



GROWLERS ON THE PROWL

Two Boeing-built EA-18G Growlers operated by the U.S. Navy are shown flying in formation. The Growler, an electronic attack variant of the F/A-18F Super Hornet, is built on the same St. Louis assembly line as the Super Hornet. Boeing's Growler and Super Hornet teams in St. Louis are continuing to drive costs out of the program with Lean+ practices as Boeing works to achieve a third multiyear production contract with the U.S. Navy for the aircraft. The Growler replaces the Navy's EA-6B Prowler aircraft. **TED CARLSON/BOEING**

Quotables

“The difference is like going from dial-up to broadband for your Internet.”

– Ken Torok, a vice president with Boeing's Space and Intelligence Systems, speaking to Bloomberg News on Aug. 23 about the leap in capacity for military communications provided by Boeing's Wideband Global Satcom satellite, which the U.S. Air Force, Navy and Army use for tactical military communications.

“I didn't drill any crooked holes and I was very proud of that.”

– Georgie Kunkel, now 90, one of the many “Rosie the Riveters” who worked at Boeing during World War II. She drilled holes in B-17 wing panels. Kunkel spoke July 25 at a “goodbye” ceremony at Seattle's Plant 2 factory buildings, which will soon be demolished. Boeing plans a habitat and restoration project along the nearby Duwamish Waterway.