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# The Heritage

Heritage Chapter Bluebills  
Boeing Retiree Volunteer Newsletter

JULY 2024

VOLUME 30 ISSUE 07

[WWW.BLUEBILLS.ORG](http://WWW.BLUEBILLS.ORG)



## July 26th Chapter Meeting Presentation

*By Jim Beasley*

The speaker for July 26th is Conrad Swanson, Seattle Times, climate team reporter, who will speak on The Electric Grid in the Northwest and its challenges.



## June Meeting Summary

By Mary Ulibarri

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By Mary Ulibarri

Don Hilt opened the meeting with the pledge of allegiance. There were two June birthdays in attendance, Jim Beasley and Dick Beham, and one on my list, Cam Haslam. Micki Brown stated she and Ron would be celebrating their 47th wedding anniversary on July 7.

Don announced admission to the Museum of Flight would be free on July 4th.



Norma stated the Renton VFW is sponsoring a clothing/household drive through the end of August. "Gently used" items such as men's, women's, kids, and baby clothes, as well as shoes and boots, plus blankets, sheets, pillows, comforters can be brought to the July Bluebills meeting or dropped off through the end of August at 416 Burnett Ave. So. between 2:00 pm and 8:00 pm, Tuesday through Saturday. For questions call (206) 790-3255 or leave a message at (425) 417-4035.

Dick Beham then introduced our speaker Lori Linke, Research Mgr., Kidney Research Institute, University of Washington.



With the help of a visual presentation, Lori started with the Institute's mission, goal and vision.

- Mission is to conduct research that can improve the lives of those with kidney disease.
- Goal is to establish a leading clinical research endeavor focusing on early detection, prevention and treatment of kidney disease and its complications.
- Vision is for every person affected by kidney disease to be informed about, participate in and benefit from our research.

Seattle has long been the place for kidney research. In 1960, Dr. Belding H. Scribner, the first director of nephrology at the University of Washington, and his colleagues developed a

blood access device for hemodialysis called the Scribner shunt, providing a lifeline to patients with kidney failure. The shunt allowed patients to receive lifesaving dialysis on a long-term basis, changing kidney failure from a death sentence to a treatable condition. Dr. Scribner subsequently founded Northwest Kidney Centers, the first outpatient dialysis program in the world, and made Seattle an international center for advances in kidney disease. Through his leadership, Scribner forever changed the lives of patients with kidney disease.

The prevalence of kidney disease has continued to rise steadily since Scribner's time, and the lack of research and new discoveries has hindered the delivery of optimal medical care and treatments to affected individuals. For the Seattle kidney community, it became evident that there simply wasn't enough innovative research on kidney disease being done. A cohesive, focused research endeavor to bring the best science to the study of the most important clinical problems needed to be in place to truly make a difference in the lives of people with kidney disease.

Beginning in 2003, a task force comprised of leadership from UW Medicine, Northwest Kidney Centers and the community pioneered the concept of a research institute dedicated solely to kidney disease. After five years of planning, the Kidney Research Institute opened its doors in 2008, proud to build on 50 years of history in Seattle. The Kidney Research Institute is fighting an epidemic of kidney disease.

A public health issue: One in every seven adults in the United States has kidney disease—a 30 percent increase over the past decade. Prevalence rates around the world range between 10 and 13 percent.

A public finance issue: Twenty-four percent of the U.S. Medicare budget is spent treating kidney disease; seven percent is spent on dialysis treatment.

Myriad complications: Chronic kidney disease is linked to premature cardiovascular disease, fractures, infections and diminished physical and mental functioning.

Under the radar: Despite robust basic research, clinical practice has lagged in developing new treatments for kidney diseases, and in understanding uremic complications and other important questions with direct impact on patients.

The Institute has a rich history of research from the University of Washington, starting with Dr. Scribner developing the Scribner shunt. The Institute has published over 1,500 peer-reviewed papers, including partnership with those in the greater Puget Sound area and with Universities across the Nation. They have 40-50 active studies and grants at any one time. And they conduct a varied research including, Chronic Kidney Disease, End stage Renal Disease, Acute Kidney and transplant research.

Lori concluded with questions from the audience.

The meeting was adjourned following the door prize drawing.

## **Bluebills Pop Top Program for Kidney Dialysis Research**

*By Dick Beham*



The Bluebill Pop Top Collection Program began when some of our members said that they had been collecting pop tops for MacDonal House Charity and they no longer accepted that donation anymore. It was at that time that Dick Beham, who was also a square dancer, suggested they continue, and he would add our collections with that of area square dancers and quilters for donation to the Kidney Foundation for Dialysis Research.

