Frontiers

Publisher: Tom Downey
Editorial director: Jo Anne Davis

EDITORIAL TEAM

Editor:
Paul Proctor: (312) 544-2938
Managing editor:
Junu Kim: (312) 544-2939
Designers:
Heather Dubinskas: (312) 544-2118
Cal Romaneschi: (312) 544-2930
Commercial Airplanes editor:
Dick Schleh: (206) 766-2124
Integrated Defense Systems editor:
Diane Stratman: (562) 797-1443
Engineering, Operations and Technology editor:
William Cole: (314) 232-2186
Shared Services editor:
Mick Boroughs: (206) 919-7584
Copy editor:
Walter Polt: (312) 544-2954

CONTRIBUTING EDITORS

Boeing Capital Corp.:
Donna Mikov: (425) 965-4057

ONLINE PRODUCTION

Production manager:
Alma Dayawon: (312) 544-2936
Web designer:
Michael Craddock: (312) 544-2931
Graphic artists:
Heather Dubinskas: (312) 544-2118
Cal Romaneschi: (312) 544-2930
Web developers:
Lynn Hesby: (312) 544-2934
Keith Ward: (312) 544-2935
Information technology consultant:
Tina Skelley: (312) 544-2323

How to contact us:

E-mail:
BoeingFrontiers@boeing.com
Mailing address:
Boeing Frontiers
MC: 5003-0983
100 N. Riverside Plaza
Chicago, IL 60606
Phone:
(312) 544-2954
Fax:
(312) 544-2078
Web address:
www.boeing.com/frontiers

Send all retiree address changes to
Boeing Frontiers, MC 3T-12
P.O. Box 3707
Seattle, WA 98124-2207

Postmaster: Send address corrections to *Boeing Frontiers*, MC 3T-12
P.O. Box 3707, Seattle, WA 98124-2207
(Present addressees, include label)

AWACS on his radar

Great story on the Airborne Warning and Control System in the March 2007 ***Frontiers***. It was a super update on the AWACS program and provided several tidbits I didn't know. I especially liked the image of that initial configuration, which I'd never seen.

—Bill Scott
Colorado Springs, Colo.

What about fuel economy?

I was disappointed to see two low fuel-efficiency sport utility vehicles shown in the story on Employee Discount Programs (March 2007). According to the U.S. Environmental Protection Agency's 2007 fuel economy guide, the Jeep Grand Cherokee you pictured gets about 15 miles per gallon in city driving (depending on the model's engine size and other factors), while the Dodge Nitro gets 18 mpg in the city. What about small cars, hybrids or fuel-efficient sedans? There are discounts for those, too.

If Boeing is serious about its "Principles for Safety Health and the Environment"—which states, "We promote and support the safety, health, and well-being of our communities, our families, and ourselves. Each of us is responsible for safety, health, and environmental excellence"—then it needs to be more proactive in promoting programs that encourage and help employees change the way they affect the environment. One of the most effective ways to do that is to change the cars we drive. How about a program that offers additional incentives for employees who buy fuel-efficient cars?

The corporation can help by investing time and money into ways to promote more fuel-efficient cars for its employees (and its own fleets). *Frontiers* can help by showing alternatives to the current status quo of inefficient vehicles.

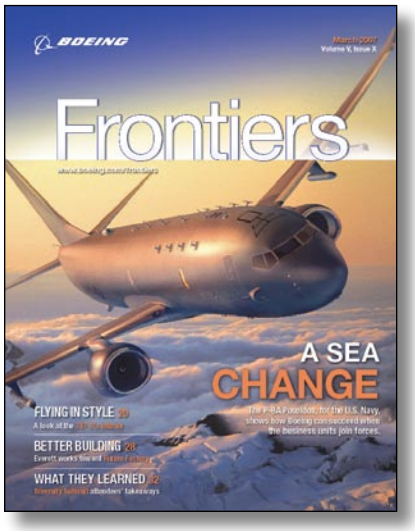
—Chris Eastland
Everett, Wash.

Editor's note: We recognize your concerns about the vehicles shown in the story and apologize if you feel these choices reflect a lack of environmental concern. Our reasoning for choosing the vehicles depicted was we wanted to show makes that were identifiable as being products of manufacturers participating in the Employee Discount Program.

That said, we certainly do not want to give the impression that we are promoting one type of vehicle over another. The program offers a wide range of vehicles that suit the varying needs of individual car buyers. And certainly, we are committed to supporting Boeing's environmental efforts.

"I especially liked the image of the [AWACS'] initial configuration, which I'd never seen."

—Bill Scott, Colorado Springs, Colo.



Hot idea in deicing

I believe an opportunity exists for Boeing to introduce a deicing system for commercial airplanes using solar energy. Airlines become paralyzed when winter weather hits. The current method of deicing aircraft with heated glycol is expensive, time consuming, and environmentally unfriendly.

Using solar cells to generate enough power on aircraft lifting surfaces to keep the temperature above the freezing point would be a viable alternative to current deicing systems. The cells could be arrayed and blended into the aircraft wings and tails to generate a heated surface and prevent ice buildup. Excess power generated from the solar cells could then be routed to the aircraft bus bar to power equipment that can monitor external skin temperatures.

NASA has proven that solar powered flight is possible. Boeing can revolutionize the industry by building aircraft that are self-deicing, environmentally friendly and efficient to operate.

—Richard Loftis
Seattle

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.