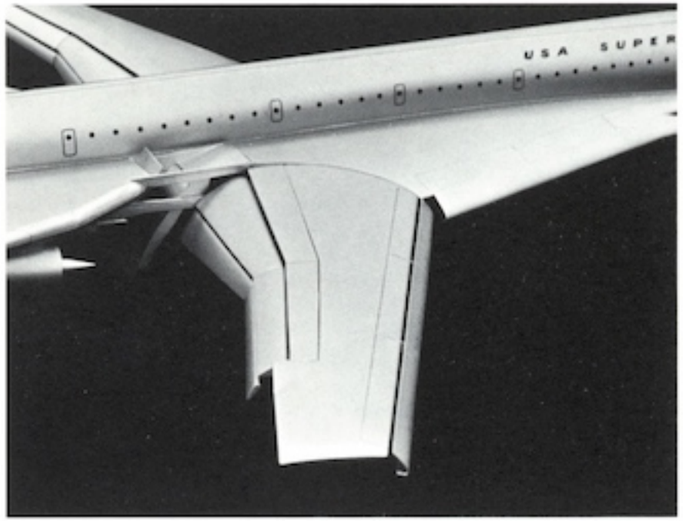
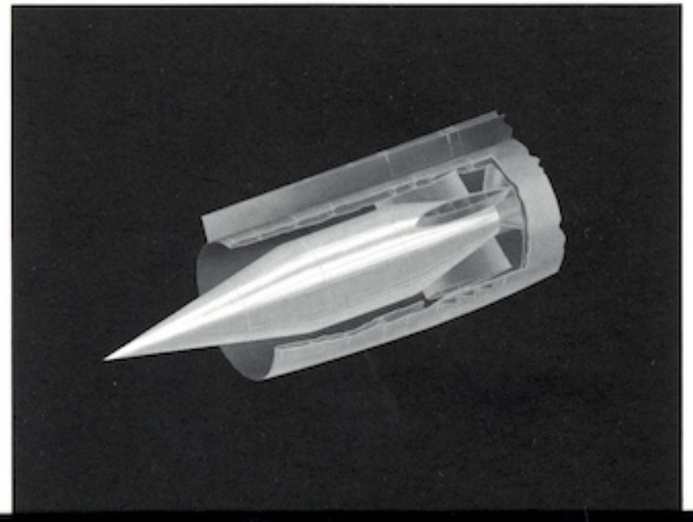
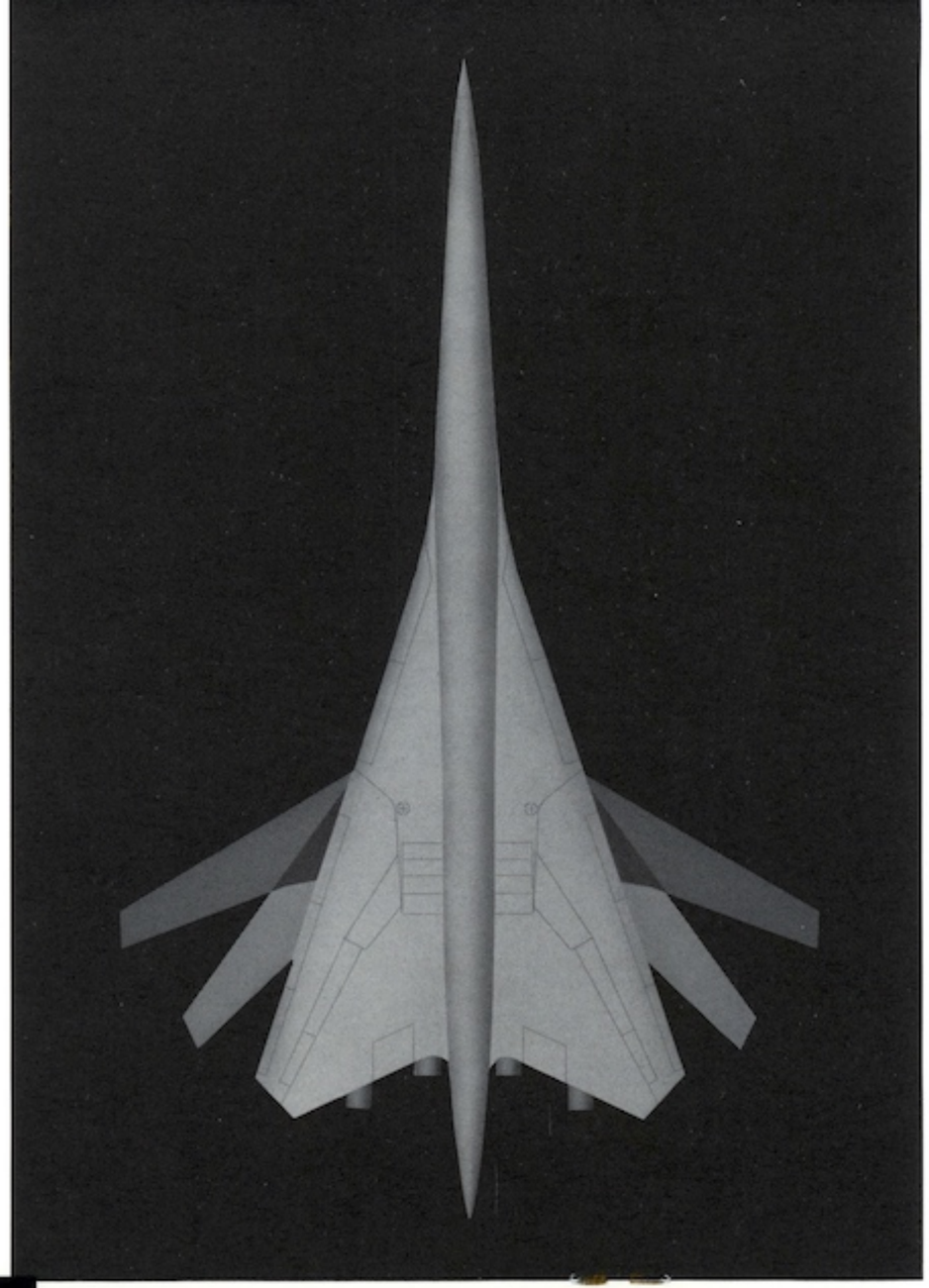
GENERAL ARRANGEMENT / BOEING SST

