

Boeing & McDonnell Douglas Merge



The companies merge

Boeing President/CEO Phil [Condit](#) (left) and McDonnell Douglas Harry Stonecipher (Right) - Look at how unhappy Phil Condit is, he has a B.S. Mechanical Engineering U. Cal. Berkeley, a M.S. Aeronautical Engineering Princeton U., Masters in Mgmt. Sloan Fellows of MIT and [Stonecipher](#) has ONLY A B.S. in Physics from the Tennessee Polytechnic Institute. Looks like they both have a questionable doctorate degree? It is obvious President Condit is NOT happy here.

It was the perfect storm, Boeing's leadership with Condit's help shake up the old Boeing ship AND Stonecipher jumped on board and took over in 1997 and sunk it in less than 27 years. My two bits are they sunk the real Boeing engineering company when the merger plans began. "You could feel it."

- <https://www.thedailybeast.com/how-boeing-was-set-on-the-path-to-disaster-by-the-cult-of-jack-welch> updated Nov. 29, 2021.

Let me count the ways it took The Boeing Company's degenerate management style post MD merger to destroy the real Boeing engineering company and the best engineered airplane in the world all for MORE profit and glory, i.e. you just cannot have enough profit right NEVERMIND THE QUALITY AND THE EMPLOYEES?

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Counting the Ways Boeing Was Taken

- 1) March 8, 2024 - Boeing 737 Max left rear landing gear collapse. - <https://onemileatatime.com/news/united-boeing-737-max-gear-collapse/>
- 2) March 7, 2024 - Boeing 737 engine fire - <https://www.infowars.com/posts/plane-was-nosediving-united-airlines-boeing-737-engine-erupts-in-flames-over-texas/>
- 3) Jan. 5, 2024 - Boeing 737 -9Max in flight left mid exit door plug - <https://www.nts.gov/investigations/Pages/DCA24MA063.aspx>
- 4) [1996 public announcement](#) of the Boeing MD merger to the first 737 Max disaster, Oct. 29, 2018 **equals 22 years roughly to take the old Boeing engineering company down.**
 - a. <https://www.businessinsider.com/boeing-737-max-timeline-history-full-details-2019-9#within-days-of-the-lion-air-crash-the-investigation-began-to-focus-on-the-mcas-technology-and-the-pilots-reaction-to-the-system-41>
- 5) According to Wiki the MD-10 has been in 55 accidents and incidents between 1972 and 1999 which equals 2 accidents per year ($55/27 = 2.04$) No wonder they wanted to merge with Boeing.
 - a. I cannot find any other significant crash or incident stats for the entire MD fleet history, interesting internet omission, i.e. scrubbing, which I suspect means the MD family may have more than the 55?
- 6) This article confirms my point direction herein – **THE 1997 MERGER PAVED THE WAY FOR THE BOEING 737 MAX CRISIS** - <https://qz.com/1776080/how-the-mcdonnell-douglas-boeing-merger-led-to-the-737-max-crisis>

In [a 2007 interview](#), Ron Woodard, the [former president of Boeing's Commercial Airplane](#) Group, [bemoaned the changes the merger brought with it. "We thought that we'd kill McDonnell Douglas and we had it on the ropes," he said. "I still](#)

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believe that Harry outsmarted Phil and his gang bought Boeing with Boeing's money. We were all just disgusted." More than that, he added, the company had "paid way, way too much money [for McDonnell Douglas] and we're still paying for it. We wrote off so many tens of billions of dollars for that whole mess."

Here is another article same theme - <https://hbswk.hbs.edu/item/why-boeings-problems-with-737-max-began-more-than-25-years-ago> . (2024-25 = 1999)

7) This was the rumor going around Boeing engineering for years before I retired January 1, 2000, why did the engineers and fellow employees get it and Boeing leadership did not?

8) The MD leadership swallowed the old Boeing engineering company then destroyed it further along with taking the retirement benefits of the engineers and all the Boeing employees.

9) SPEEA, the Society of Professional Engineering Employees in Aerospace picketed and bargained for a year and half I think to settle for grandfathering existing engineers full pensions and medical benefits.

