



BORIS KULIKOV FOR THE BOSTON GLOBE

By now, we fit each other to a tee

By Walter V. Robinson
GLOBE CORRESPONDENT

When Mark Twain famously described golf as “a good walk spoiled,” he could not have imagined the sight of 16 golfers spilling exuberantly from an airplane in South Carolina, loading luggage and clubs into four minivans, driving to Hilton Head Island, transferring the clubs to golf carts and speeding to the first tee.

Only to have my friend Tim Leland inquire — of no one in particular, but really of everyone — “Which course is this?”

Or the image, perhaps, of Timothy O’Neill, a trial lawyer whose wits are always about him in the courtroom, leaving clubs behind so often that he’s been assigned an on-course minder. Which did not prevent him from leaving his wallet behind on a tee box — after do-

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BARRY CHIN/GLOBE STAFF/FILE

Seventy-five years after Gandhi’s 1930 salt march, Indians of all stripes commemorated it, here near the Mahisagar River.

Where grow Gandhi’s seedlings?

By Tom Haines
GLOBE STAFF

On a muggy March afternoon three years ago, I sat at a desk in the sheltered silence of the Taj Mahal Palace & Tower and looked for lessons, not from the energetic embrace of Mumbai, just beyond the window of my room, but from an elusive idea more distant.

I had spent the previous several days walking with hundreds of Indians, Hindus and Muslims among them, in the historic footsteps of the spiritual leader Mohandas K. Gandhi, known to many as the Mahatma. His insistence on nonviolent action nearly a century ago challenged British rule of India and traditions of conflict around the world. From dawn until dusk on those days 75 years after the Mahatma led his salt march, we plodded across the arid farm flats of coastal Gujarat state, northwest of Mumbai, and encountered in villages and cities scars of struggles begun long before Gandhi’s time.

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WASHINGTON

WARBIRDS & WONDERBIRDS

BY KARI BODNARCHUK | GLOBE CORRESPONDENT

Go back to the future in a patch of the Northwest at a museum of vintage elite warplanes and on an assembly line for the new Boeing blockbuster

EVERETT — Up north of Seattle, in the world’s largest building, people work around the clock assembling Boeing’s new 787 Dreamliner, one of the most high-tech airliners ever made. This jumbo jet has everything from lighting that simulates the time of day at your destination to oversized windows big enough for all passengers to have a view.

A mile away, in a modest, white-domed hangar, Paul Allen, the investor and philanthropist who cofounded Microsoft with Bill Gates, recently unveiled a collection of planes that were the most advanced in their day: vintage “warbirds” from the 1930s and ’40s.

Allen’s Flying Heritage Collection, which opened in June, and Boeing’s Future of Flight Aviation Center and factory tour provide a fascinating look at the past, present, and future of aviation. Visitors can see a converted crop duster that was flown by 17-year-old female pilots during World War II, sit inside a prototype of the Dreamliner’s swanky cabin, and take a tour of the Boeing factory, where they can watch as airliners are assembled on a production line.

Although planes have been built at the Everett factory for 40 years — the first 747 was rolled out in 1968 — Boeing, in conjunction with Snohomish County and the local nonprofit Future of Flight foundation, opened its Future of Flight Aviation Center just three years ago this month and expanded its factory tour this year. The center and tour have become two of the Seattle area’s top attractions, along with the Space Needle, Pike Place

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KARI BODNARCHUK FOR THE BOSTON GLOBE (TOP); GAIL HANUSA/ASSOCIATED PRESS/BOEING CO.

This Curtiss P-40C Tomahawk went down in Russia in 1942, was discovered in 1993, and rebuilt before Paul Allen put it in his collection. The 787 Dreamliner, still in production at Boeing, is on order to airlines from around the world.

Big new bird and brave old ones

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Market, REI's mother ship, and the headquarters for Starbucks and Microsoft.

A visitor can take a 90-minute, look-but-don't-touch tour of the Boeing factory and then explore the aviation center, where you can touch, knock on, sit in, and otherwise play with airplane parts. After a short film on aviation's impact on society, a bus transports visitors to the factory five minutes away. Here's where it really gets interesting. En route, you may pass the Dreamlifter, a whale-shaped plane that flies around the world — from Kansas to Korea, South Carolina to Sweden — to collect parts for the Dreamliner such as wings, tails, and sections of fuselage. Even more impressive are the three hangars next to the factory, where planes are painted and beautified.

