors were also treated to an air circus performed by Boeing Field pilots. A crowd of about 15,000 attended, including 5,500 who waited in line to view the airplane up close.

On April 5, 1933, less than two months after the first flight, the Boeing 247 entered service and made its inaugural commercial flight, a round trip between Seattle and Portland with a full complement of 10 passengers each way. On board were Seattle Mayor John Dore (1881-1938) with his 12-year-old daughter Virginia, Tacoma Mayor Melvin Tennent (1888-1969) and Portland Mayor-elect Joseph Carson (1891–1956). Other passengers included a *Seattle Post-Intelligencer* newspaper reporter, Boeing Chief Test Pilot Les Tower, and other representatives of Boeing and United Airlines. A story in the *Post-Intelligencer* on April 6, 1933, described the day and flight:

"A more ideal day for the flight could not have been found if it had been made to order. There was scarcely a cloud in the sky, so there was an uninterrupted view of the gorgeous panorama of Mount Rainier, Mount Adams, Mount St. Helens, and Mount Hood. And such few 'bumps' as were in the atmosphere were ridden by the great plane with as little concern as a crack ocean liner rides the occasional wave in a smooth sea" ("New Boeing Giant ...").

The Boeing 247 was described in the story as the newest "Queen of the Air." Years later, a similar description, "Queen of the Sky," would be applied to the jumbo jet Boeing 747.

Showing Off in Chicago

To restore the public acceptance of air travel, United Airlines aggressively marketed the benefits of the new airplane. Advertisements in newspapers, magazines, and brochures praised its speed, comfort, and safety features. United even sponsored a national model-building contest for youth through *Popular Aviation* magazine in 1933, sending out thousands of free kits. The top prize went to the model builder who best duplicated in miniature as many features of the 247 as possible.

At the worst of the Great Depression, the Century of Progress International Exposition was held in Chicago. It aimed to raise spirits by depicting a brighter future led by advances in science and technology and to commemorate the centennial of the city. It ran from May 27 to November 1, 1933, and from May 26 to October 31, 1934, and attracted nearly 61 million visitors. One of the popular features of the exposition was the Travel and Transport Building. Various modes of transportation, old and new, were on display, but the Boeing 247 represented the epitome of modern transportation. Robert van der Linden described the display in his book *The Boeing 247*:

"The 247 sat dramatically perched on steel pedestals above the floor. A catwalk was erected above one wing thus allowing thousands of visitors a close-up look at the interior. Loudspeakers broadcast a typical two-way radio conversation between the pilot and the ground. Beneath the airplane stood a Wasp engine behind which was a small theater showing a continuous film. This and several static displays stressed the speed, safety, and comfort of the new airliner" (van der Linden, 80).

United Airlines also provided visitors with tri-fold brochures describing features of the airplane and a series of postcards. If the visitor addressed, wrote, and stamped the postcard there, it could be mailed right from the Travel and Transport building. Similar postcards were also provided to passengers while flying on the airliner and if given to the stewardess, they would be

stamped and mailed at the airline's expense. The extensive advertising and public relations paid off. Travelers heard the message. The new, fast Boeing 247 brought United Airlines record ticket sales as it entered service in summer of 1933.

World's Greatest Air Race: London to Australia

In the 1930s advances in air transportation could bridge the time and distance between countries and continents. Great Britain and Australia were separated by 11,000 miles, and Sir MacPherson Robertson (1859–1945), an Australian millionaire philanthropist and candy maker, wished to encourage travel between those countries. In 1932 he proposed an air race from London to Melbourne, which was preparing for its centennial.

The contest created interest all over the world. From the U.S., famous air racer and flamboyant personality Roscoe Turner (1895-1970) entered the race. He had set many speed records and won many race trophies. His choice of pets set him apart. He frequently flew with his pet lion cub, Gilmore, named after his sponsor Gilmore Oil Company, which featured a red lion as a mascot. Turner chose the Boeing 247D as his airplane. He believed that not only did it offer speed but had proven the dependability needed to finish such a long race. He leased a new 247D from United Airlines. Some modifications were made, including additional fuel tanks to reduce the number of fueling stops enroute. The airplane was like a flying billboard carrying logos of his sponsors including Heinz 57 and Warner Brothers Pictures.

Despite all his experience, Turner had never flown long distances over water, so he chose a copilot who had. [Clyde Pangborn](#) (1895-1958) from [Wenatchee](#) was also a famous pilot. On October 4, 1931, Pangborn and Hugh Herndon Jr. (1899-1952) had made the first nonstop flight across the Pacific Ocean from Japan to Wenatchee. It was a flight of 4,500 miles and 41 hours, 13 minutes. To save fuel they jettisoned the airplane's landing gear and struts after takeoff, so they [belly landed](#) in a Wenatchee field, near the site of what is now Pangborn Memorial Airport.

There were 20 airplanes in the London to Melbourne race. Of particular interest were the entries from Great Britain, three sleek two-seat De Havilland Comets that were especially built for the race, and the Dutch entry from KLM airlines, a Douglas DC-2 airliner.

The 10,323-mile race was conducted from October 20-24, 1934. Prescribed stops included Athens, Baghdad, Karachi, Allahabad, Singapore, Darwin, and Melbourne, with other approved locations as needed for fuel. Turner and Pangborn in their Boeing 247D completed the race in just over 92 hours and finished in third place behind one of the "built for speed" Comets and the KLM Douglas DC-2 airliner. Finishing behind the Douglas DC-2 would be a harbinger.

