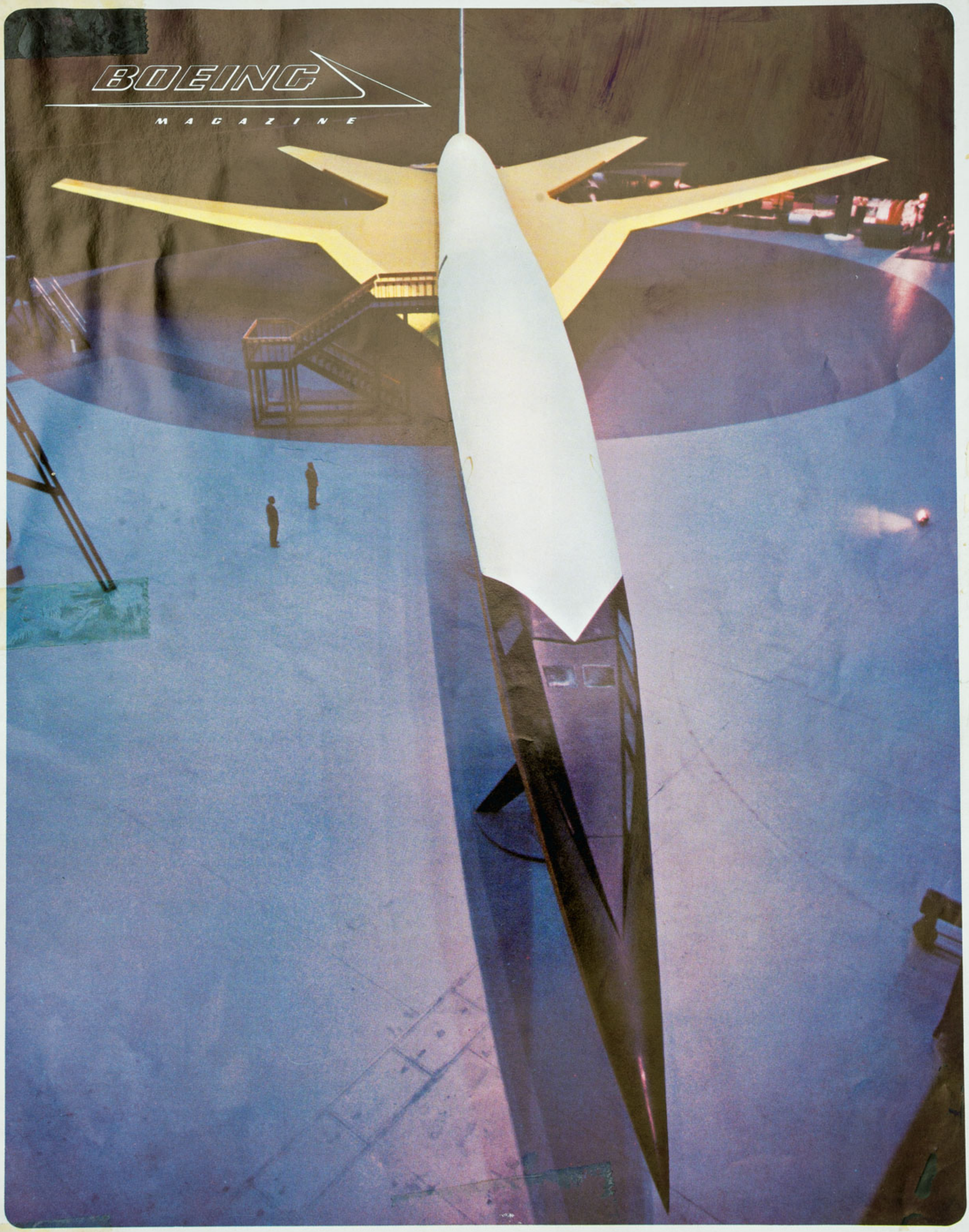


OCTOBER 1966

LAST July, at a Boeing 50th anniversary banquet, Boeing President William M. Allen said, "The airlines are providing to a rapidly increasing extent the circulatory system of the entire world, a system like that of the body, where no one part is favored over another but where free circulation brings about a unity of all the parts. This kind of linkage, we hope, will ultimately merge the interests of the nations and make the citizens of those nations into citizens of the world. We want to be a continuing part of this kind of development."

In Seattle last month, a full-scale wood, steel and aluminum mockup of Boeing's entry in the U.S. supersonic transport competition was shown to representatives of the news media. Fifty tons of steel, 42,800 lineal feet of lumber and 3,500 sheets of plywood went into the construction of the yellow, gold, black and white mockup, a demonstration and development tool.

Its streamlined nose is movable, as shown in one of the accompanying photographs. Just as the actual plane's nose could be lowered for better visibility, the mockup's nose hinges downward. A second hinge nearer the tip affords ample ground clearance on landing and takeoff.

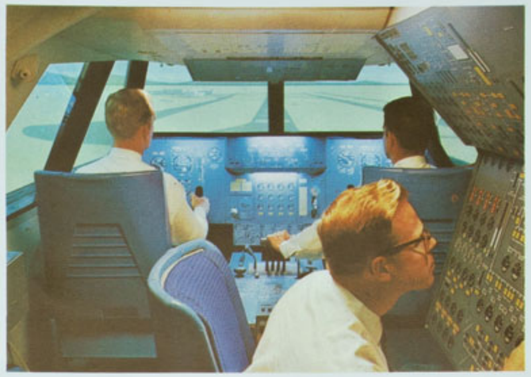
The cabin in this SST is fitted with 28 four-abreast, first-class passenger seats and 246 six-abreast seats. The lower part of the cabin sidewall is covered by carpet to prevent scuffing. Polarized window panes can be rotated to reduce intensity of light coming in the windows. Cabin lighting can be varied in color and intensity. Color television and 10-channel radio systems are installed for passenger convenience.

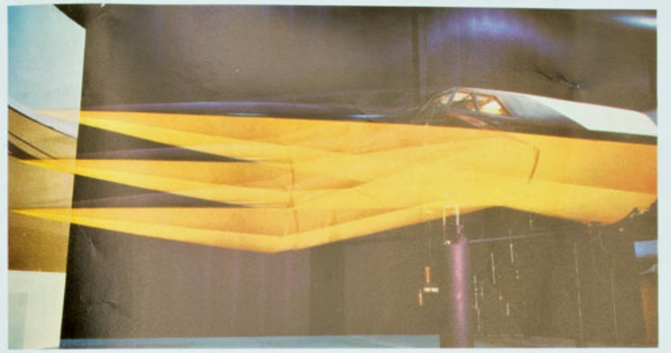
The Boeing SST design features a variable-sweep wing which folds back to 72 degrees combining with a large horizontal tail to form a single lifting surface for supersonic flight. Extended for takeoff and landing, the wing sweeps back at only 30 degrees giving it a lifting wingspan of almost 175 feet. The plane would cruise at 1,800 mph at 64,000 feet altitude. Its range, with 313 passengers aboard, would be more than 4,000 miles.

The present Boeing SST design —submitted to the Federal Aviation Agency on September 6 for evaluation in the U.S. supersonic transport competition — evolved through a study of nearly 500 different proposals. Boeing's first study paper on the supersonic transport was written in 1952.

A full-size structural model of

THE BOEING SST





Boeing had invested more than $15 million in SST research by the time the government competition began in late 1963. Boeing's investment now totals more than $35 million.