"Paint has been known to add more than 1,200 pounds of weight to a 747," says Melodie Hawkinson, a Boeing tour guide. "Darker colors have more pigments so they weigh more. A lot of people don't realize that that's why some airlines don't paint their entire airplanes."

Inside the factory, guides lead visitors through wide, cement tunnels and up freight elevators to reach balconies with views onto the assembly floor. You may feel like a pea in a giant pod when you board a 747, one of the world's largest airplanes. But when you step into the Boeing factory all sense of scale and perspective fly out the door. Inside this mammoth building, which sprawls across 98.3 acres, at least a dozen jumbo jets sit on the assembly floor.

Pickups dart around the factory floor, ferrying parts from one station to the next. Employees follow painted white lines as they bike to work or perhaps to the closest Tully's coffee shop, up to a quarter mile away (Boeing supplies 1,300 bikes for its workers' use). The factory has four telephone prefixes, its own electrical substation and fire department, and 19 cafeterias, including the Dreamliner Diner and Twin Aisle Café. It's truly a city within a city, where employees can shop, get a massage, rent a video, and get their teeth whitened.

"I used to work for Ford, and now I work for Sikorsky helicopters," said Eric Heller, 40, of Monroe, Conn., on a factory visit. "I've been to so many assembly plants that I didn't expect to be impressed. But the scale of everything is so amazing; it's enormous, unbelievable."

With your bird's-eye perspective from one of the observation decks, you can watch workers install seats and landing gear. You may also see one of the overhead cranes in action as it hoists a section of fuselage and maneuvers it into place.

Back at the Future of Flight Aviation Center, you can get up close to authentic airplane parts: Sit in the cockpit of an old 727, touch the vertical fin of a 747 that rises 63 feet above the gallery floor, stand on the engine of a 777, or go for a wild ride in a flight simulator. Then walk through a scaled-down version of the Dreamliner's cabin: It has tons of headroom, room to store full-size, carry-on bags in the overhead bins, a ventilation system that helps passengers stay hydrated and prevent jet lag, and special lighting that simulates



BOEING CO. (ABOVE); KEVIN P. CASEY/BLOOMBERG NEWS (BELOW); KARI BODNARCHUK FOR THE BOSTON GLOBE

Immense and interactive describe the Future of Flight Aviation Center, where the Boeing factory tours begin; a mock-up of the 787 Dreamliner's interior; and a prototype of its fuselage.



nighttime, complete with stars, or a bright blue daytime sky.

One of the most thought-provoking interactive exhibits looks at how people board and disembark an airplane. Visitors collect boarding passes, grab one of six types of carry-on bags — anything from a roll-aboard suitcase to a backpack or briefcase — then board a mock 747 cabin. Cameras capture the process and the videos are later analyzed to find out where there were bottlenecks and to determine how to board planes quickly and more efficiently.

"It's a motion study," says Michael Pitton, a supervisor for the Passenger Experience Research Center at Teague, the company that designs Boeing's airplane interiors. "We want to see how people in real-life scenarios use the overhead bins and store their bags, and see if people are tripping up in the same spots."

Another exhibit lets you build your own virtual aircraft using a computer program. Choose the engine, fuselage, wings, and design scheme and the computer will offer feedback, such as: "Wings are undersized, not enough wing area for flight" or "looks interesting, and it will fly, but it won't be economical."

You can also stand on a roof deck overlooking the runway at Paine Field Airport and watch planes take off and land on test flights. The Strato Deck, as it's called, is wired up to the flight

tower, so you can hear pilots talking to tower staff.

For a look at vintage planes in flight, visit the Flying Heritage Collection, tucked down a dead-end street at the other end of Paine Field, during one of the museum's Fly Days. Every other Saturday, from June to October, several planes from the collection are taken on short flights over the airport to keep each functioning properly. Inside the working hangar, you'll find one of the country's largest collections of workable warbirds.