The Square Dancer Pop Top Program began in early 2000 when a couple of square dance friends got together. One had kidney problems and the other had family with the same issues. They started collecting aluminum tabs and cans and recycled them for donation for kidney disease research.

A square dance couple George and Sharon Broom of Bainbridge Island, WA, collects our aluminum tops and cans and take pickup truck loads of them to a recycler in Puyallup, WA for dollars. They then add dollars to that amount to make yearly or every two-year donation to the Kidney Foundation, personally, for disease research. The frequency of donation depends largely on the amount paid for the recycled aluminum and collection.

The first donation was a check of \$1500 presented personally, by the Broom's, to the Kidney Foundation. The second was \$2500 and so on over the years. With our current donation in June of \$2500 our donations so far have amounted to about \$20,000.00.



*Submitted by Micki Brown*

Three news items from the Social Security Administration which include links to information of importance that should be of interest to many.

1. In his ongoing commitment to deliver better customer service, while improving workplace morale, Commissioner O'Malley diligently works to accelerate change at the Social Security Administration.

Read the Government Executive article, "[Martin O'Malley is on a one-year sprint to save Social Security,](#)" to learn more.

Thank you for your continued support. Please share this information with your members, colleagues, affiliates, and other interested parties.

2. On June 22, 2024, we published new public guidance and instructions about how we use Dictionary of Occupational Titles evidence in the disability evaluation process.

See our [blog](#) for more details.

Please share this important information with your members, colleagues, affiliates, and other interested parties.

3. In our ongoing commitment to increase awareness of our programs and services, we are sharing our [Monthly Information Package](#) (MIP) repository. The MIP is a compilation of relevant articles in English and Spanish that we share with our Public Affairs Specialists around the country for placement in their local print and digital periodicals. We want to expand that dissemination to include you sharing with your members and colleagues. We recommend sharing the articles through channels like electronic newsletters, email blasts, and print periodicals. For the author, please use *Social Security Administration*.

Not only does the repository include recent articles written for release in August, but it also includes articles since January 2023 that can still be used. We will let you know when each MIP is released.

If you post an article, please let us know or share the link by emailing [OEA.Net.Post@ssa.gov](mailto:OEA.Net.Post@ssa.gov)!

## **MY DRAMA SOCIETY ROAD TRIP TO GREECE**

*By: Carla R. Becker*

### **Part I: On The Road**

In June of 1959, my junior year abroad at London School of Economics was over. My roommate, Jancis and another junior year abroad friend, Sylvia and I had joined the Drama Society. The Drama Society took a play to the continent every year and presented it at a scheduled town or city. This was something they did every summer. This year a very ambitious choice was made, we were going to Athens, and the three of us had parts in the play. The play was a sixteenth century morality play by Sir David Linsey. Of course I wanted the part of Sensuality, but I was cast as Chastity. I was small and slim hipped, and my face was framed in long straight hair with bangs. I looked the part. Hazel, also small, but round and fully packed was cast as Sensuality. In community theater in Connecticut. I had been cast as Ophelia in "When Shakespeare's Ladies Meet" and the Fairy Child in

“Land of Hearts Desire” for which I won an acting award. In high school I played Granny “On Borrowed Time” and won another award. I was ready for a different kind of role. I would have to wait, and waiting was worth it when a few years later I got the part of a stripper, Adelaide in “Guys and Dolls.” But that is another story.

It was decided that we .... the society had a budget...would buy the vehicle that would transport us to Greece. The only thing we could afford was a battered 1946 Bedford Bus that one of our actors had found happily retired in a junk yard. The bus wore an old paint job of battleship gray and did not look up to the job of completing a round trip to Athens carrying twenty students, their luggage, the props and scenery and costumes. We named the bus Desiree.

At Midnight on July 2, 1959, we left for Dover, and she only boiled over once. The Channel crossing was easy on Desiree. At Boulogne we had a three hour wait while customs officials decided if Desiree was capable of public transport. Yes, it was as bad as all that, but we got our permit and got as far as Colembert where we had to get Desiree a new radiator as she was now boiling over on every little incline. That took the better part of twenty-four hours. We were able to get a lovely meal in a private home, in a small narrow room with a long table. Years later I would have a similar experience in Sun Valley in the home of a Basque family. We drove through Belgium on what seemed like cobblestone roads and were happy to arrive in Germany and the autobahn.

