

the world, pinpointing the big bird to landings in near-zero visibility.

After the imaginary flight it was time to become a potential passenger. Boeing showed us everything that will be available in terms of passenger comfort and convenience except for the 15 hostesses who will be on duty on each plane. Here is how it will be for a paying customer: He'll board through one of the ten entry doors (five per side, each 8 in. wider than the two doors on a 707) arriving through one of several telescoping passageways which will deliver him from the terminal building directly to the position nearest his assigned seat. At some airports, portable boarding ramps still will be in use, but it will take at least three of them to accommodate the full passenger load.

As our passenger heads for his seat he'll notice that there are two lengthwise aisles and five cross aisles. Both aisles and seats are at least 10 per cent wider than those on existing 707s. Ceiling height is 8 ft. and walls are near-vertical.

Passenger seating will vary according to airline requirements. Basic mixed class will be 58 first-class seats and 308 at lower fares, these latter nine abreast. In another version there will be 61 in first class and 336 arranged ten-abreast. One all-economy setup is 446 seats nine-abreast. Maximum is an all-economy, 490-seat, ten-abreast configuration.

First-class passengers can look forward to using an upper lounge (just behind the flight deck) accessible via a spiral staircase from the main cabin.

The 747 boasts five galley units and 15 lavatories. Something brand-new is the concept of overhead storage lockers. Hand luggage carried aboard will not be permitted under the seat.

Of course, passenger entertainment has not been overlooked. Each chair will have an armrest-mounted control panel which will operate reading lamp, cabin attendant call and a dozen audio channels for music and movies. Those passengers seated in the center section might as well sit back and enjoy the music and movie time in the air, counting it an interlude between cities rather than flight at 45,000 ft. After takeoff

they won't have much sensation of flight and, in any event, they won't be able to see much out of the distant cabin windows.

To date, 26 airlines have ordered 150 of the 747s, and Pan American gets the first one about the end of 1969. At \$20 million per copy, Boeing claims that the 747 will be an economy over the \$7-million 707. For one thing, the seat-mile direct operating cost is 32 per cent less for the 747—about .8 cent per seat-mile. What makes the airplane even more attractive is the profit potential—three times greater than today's jets even though it costs twice as much to operate.

One thing is certain: the 747 must revolutionize air travel if it is to be successful. It is estimated that only 15 per cent of the population flies today. Many more will have to be enticed aboard in the coming years. The airlines even now are planning massive advertising campaigns to sell you some of those extra seats which soon will be available. Boeing predicts that air travel will grow from 175 billion revenue seat-miles (a paying passenger flying one mile is a seat-mile) today to 425 billion by 1975.

If this happens the 747 will be right in there whooshing along. It really is the most of everything we have ever seen in aviation. •

40 Years in the Future

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libraries. In fact most schooling—from first grade through college—consists of programmed TV courses or lectures via closed circuit. Students visit a campus once or twice a week for personal consultations or for lab work that has to be done on site. Progress of each student is followed by computer, which assigns end term marks on the basis of tests given throughout the term.

Besides school lessons, other educational material is available for TV viewing. You simply press a combination of buttons and the pages flash on your home screen. The world's information is available to you almost instantaneously.

TV screens cover an entire wall in most [Continued on page 142]