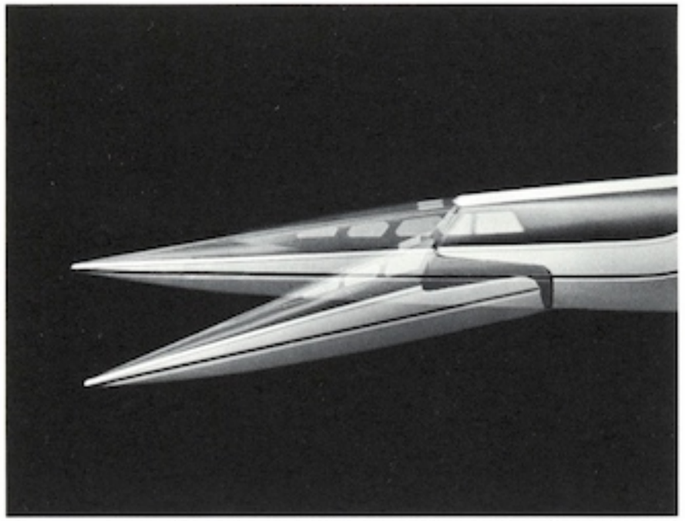


High-lift devices make the airplane stable and easy to handle during low-speed takeoff, approach and landing.

Boeing-designed variable-circumference engine inlet centerbodies change geometry for maximum engine efficiency at all speeds.