"If you're into planes, these are the crown jewels," says Adrian Hunt, executive director of the collection. "They're so iconic and rare, and the way they've been restored is amazing. . . . We've used all authentic parts or, if we couldn't find them, we custom-made them to the original specifications."

The museum has 15 aircraft on display, including the German-produced Focke-Wulf 190D-13, the only one of its kind in the world today. Placards give information about the types of warbirds in the collection and the history of each specific plane.

Whether you are interested in historic planes, state-of-the-art aircraft, or the city inside the world's largest building, it's worth setting aside a day to explore this aviation mecca.

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If you go . . .

Future of Flight Aviation Center
8415 Paine Field Blvd.
Mukilteo, Wash.
800-464-1476
www.futureofflight.org

Boeing factory tours begin here. For center and tour (visitors must be at least 4 feet tall) adults \$15, seniors/military \$14, ages 15 and under \$8. Advance booking recommended (\$2.50 extra).

Flying Heritage Collection
Paine Field
3407 109th St. Southwest
Everett
877-342-3404
www.flyingheritage.com
Adults \$12, seniors/military \$10, ages 6-15 \$8, under 6 free.



A premium Yotel room has Wi-Fi, cable, and cabin service.

An airport respite by the square foot

By Jenn Abelson
GLOBE STAFF

LONDON — Sick of airports and with five hours to kill before my flight back to Boston, I desperately wanted refuge from the chaos and commercialism at London Heathrow.

So I walked past the Hilton at Terminal 4, where rooms cost \$260 a night, and headed for Yotel, where travelers can stay in their own "cabins" for as little as four hours for about \$40.

Yotel is equal parts Japanese capsule hotel, cruise ship, and first class British Airways, offering frenzied travelers a place to shower, nap, or relax. Since debuting at London's Gatwick Airport last year, Yotel opened sites at Heathrow and Amsterdam's Schiphol Airport.

Yotel has three types of rooms, each equipped with a bed, bathroom, flat-panel TV, and free Internet. The spaces are sufficient but tiny. Claustrophobics beware: Standard cabins are about 70 square feet and premium and twin cabins with bunk beds are just over 100 square feet.

Check-in is easy at ATM-like kiosks that confirm reservations and issue cabin key cards and a receipt with a Wi-Fi access code. A call button on the kiosk will alert a cabin crew member if there is a problem. Usually, the one or two Yotel employees double as reception, concierge, room service, and general technicians.

For the most part, Yotel makes a cheap room feel like a hip stay. Upon entering Yotel, guests are bathed in purple mood lighting. Enya-esque music plays, and beds in the premium cabins convert into couches. The bathrooms have overhead rain showers and sage and seaweed body wash. A glass wall separates the bathroom from the bedroom.

Customers can order food from a cabin service menu, including Singapore noodles, salmon and haddock fishcake, and cheesecake. I had brought my own spread of baguette, Stilton cheese, and olives from Harrods department store. But when I looked for a table — which is supposed to fold down from the wall — I found a sign saying it was being repaired. Apparently, the original tables were too heavy and broke off the wall.

So I put the cheese and bread on the pristine white sheets and ordered a beer to wash down my meal. A Yotel employee was instantly on the other end of the intercom system and a Grolsch lager arrived in less than two minutes. (In the guestbook, Yotel says it supplies the crew with specially designed New Balance sneakers so they can hurry to meet guests' needs.) With a cold beer on my bedside table, I

If you go . . .

Yotel Heathrow Airport
Terminal 4.

About \$40 for 4 hours.

Yotel London Gatwick Airport

South terminal (arrivals).

About \$40 for 4 hours.

Yotel Amsterdam Schiphol Airport

Secure transit area, second floor

of Lounge 2, close to Pier D.

About \$45 for 4 hours.

www.yotel.com

011-44-207-100-1100

brushed the crumbs off the bed, made room for my laptop, and turned on the television.