After the race, Turner, Pangborn, and the 247D returned to San Francisco from Melbourne by steamship and then flew to Seattle, where they were congratulated by proud Boeing people. The airplane was restored to passenger configuration and entered service with United Airlines with special markings commemorating its success in the great air race. In 1939 it was purchased by the U.S. Department of Commerce for use in testing new aviation equipment. On July 17, 1953, Roscoe Turner made the last flight of the airplane to Washington National Airport in Washington, D.C., where it was donated to the Smithsonian Institution. It is on permanent display at the National Air and Space Museum with one side showing United Airline markings and the other

side showing the London to Melbourne race markings.

Overtaken by Douglas, Again

With two years production and the first 60 airplanes committed exclusively to United Airlines, Boeing sent other airlines such as TWA and American looking for another source for competitive airplanes. Donald Douglas welcomed them and developed his DC-1, DC-2, and DC-3 airplanes. First delivered to TWA in May 1934, the Douglas DC-2 was 25 mph faster than the 247D and could carry four more passengers in a roomier cabin. Consequently, it was more profitable to operate. By early 1936 United Airlines began selling off their 247Ds to smaller operators and replacing them with the Douglas airplanes. Over the production life of the airplane, Douglas would build thousands of DC-3 commercial airliners and military variants, while only 75 of the Boeing 247 were built. Eventually the fleet of 247D airplanes would be used by businesses, governments, militaries, and other owners for uses such as private and corporate transportation, and even cloud seeding and crop dusting.

Boeing would go on to design and build the innovative [314 Clipper](#) and the 377 airliners, but neither achieved popularity with the airlines to compete with the Douglas airplanes. During World War II, Boeing production was fully engaged in building B-17 bombers. It wasn't until the 1950s and the Jet Age that Boeing achieved dominance in the commercial airliner market, beginning with the [Boeing 707](#).

The Final Flight

The [final flight](#) of any Boeing 247 was made on April 26, 2016, after years of restoration at the Museum of Flight Restoration Center at [Paine Field](#) in Everett. Of the four 247Ds that still existed, NC13347 was the only one that was still flyable. Three other airplanes were on display at museums in Washington D.C., Canada, and Great Britain. Capt. Mike Carriker and Capt. Chad Lundy piloted the airplane on the 20-minute flight from Paine Field to Boeing Field in Seattle, where the airplane was put on permanent display in the Aviation Gallery at the Museum of Flight.

This essay made possible by:

Snohomish County Community Heritage Project
King County



Postcard given to passengers onboard Boeing 247 flights, ca. 1930s
Courtesy Bob Mayer

assembled at Boeing, Seattle, 1933
Courtesy San Diego Air and Space Museum

Calendar of Events 2024 In Person Meetings

<i>Jan 26</i>	<i>Chapter Monthly Meeting</i>
<i>Feb 23</i>	<i>Chapter Monthly Meeting</i>
<i>Mar 22</i>	<i>Chapter Monthly Meeting</i>
<i>Apr 26</i>	<i>Chapter Monthly Meeting</i>
<i>May 31</i>	<i>Chapter Monthly Meeting</i>
<i>Jun 28</i>	<i>Chapter Monthly Meeting</i>
<i>Jul 26</i>	<i>Chapter Monthly Meeting</i>
<i>Aug 30</i>	<i>Chapter In-Door Potluck</i>
<i>Sept 27</i>	<i>Chapter Monthly Meeting</i>
<i>Oct 25</i>	<i>Chapter Monthly Meeting</i>
<i>Nov 22</i>	<i>Chapter Monthly Meeting</i>
<i>Dec 20</i>	<i>Chapter Holiday Potluck</i>

Food Bank Schedule For 2024

Cash donations collected at each monthly meeting to be given to a different food bank each month.

<i>January</i>		<i>Open</i>
<i>February</i>	<i>Bellevue</i>	<i>Doug Hoople</i>
<i>March</i>	<i>Issaquah</i>	<i>Dick Beham</i>
<i>April</i>	<i>Maple Valley</i>	<i>Vaughn's</i>
<i>May</i>	<i>Kent</i>	<i>Melinda Stubbs</i>
<i>June</i>	<i>Auburn</i>	<i>Martha Battles</i>
<i>July</i>	<i>Renton</i>	<i>Meri England</i>
<i>August</i>	<i>Black Diamond</i>	<i>Vaughn's</i>
<i>September</i>	<i>Federal Way</i>	<i>Don Hilt</i>
<i>October</i>	<i>White Center</i>	<i>Heinz Gehlhaar</i>
<i>November</i>		<i>Open</i>
<i>December</i>		<i>Open</i>

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**Don't Forget to
Report Your Hours!**

Bluebills Heritage Chapter Meeting

January 26, 2024

Social: 10:00AM, Meeting 10 :30 - 11:30 AM

Speaker: To be announced

Subject: TBA



Come to the meeting, enjoy coffee, donuts, informative presentations, and socialize with other Boeing retirees.

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

The Bluebills monthly meetings are held at the VFW Post 1263, 416 Burnett Ave South, Renton, WA. Parking is available in the lot immediately across the street from the VFW.

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 1K-B02, Seattle, WA 98124
Email to bluebills@boeing.com or bring to Bluebills monthly meeting