9) New employees after a date certain will not receive Boeing retirement benefits including pensions and medical.

10) MD is a California based company run by bean counters that have little to no respect for the engineers; the merger swept these problems and many more under the rug.

11) Boeing leadership was not smart enough to see where this was going or said another way, Stonecypher managed to lower Condit's professional and moral standards to a California level, i.e. merger fever took over.

12) Many of us engineers and other Boeing employees saw what was going on and could not stop it.

13) There are three classes of employees at The Boeing Company, Top #1 is the Vice President and up, #2 is all management below VP, last and least is #3 all employees.

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Add to the above, the following list of more Boeing red flags.

14) Boeing begin outsourcing its manufacturing and engineering to Italy, Japan, China, Russia including a huge parts plant in China to get China orders decades before the merger.

- a. <https://logisticsviewpoints.com/2024/02/19/20-years-of-outsourcing-come-back-to-haunt-boeing/>

15) Boeing went to alternate work week schedules while I was there in the late 1990's trying to schedule core hours where everyone would be there to coordinate responding to Washington State cry for traffic control problems from Olympia to Everett which became an Interstate 5 parking lot because the state of Washington is extremely liberal with a crazy governor right up there with California and could not afford basic common core infrastructure costs because it blew its wad on UN Agenda 21/2030, Sustainable Development, a.k.a. "Rack em Stack em & Pack em", overly focusing on environmental extremism, "critical area ordinances, minimizing rural growth, maximizing urban density while intentionally not expanding the highways and freeways infrastructure all while raising the tax taking on everything. Boeing even went to Olympia to talk to the governor then to discuss the traffic and other Boeing related issues. Some of us Boeing employees saw this was the beginning of the end of Boeing putting up with the liberal squeeze in the Puget Sound. Boeing ultimately moved its Seattle headquarters to Chicago after bidding itself out to two other states. Boeing also built its 787 assembly facilities in South Carolina in July of 2011. Around 2003 Boeing moves its engineering center to Moscow Russia to take advantage of Russian engineering talent. Upon Russia's invasion of Ukraine, Boeing shuts down its Moscow Design Center with 1500 engineers in March 2022. In 2001 Boeing started a parts plant in northern China and expanded it in 2019. [In 2018 Boeing opens a 737 plant in China in the middle of a trade war.](#)

16) Then Boeing became a member of the World Economic Forum which is a global transnational corporate group with a sick agenda to micro manage free and sovereign individuals run by Klaus Schwab. [Link here to understand this globalist monster.](#)

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17) Then Boeing forced the vax jab on all employees giving them the choice to leave or take the jab, nearly killing one of my best friends still working at Boeing. Boeing entrains globalism without understanding the destruction to God given American traditions, jobs, values, moral foundations and its obligations to America and its Citizens first over foreign customers.

18) During the COVID era it sent home most of its non factory workers to work remotely. I'm sure productivity plummeted.

19) Then Boeing got into "wokeism", "zero tolerance", "equity, diversity, inclusion" game and started firing employees who did not fit its unsocial mandates SEEDED BY THE GLOBALIST TO FOMENT CULTURAL FASCISM.

a) <https://www.forbes.com/sites/lorenthompson/2021/04/30/boeing-releases-first-ever-diversity-report-moves-to-bolster-inclusion-efforts/?sh=69aa8ad42059>

20) Anyone with common sense and God given morals & values can see the degeneration of not only Boeing but the entire military industrial complex that are only after more power and profit first.

21) Boeing and most U.S. manufacturing corporate bodies with the government encouragement one way or another ignored their sacred duties to keep jobs in Home Town USA to protect America in times of contentious international conflict caused by the globalist golden elite TO FOLLOW George Washington's wise words in his [farewell address](#), e.g. excerpt "Why quit our own to stand upon foreign ground? Why, by interweaving our destiny with that of any part of Europe, entangle our peace and prosperity in the toils of European ambition, rival ship, interest, humor or caprice?"

22) Balancing stockholders investments with other demanding needs was not done, i.e. the global elite have no balance they are clearly playing their cards for profit and power FOR THEMSELVES while using the governments and free people as slaves.