Desiree could have had her flat tire in Belgium but decided to have the puncture on the autobahn at midnight. We slept on the side of the autobahn with cars whizzing by our heads at one hundred miles an hour. The next morning, with the help of the Polizei we got a new tire. At that point we were tired and hungry and very dirty. We were not all that far from the town in Germany where my aunt lived, and I suggested it might be worth our while to go just a little bit out of our way and make a stop at her house. The family was very surprised to see me and even more surprised when I brought nineteen people in behind me. We rested in her lovely back yard, cooked a meal in the kitchen and took showers. The ten girls spent the night in our sleeping bags in the back yard and the ten boys stayed in a campground along the Rhine. An uncle had a towing business and a garage in Dusseldorf, so we had him take a look at Desiree. He tweaked a few things, and we were on our way of smooth sailing for two days on the wonderful German autobahn laughing at all the Einfahrt and Ausfahrt signs along the way. We drove through Cologne, Bonn, Frankfurt, Stuttgart and Munich and finally we were in Salzburg, where we gave a successful performance of our play as had been arranged at an American summer camp. For the next two days we drove, without incident through Austria. Jancis had taken on the task of being in charge of food and cooking. I remember a large cauldron like pot on an open fire and Vince who had volunteered to help her, stirring the pot when he wasn't dancing. Vince loved to dance and danced with all of us. I have this picture of him dancing with Sylvia and Hazel with the pot steaming in the background. We were like Gypsies. Finally, we arrived in Spielfeld on the Yugoslav border. We nested there for a wonderful

day and treated ourselves to a schnitzel and beer at a charming gasthaus with a vast beer garden. Life couldn't have been better. But then we crossed from Western Europe to Eastern Europe and that is where the adventure begins.

When we got to Belgrade Desiree wasn't very happy. We thought it might be the roads and the petrol that weren't agreeing with her. We stayed in a dirty and very rundown hostel and hit the autobahn the next day which was a far cry from the roads in Germany and Austria. After about a hundred miles the road abruptly ended, and we saw piles of rocks and sand and a road crew of young Yugoslavs in the process of building the road as part of their patriotic duty. We were diverted to a kind of trail that would be our road until we arrived in Greece. It was here where our driver misjudged the distance between our bus and a Yugoslav army lorry and our bus door was ripped off. It was reclaimed and strapped to the top of the bus while the entire village looked on. That evening we saw a large camp with flags flying and hundreds of young people returning from a hard day of work on the road building project. We stopped, thinking we might stay there for the night. They gave us permission to camp there and invited us to a small ceremony where they performed a foot stomping dance to eerie chanted songs beneath a huge picture of Tito. Afterward they invited us to join them for dinner in a large wooden structure with another huge picture of Tito on one end and on the other a huge banner with a red star and a hammer and sickle. After dinner an awards ceremony took us to a place outside to honor the best workers. A thunderstorm had been brewing and in the middle of the ceremony, with thunder and lightning crashing all around us it started to pour, and we ran for the bus and spent the night missing the door on the first night we really needed it. We awoke at six a.m. as the students were setting off for a day of road work but not before they helped push us out of the mud. We were on the road again, this strange foot path that would take us to Greece. At this point we were very anxious to get through Yugoslavia. We were also yearning for a cup of coffee. We had packed a box of food rations for an emergency, let's say when we break down in the middle of nowhere in Yugoslavia. Several people wanted to get to the coffee that was in that emergency pack, but they were outvoted. The thinking was that things could get worse. As we began our journey that day on this so-called road ...it was actually listed on the official map as a hilly road with nice scenery, it disappeared. Our driver walked ahead to see what lay before us and came back to tell us that, yes, we were on the actual road, and it would go through a small stream before starting up the hilly climb. We drove all day up the mountain to nice dry land and camped at the side of the so-called road. We broke into the emergency rations and had our treasured coffee and slept all night. There would be no driving all night in Yugoslavia.

The next morning Desiree refused to start. The drivers couldn't find what the problem was, and we couldn't be in a lonelier or more desolate place. As we looked around us wondering, if we'd ever see civilization again the motor came to a sputtering start and we all jumped into the bus with the drivers telling us we had to get to a garage and we dare not stop. We had visions of getting to the border and driving right through while yelling to

the customs officials that we were unable to stop. Unfortunately, we had to stop when one of the boys fell out of the bus, as luck would have it, in a small village where we were able to find someone to administer first aid to his fortunately shallow wounds. To our relief, the motor started, and we were, once again, on our way.

