

The first pictures of the new Boeing 797 Airliner (1,000 passengers) Over 40 seats wide with 8 aisles –1,000 passengers and a crew of 50-ish!

THE BOEING 797

It can comfortably fly 10,000 Miles (16,000 km) at Mach 0.88 or 654 mph (1,046 km/h) with 1,000 passengers onboard ! They have kept this secret long enough. This shot was taken last month.



The BOEING 797

Boeing is preparing this 1,000 passenger Jet Liner that could reshape the Air Travel Industry. Its radical 'Blended Wing & Fuselage'

design has been developed by Boeing in cooperation with NASA Langley Research Centre. The mammoth aircraft will have a wing span of 265 feet compared to 211 feet of its 747, and it has been designed to fit within the newly created Air Terminals for the 555 seat Airbus A380, which is 262 feet wide.

The new 797 is Boeing's direct response to the Airbus A380, which has racked up orders for 159 already. Boeing decided to kill its 747X Stretched Super Jumbo in 2003 after little interest was shown for it by airline companies, but continued to develop its ' Ultimate Airbus Crusher', the 797 at its Phantom Works Research Facility in Long Beach, California. The Airbus A380 had been in the works since 1999 and has accumulated \$13 Billion in development costs, which gives Boeing a huge advantage. More so because Airbus is thus committed to the older style tubular structure for their aircraft for decades to come.

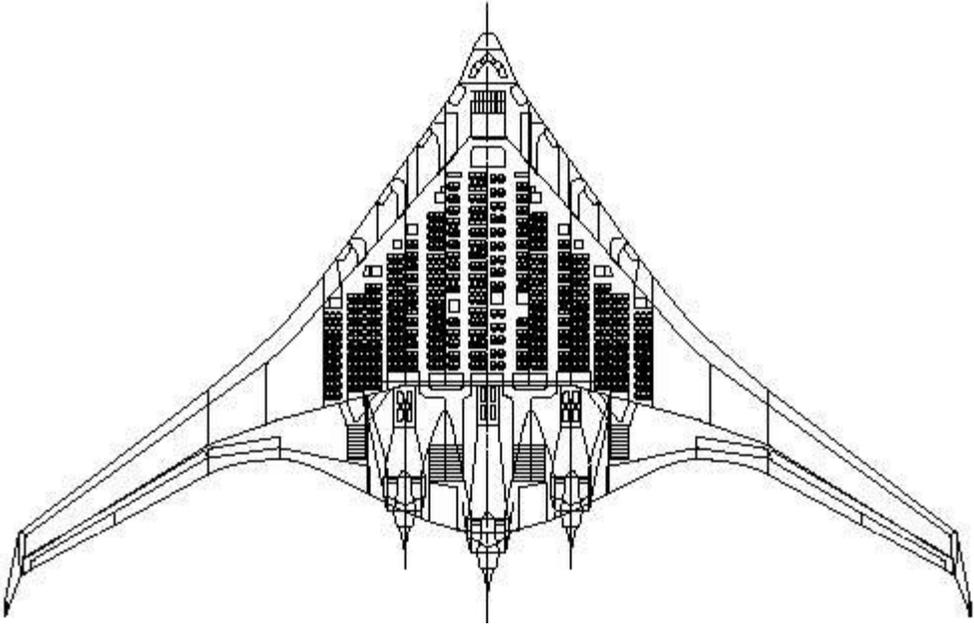


There are several big advantages in the 'Blended Wing & Fuselage' design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, resulting in an overall weight reduction of the aircraft by 25%, making it an estimated 33% more fuel efficient than the A380, and thus making the Airbus's \$13 Billion Dollar investment look pretty shaky.

'High Airframe Rigidity' is another key factor in the 'Blended Wing & Fuselage' technology. It reduces turbulence and creates less stress on the airframe which adds to fuel efficiency, giving the 797 a tremendous 10,000 Mile range with 1,000 passengers on board cruising comfortably at Mach 0.88 or 654 MPH, which gives it another advantage over the tube-and-wing designed A380's 570 MPH.



The exact date for introduction of the 797 is as yet unclear, but the battle lines are clearly drawn in the high-stakes war for future civilian aircraft supremacy



NOW HOW COOL IS THAT?