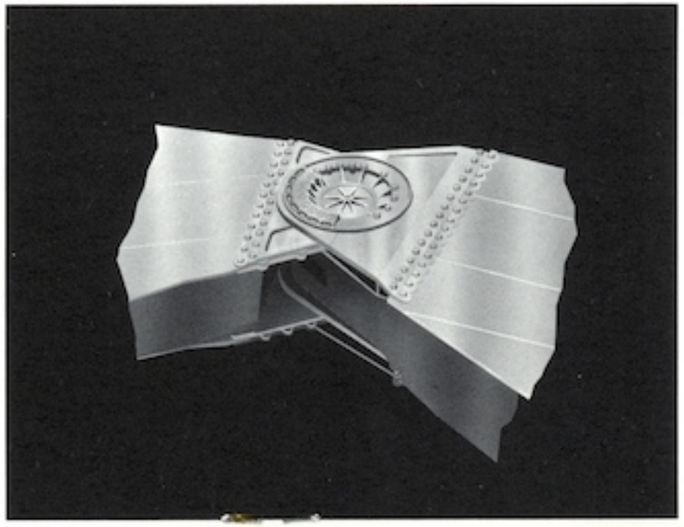






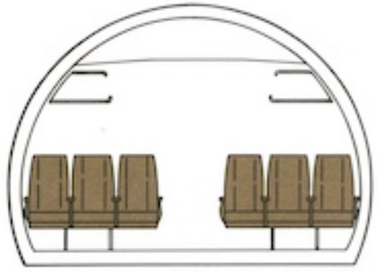
The nose of the Boeing SST can be lowered for pilot visibility as the airplane approaches the landing field.

The variable-sweep wing moves on big, sturdy, simple pivots which have been thoroughly tested by Boeing engineers.



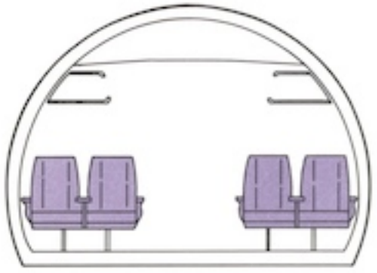
VARIABLE GEOMETRY

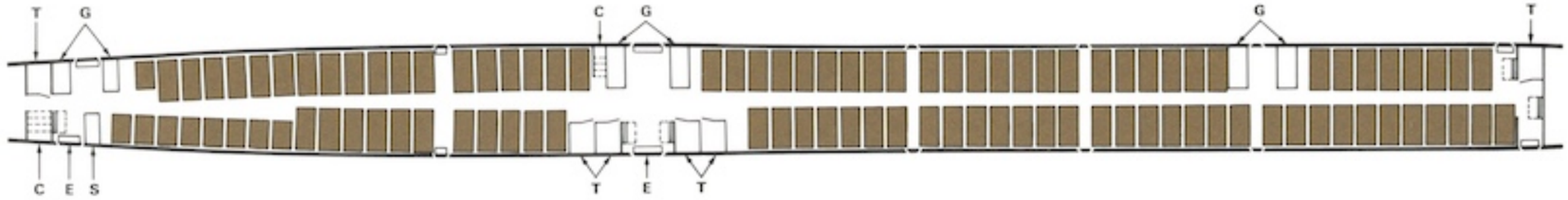
The principle of variable geometry has been used in aviation for many years. It began with the first retractable landing gear, progressed through development of movable flaps, variable-pitch propellers, trim devices and leading-edge flaps and slats. Together, these innovations have made airplanes more efficient, and, provided for slower speeds in takeoff and landing while still increasing cruise speed and range. Many improvements have been made on these features, and new ones discovered. Movable flaps became the triple-slotted flaps successfully proven on the Boeing 727. And now, the high-lift devices proven on subsonic aircraft have been joined by a variable-sweep wing, a logical progression in variable geometry technology. This wing, by its ability to be moved outward for subsonic speeds and tucked back into a delta configuration for supersonic speeds, provides maximum performance and efficiency at all levels of flight. Variable-sweep wing technology has been known for nearly a decade. The principal was researched and proven feasible by the National Aviation and Space Agency (NASA) during the 1950s. Boeing has been working on variable-sweep airplane designs since 1959. Proven and needed, the variable geometry principle is what gives the Boeing SST its excellent low- and high-speed performance, level approach attitude and efficiency. It gives the airplane speed, passenger appeal, compatibility and high earning power.