For all the touches of luxury (organic mattresses, lilac pillows, beds with iPod attachments), Yotel came up short on other basics. The Wi-Fi didn't work and the promised 60 cable channels turned out to be 23. There was a decent selection of more than 20 movies on demand, including "Forgetting Sarah Marshall," "Kung Fu Panda," "Hancock," and "Iron Man." Each movie was nearly \$9, so I was satisfied with flipping between the BBC, "Whose Line Is It Anyway," and "Dawson's Creek." The interactive guide allows guests to program wake-up alarms through the television, so you can wake up to music, radio, or the TV.

The beds have outlets, personal lighting, and dimming controls. Cabins are sound-proofed, but when I turned off the TV for a brief nap, I could hear nearby cabin doors open and close. It's no worse than staying in a hotel room near the elevator, and signs in the hallways and rooms urge guests to keep the noise down.

Yotel, which receives investment support from Kuwait-based IFA Hotels & Resorts, says it is looking to expand to other big airports, including in the United States. The company is looking to extend the Yotel concept to city centers where space is at a premium. There is no maximum stay but Yotel recommends that no more than two adults stay in a cabin (not that you'd want to cram more than two into 70 square feet).

Yotel's chief executive, Gerard Greene, describes it as the "iPod of the hotel industry." Sleek and compact it is, though not a room you linger in for days. There are no closets, only a full-length mirror and one coat hanger. But for harried travelers facing delays, cancellations, and layovers, Yotel offers a rarity: peace and quiet in the middle of an airport.

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Who is there to resist stoking the flames?

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Gandhi said: "There is no hope for the aching world except through the narrow and straight path of nonviolence."

After the march I traveled from the city of Surat by train, a trip of a few hours that threaded southward from Gujarat into the increasing urgency of the peninsula that is home to millions in Mumbai. It was night, and through the windows of the crowded train compartment came only hints of the city. Mumbai is staggered by luxury high-rises and shanties, and more, and the approach seemed an epic journey, passing from one era to the next, from one life to another, before the train finally stopped at Chhatrapati Shivaji Terminus. VT, as it is known to Mumbaikars

— it had the name Victoria Terminus Station for more than a century — is one of the world's busiest train stations.

I arrived near 9 p.m., and the platforms were still softly seething. Imagine, then, the terror of the week before last, when two gunmen strode through the terminal at more or less the same hour and opened fire on the crowd of commuters.

Several other attackers quickly targeted a crowd in a cafe, occupants of an orthodox Jewish center, and patients and staff in the Cama Hospital. The men rampaged into the opulence of two hotels, the Oberoi and the Taj. Karambir Kang, the manager of the Taj, was reportedly able to help some guests escape, but not his wife, Neeti, and two young children, who died in the blaze. More than 170 people were killed

across the southern stretch of the city, and many more injured. The victims were Indian and foreign, rich and poor.

Quickly, from Mumbai's streets to the world's capitals, people have demanded to know what comes next.

Gandhi said: "Nonviolence, which is a quality of the heart, cannot come by an appeal to the brain."

As I sit at this desk in Boston, I think not so much of my room at the Taj but of the days walking in Gujarat. In 1930, Gandhi, his head shaven, his slight body swathed in robes, set out with followers from the city of Ahmedabad to cover 241 miles in 26 days. His immediate goal was independence for India. Arriving at Dandi, a settlement by the Arabian Sea, he leaned and scooped

salt in defiance of a British tax.

Time does not turn so easily, and on Gandhi's trail in 2005 people still felt many of the tensions of his lifetime. In 2002, more than 50 Hindus died in a train fire in the city of Godhra that was said to have been set by Muslims. Retaliation by Hindus turned to riots that killed hundreds of Muslims and forced thousands from their homes.

During the Mumbai attacks, one of the gunmen faced a line of hostages on the 20th floor of the Oberoi, and reportedly said, as an explanation for his actions: "Remember Godhra?"

At the edge of the Arabian Sea, before Gandhi's walk and since, there are no urgent hours, no clamor and clash of people all around. No windows provide separation from the wider world. With salt and sand below, open



URIEL SINAI/GETTY IMAGES

Travelers at Mumbai's Chhatrapati Shivaji Terminus, one of the world's busiest train stations, days after it was attacked.

sky overhead, comes first one soft moment, then another.

Gandhi said: "Nonviolence is a plant of slow growth, growing

imperceptibly, but surely."

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