

Frontiers

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You can't fuel me

I wish to dispute the fuel-efficiency comparison table in "Movement improvement" (Page 30, August 2006)—specifically, the 10.7 and 6.4 liters per 100 passenger kilometers attributed, respectively, to the sport utility vehicle and the car. Per the description at the bottom of the table and simple algebra, an SUV or car transporting five passengers need only travel 20 kilometers (12.43 miles) to achieve 100 passenger kilometers.

I own a Jeep Grand Cherokee. I know from experience that my rig with five passengers and the cargo area loaded-to-the-gills with heavy camping gear will deliver more than 16 miles per gallon all day long. Given that a gallon of gasoline equals 3.79 liters and my passengers' trip of 12.43 miles is going to consume 0.77 gallon of gasoline, SUV's fuel-efficiency (per 100 passenger kilometers) magically drops to 2.94—right in the midst of Jumbo/Dreamliner efficiencies.

If the five of us hop into my daughter's Toyota Corolla and double the gas mileage, the "car" now delivers the 100 passenger kilometers on a miserly 1.47 liters of gasoline. Might someone have been comparing a single-rider road vehicle to a fully-loaded aircraft? Not a very fair comparison, I'd assert.

—Patrick McKillip
 Puyallup, Wash.

Editor's note: *The following response comes from Bill Glover, Director, Environmental Performance for Commercial Airplanes:*

"The automobile numbers used in the referenced illustration were calculated from the vehicle manufacturer's published numbers. Typical passenger load

"Might someone have been comparing [the gas mileage of] a single-rider road vehicle to a fully-loaded aircraft? Not a very fair comparison, I'd assert."

—Patrick McKillip, Puyallup, Wash.



in Everett about how important it is to wear your Boeing Identification badge "chest high" while on company property. Then I notice multiple articles in the August 2006 edition of *Boeing Frontiers* and *Challenge* with photos of our leaders not wearing a Boeing badge. Are they setting a bad example and not following company policy? Or do they think everybody recognizes them so there is no need to wear a badge?

—Russ Christianson
 Everett, Wash.

for each mode [of transportation] was used in the calculation in order to put all vehicle types on an equal footing. The number of passengers assumed was based on published statistics. Typical number of passengers for road travel, according to Eurostat, is 1.7 passengers per vehicle; typical road travel passenger load per the U.S. Department of Transportation is 1.8. For trains, 40 percent full is typical for low speed trains; 50 percent is typical for high speed trains. For airplanes, 70 to 90 percent is typical, depending on configuration. With these charts, our intent is to truthfully state typical use while making the points that airplanes are pretty frugal on fuel—and that Boeing's newer airplanes are even more so."

Badge of honor?

I notice all the fliers posted around the office buildings

Way to go, Chinooks

I enjoyed the article about the CH-47F Chinook in the September 2006 issue. As a retiree of Boeing Rotorcraft of Philadelphia, this article brought back many wonderful memories of working on the CH-47 program. Having started with Boeing in the shop, then transferring to Quality Assurance and finally ending my career in Contracts, I was involved in many facets with this great aircraft.

In the article, Chinook director Jack Dougherty said he "could not be more proud to be associated with this great aircraft." I agree with this statement, and I am proud to have been associated with all of the other products built at Boeing during my employment.

—Bernie Weisberg
 San Diego

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.