

Dr. G. de Meiss
11, Fraumunsterstrasse
8022 Zurich

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COPY

Dear Geoffrey,

I certainly do remember a certain Technical Manager of Swissair with whom I had many pleasant meetings during the period of time from 1947 to 1952. At the beginning of that time I was based in Brussels from 1947 to 1948. Then we moved to Geneva where we stayed until 1950. From 1950 until 1956 I operated out of Seattle since we had nothing to sell then until the advent of the 707.

In 1956 we reopened our office in Geneva and I resumed as European Director until 1963 when I returned to Seattle and was assigned Director of International Sales.

I will always remember those very early days; the small "Chalets" at the Kloten Airport where Swissair Operations was then located, The Aerotech Institute in Zurich, and, of course, my meetings with you trying to sell the Stratocruiser! In retrospect, all I can say is that we tried, and it was an enjoyable experience.

I have been retired from Boeing since 1982, after 41 years of service.

A former fraternity brother of mine from Cornell University first wrote to me regarding the Burnelli situation. He apparently thought that since I was a Boeing aeronautical engineer, I would know something about the B-754 project. Unfortunately, I was traveling overseas almost continually during that time and knew very little about the project--much less knowing anything about the correspondence eventually got to Chalmers Goodlin who has inundated me with everything I could ever want to know about the Burnelli travail.

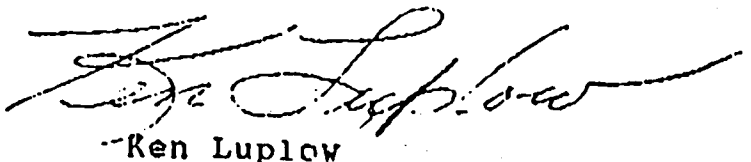
Boeing and Ford Motor Co. were studying the design of the B-754 together, and for reasons unknown to me, decided not to proceed with the project.

I recently sent a clipping that I saw in Aviation Week to Pete Gifford, which, in effect, vindicated the Burnelli design by virtue of its present day look alikes such as the F-117, the B-2, and the ill fated A-12 which has just been cancelled. He sent a copy of the clipping to Chalmers Goodlin. One of these days the Burnelli design will be recognized for its inherent merits and perhaps

be awarded some monetary recompensation as well. Let's hope so.

I am delighted to hear from you, and to see that you are still active in our chosen field. If you ever get near Seattle, please give me a ring so that we can arrange for a get together. Until then, please accept my very best wishes.

With kindest regards,



Ken Luplow

BOEING'S RETIRED
SENIOR VICE PRESIDENT →