23) Why is this happening you ask - In order to play the global chess game and have good odds of "winning"; the corporations play by the golden elitist rules, i.e.

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profit and power first at any cost over common sense, quality and its employee and American traditions and jobs.

24) Here is a 32 minute video I just received from an old friend still at Boeing, this is spot on. <https://www.youtube.com/watch?v=Q8oCilY4szc>

25) Here is another report: "JUST IN: BOEING WHISTLEBLOWER FOUND DEAD FROM "SELF INFLICTED" WOUND" - dated March 11, 2024

➤ <https://www.thegatewaypundit.com/2024/03/just-boeing-whistleblower-found-dead-self-inflicted-wound/>

26) FAA Inspection Find Boeing Mechanic Use Dish Soap, Hotel Key Card As Makeshift Tools - [FAA Inspection Finds Boeing Mechanics Used Dish Soap, Hotel Key Cards As Makeshift Tools: REPORT | The Daily Caller](#)

27) "Alex Jones breaks down the story of a Boeing whistleblower's suspicious death amid frightening revelations that the airplane manufacturer is shirking safety protocols in its assembly process as aircraft incidents during flight accelerate." (30 minutes) - <https://www.infowars.com/posts/alex-jones-breaks-down-whats-really-happening-at-boeing-and-the-aftermath-of-whistleblowers-death/>

28) **An Aerospace reporter on Newsmax reported Boeing Management bonuses are tied to DEI (Diversity Equity Inclusion) NOT Quality and Safety first!** My contacts at Boeing tell me this is true as meetings are all about everyone feelings and making sure everyone is positively recognized at each and every meeting. Boeing meetings according to my contact say, "they used to have Safety moment at each meeting years ago just to instill Safety which should always be a top priority but not anymore **DEI is the most important thing now.**" When you do a key word search of "Boeing Values" on the internet the second hit down states - **"Boeing is committed to making the world better through environmental stewardship, social progress, and values-driven governance. Learn how Boeing employees live these values and lead the way forward for their customers, stakeholders, and communities."**

This statement in red is global UN Agenda 21/2030 political narrative speak that WAS FORCED DOWN Boeing via the White House and the DOD, I was told by my source. There is no doubt in my experience these destructive agendas originate

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from the globalist elite WHO USE THE UN, WHITE HOUSE, DOD and any government or NGO agency they can get into to sell their lies to derail the truth.

29) Here is another Boeing alert that came in on March 14, 2024.

<https://www.infowars.com/posts/boeing-overwrote-camera-footage-of-work-on-max-jet-door-that-blew-out-can-not-identify-employee-who-worked-on-it/>

30) This came in this morning 3-25-2024.

"CEO and President of BCAC and the Chairman Board are all out announcing today in the Boeing news. Amid rising anger at Boeing, board members will hold customer meetings without CEO Dave Calhoun.

<https://fortune.com/2024/03/21/anger-boeing-board-members-customer-meetings-calhoun/>

31) Contact the Board of Directors and tell them what you think.

"You may communicate with our Chair or with the non-management directors as a group by writing to:

Office of the Corporate Secretary

Boeing Corporate Offices

929 Long Bridge Drive

Arlington, VA 22202

The Corporate Secretary will forward the correspondence to the Chair or the non-management directors, as appropriate. Correspondence to the Chair should relate to the duties and responsibilities of the Board and its committees."

32) All these problems Boeing brought on in some respect running away from its own greedy governments (fed, state and local) and in the other respect chasing foreign customer contracts with lots of conditions attached. Thus incurring the KARMA in eastern parlance which is occurring, i.e. the price for submitting ONESELF INCLUDING AS A CORPORATE BODY to a predetermined intentional self righteous never ending trend into immoral devolving globalism and social-isms serving the military industrial complex versus paying attention to the engineering and quality control of its airplanes and respecting the traditions of its mother country America first and foremost, e.g. keeping its jobs in Hometown USA and staying out of foreign entanglements. You cannot be both global and Made in the USA, a.k.a. "Made in America with foreign parts." This experiment in globalism does not work. Q.E.D. (Which was to be proven)

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The Boeing Company
30 Years Service - Retired

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