

Frontiers

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Nice work, everyone

Your October 2006 issue is the most inspiring one you have done! The content, format and themes are super. It makes me proud to have been on the Boeing team for over 30 years and to know the company is still paving the way to the future.

—Jim Graham
Seattle

Remember the Guppy

The November 2006 issue includes the following words in the table of contents for the story “Big Plans”: “At first glance, there’s no doubt that the 747 Large Cargo Freighter ... looks like a unique airplane. But there’s more to this aircraft than its one-of-a-kind shape.” Although the 747 LCF’s shape is unusual, there was at least one other airplane with a similar shape: the Canadair CL-44 Guppy, originally manufactured and later modified in the 1960s. Similar to the 747 LCF, this airplane had an enlarged fuselage that started aft of the flight deck, a swing tail, and prominent fairings for the tail’s hinges. The



airplane differed visually from the 747 LCF primarily in having turbo-prop engines and in being smaller in size.

—Joe Schell
Everett, Wash.

“Your October 2006 issue is the most inspiring one you have done!”

—Jim Graham, Seattle

Mini cars, big space?

Your November 2006 article on the 747 Large Cargo Freighter states that the volume of the main cargo deck (65,000 cubic feet, or 1,840 cubic meters) is big enough to carry 80 Mini Cooper cars. I checked the specs of the Mini Cooper. The auto’s dimensions are 3.4 meters long by 1.4 meters wide by 1.35 meters high. That’s 6.426 cubic meters per car, or 227 cubic feet. If the LCF’s main cargo capacity is 65,000 cubic feet, then 65,000 divided by 227 equals 286

mini cars that can be carried by one 747 LCF. Filling it with just 80 Minis would be a waste of precious cargo space.

—Mir Ibrahim Ali
Auburn, Wash.

Answers to frequently asked questions

Here are answers to some of the most frequently asked questions we at *Boeing Frontiers* receive. For answers to other frequently asked questions, please see this page on our Web site: http://www.boeing.com/news/frontiers/st_faq.html

Q: What is Boeing Frontiers?

A: *Boeing Frontiers* is a monthly magazine committed to telling its core audience—Boeing employees—Boeing’s global story and relaying news and information about the company’s strategic transformation. The magazine aims to provide context and analysis to Boeing

developments; in other words, it looks to explain the “why” and the “how” of what Boeing does. Through this strategy, the magazine complements Boeing News Now, the company news page on the Boeing Intranet (<http://boeingnews.web.boeing.com>), which focuses on daily and breaking news.

Q: When does Boeing Frontiers appear?

A: In general, the magazine is scheduled to appear at Boeing worksites on the first Friday of each month. The exceptions are in December, when it’s scheduled to appear on the second Friday, and in January, when the magazine is not published. The online version of the issue—avail-

able on the World Wide Web at <http://www.boeing.com/frontiers>—is posted by the Monday after the print version’s scheduled release date.

Q: Can I share Boeing Frontiers with people outside of Boeing, such as my friends and family?

A: Yes. The magazine meets all relevant company procedures governing the release of information outside Boeing.

Q: Are retirees included in the In Memoriam listings?

A: Unfortunately, no. In Memoriam features the names of people who were full-time Boeing employees—or such employees on medical leave—at the time of their passing.

Letters guidelines

Boeing Frontiers provides its letters page for readers to state their opinions. The page is intended to encourage an exchange of ideas and information that stimulates dialogue on issues or events in the company or the aerospace industry.

The opinions may not necessarily reflect those of The Boeing Company. Letters must include name, organization and a telephone number for verification purposes. Letters may be edited for grammar, syntax and size.