After a few hours of driving through acres and acres of sun flowers and maize we came to the small and primitive town of Kumanovo where we actually found a garage. The town seemed to be inhabited mostly by Gypsies with Mongolian, Arabian and some Slavic influences in their demeanor. Many women wore Turkish trousers and men, whose feet were not wrapped in rags, wore shoes with the Turkish upward tip at the toe. The children were beautiful and barefoot and followed us everywhere we went, especially to the small dark shops that faced on to the street. We were as exotic to them in our shorts as they were to us in their Turkish costumes. Soon some of the villagers joined the throng of children wondering who we were in our old grey bus and funny immodest clothes. We exchanged names and taught them our theme song named after the bus..." The Old Grey Mare". As we pulled away, they were serenading us with the song we had taught them. It had been a warm, human experience somewhere in the wilds of southern Yugoslavia. As we traveled along our invisible highway, we had one more breakdown and a road diversion and then we came to our sixth country. The invisible road turned into an asphalt highway, and we gave a cheer to the traditionally dressed Greek at the border. We completed customs formalities, washed up and had breakfast and set ourselves on the road to Athens.

**Next Month - Part II Greece**

## News then History Now

*from History Link.org The free online encyclopedia of Washington History*



### Into the Sky

Seventy-five years ago this week, on [July 9, 1949](#), the [Seattle-Tacoma International Airport](#) opened its first modern terminal, five years after the first runways opened in 1944. Work began on the airport in 1942 when the Port of Seattle agreed to develop a new airport at Bow Lake, midway between Seattle and Tacoma, to help relieve pressure on [existing airports](#), caused by the demands of World War II military aviation.

At the time of its opening, airlines still relied on propeller-driven aircraft to fly even such



long routes as Seattle's first scheduled [service to the Far East](#), which began in 1947. Boeing entered the [Jet Age](#) on July 15, 1954, with the launch of the [Dash-80](#) prototype for the 707, but Sea-Tac's runways couldn't accommodate the new planes until 1956. Like most airports, Sea-Tac has struggled to keep pace with changes in air travel through the [era of airline deregulation](#) to [recent times](#).

In 1988 the Port of Seattle [released a study](#) concluding that the existing two runways would reach maximum efficient capacity by the year 2000. Planning for a third began in 1992, but [Environmental Impact Statements](#), [noise-abatement studies](#), [Clean Water Act](#) permits, [wetlands reparations](#), and [community litigation](#) all contributed to delays in construction. By the time the [third runway opened](#) in 2008 the total cost had tripled to more than \$1 billion. Additional expansion plans are often discussed to accommodate ever-increasing passenger traffic.

To mark this event, we invite you to pick up a copy of our book [Rising Tides and Tailwinds: The Story of the Port of Seattle](#). Written by Casey Mcnertney, Kit Oldham, and Pete Blecha, this newly revised and updated edition brings the story of the Port of Seattle up to the present.

### **Enjoy the Game**

On July 10, 1910, [Stadium Bowl](#) opened in Tacoma, providing sports fans with one of the most majestic views anywhere on Puget Sound. Originally named Tacoma Stadium, the structure was built in a natural gulch next to [Tacoma High School](#). Because of the stadium's commanding presence, the school changed its name to Stadium High in 1913.

### **What's in a Name?**

On July 5, 1960, Mercer Island residents voted to incorporate the City of Mercer Island, which got off to a [very strange start](#). One month later, property owners within the 70-acre business district -- already at odds with the island's rural residents -- voted to create the Town of Mercer Island within the City of Mercer Island, giving them greater control over issues related to urbanization. Although City and Town shared some services, they remained self-governing until their merger in 1970


## **BITS & PIECES**

- I took my suit to the cleaners, who wanted to charge me \$40, so I gave it to the charity shop next door. They cleaned and pressed it and put it in the window. I bought it back for \$15.

- My wife said: “That’s the 4th time you’ve gone back for dessert! Doesn’t it embarrass you?” I said: “No, I keep telling them it’s for you.”
- At a wedding reception, someone yelled: “All married people please stand next to the one person that has made your life worth living.” The bartender was almost crushed to death.
- I now know how it will all end for me, one of my kids will unplug my life support to charge their phone.



# Bluebills Heritage Chapter Meeting




**July 26th, 2024**

**Social: 10:00AM**

**Meeting 10 :30 - 11:30 AM**

**Speaker:** Conrad Swanson, *Seattle Times*, climate team reporter

**Subject:** The Electric Grid in the Northwest and its challenges



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

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.

## Calendar of Events 2024 In Person Meetings

Jan 26	Chapter Monthly Meeting	Jul 26	Chapter Monthly Meeting
Feb 23	Chapter Monthly Meeting	Aug 30	Chapter Picnic/Potluck
Mar 29	Chapter Monthly Meeting	Sept 27	Chapter Monthly Meeting
Apr 26	Chapter Monthly Meeting	Oct 25	Chapter Monthly Meeting
May 31	Chapter Monthly Meeting	Nov 22	Chapter Monthly Meeting
Jun 28	Chapter Monthly Meeting	Dec 20	Chapter Holiday Potluck

# Don't Forget to Report Your Hours!

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