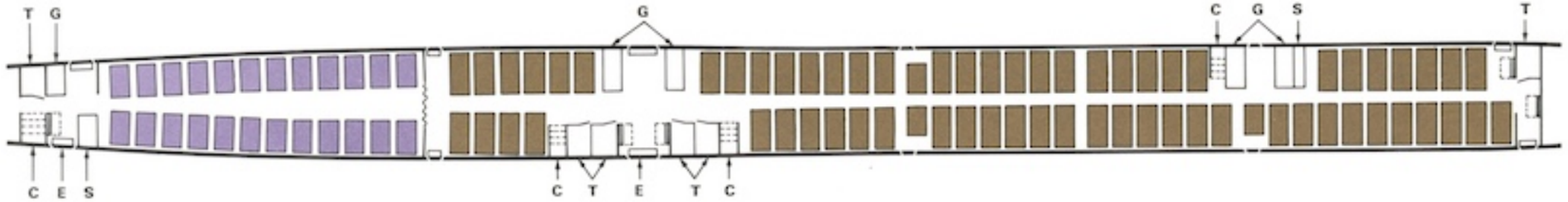
Economical
Six-Abreast Tourist
Seating

Luxurious
Four-Abreast First-Class
Arrangement

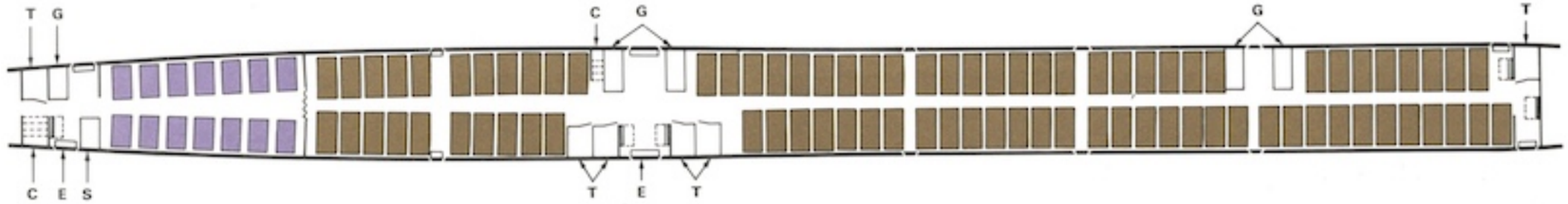




291 Passengers (All-Tourist)



246 Passengers (48 First-Class; 198 Tourist)



277 Passengers (28 First-Class; 249 Tourist)

E Entry C Closet S Storage T Toilet G Galley

HIGH CAPACITY AND FLEXIBILITY FOR MAXIMUM EARNINGS

The Boeing SST, with a capacity of up to 300 paying passengers, has been designed to fulfill the salient need of airlines: to carry the most passengers at the highest speeds, while achieving maximum earnings. The wide cabin of the airplane permits six-abreast seating of a quality never before provided. The fuselage at floor level is wider than the largest commercial jets now flying, and permits 63 inches of width for each set of three-abreast seats as compared to the 59.5 inches on today's big jets. Maximum capacity is provided and, with it, minimum seat-mile costs. Attractive fares are made possible. The airplane's cabin is adaptable, too. Its great size permits a wide variety of seating arrangements, interior design and improved passenger services. The long constant body and modular component features result in an airplane which can readily be modified to meet the differing seasonal and route requirements of its operators, with four- and six-abreast combinations which will produce maximum profits. Space, comfort and great speed: together, these features of the Boeing SST add up to an airplane with maximum passenger appeal and hence maximum earning power.

THE BOEING COMPANY / Supersonic Transport Division / Seattle, Washington