



747 Wing House Renderings and Wing transportation Image

FOR IMMEDIATE RELEASE

Helicopter Transport of 747 Wings to Project Site Scheduled

747 Wing House from Environmental Architect David Hertz, FAIA, Reaches Next Phases of Construction

JUNE 3, 2008 (Santa Monica, CA) – On Wednesday, **June 18th**, weather permitting, the wing sections from a Boeing 747 will be transported via a Sikorsky Skycrane helicopter to the Wing House project site, which is current under construction in the Santa Monica Mountains west of Malibu. The home, designed by David Hertz, FAIA, and his firm, S.E.A., the Studio of Environmental Architecture, is situated on 55 acres and is poised to be the first of its kind made from recycled, large cut sections of a decommissioned Boeing 747.

The wing components will be brought over in four trips, during a four to six hour morning time frame. Viewing areas will be set up on the project site and at the lift site.

The decommissioned Boeing 747, which was purchased in its entirety specifically for this project, was disassembled into large sections at the Victorville Airport, which is home to the second largest airplane graveyard in the nation. The transport of the wings from Victorville to the Camarillo Airport, for storage, required a 100-foot flatbed truck and a seven-car CHP transport, which closed several major freeway lanes.

The move marks the first of several additional 747 segments that will make their way to the Santa Monica Mountain property during the construction of the project. Additional parts to be included in the building of the Wing House are: the fuselage, nose, tail fins and portions of the belly of the plane. The wings will be used as the home's primary roof structures.

Because limited space is available on the property, please respond via email and specify if you are interested in attending, or receiving images/video of the wing transport after the event.

Confirmation on airlift times, as well as directions, will be sent to interested parties.

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ADDITIONAL INFORMATION

About the 747 Wing House

The site, a 55-acre property in the remote hills of the Santa Monica Mountains west of Malibu, is comprised of several existing pads and unique topography with panoramic views looking out to a nearby mountain range, a valley and the Pacific Ocean. The site was previously owned and developed by the eccentric designer Tony Duquette who developed over 21 unique structures incorporating found objects from all over the world. The Malibu fire of 1995 destroyed all but a few steel “Pagoda” like structures that remain.



Cross section of plane during deconstruction



Deconstruction of Boeing 747 parts for future use in Wing House construction

The client requested curvilinear feminine shapes for the building. The progenitor of the building's form was envisioned as a floating curved roof that would slope up and out to take in the panorama of the adjacent mountain range. Conceived in section with an elliptical profile reminiscent of a wing in cross section, it soon became apparent, that in fact, an airplane wing itself could possibly work. Research of commercial airliners showed that a 747 200 with a wing span of over 125 feet long and 47 feet wide and 5 feet thick superimposed over the site would

fit the programmatic requirements and exploit the angles of the wing to coincide with the views.

The manufacturing of the 747 represents the single largest industrial achievement in U.S. history. Reusing the airplane sequesters the billions of dollars of research and development that went into designing a structure, that represents the highest efficient use of resources to achieve the highest strength materials at the lightest weight.

There are OVER 1,500 airplanes that have been retired to sit “desiccating in the desert out of obsolescence” in California and are sold at the price of their principal raw material, aluminum. A new 747 cost upwards of 200 Million Dollars while a decommissioned 747 can cost as little at \$30,000 dollars. The idea of utilizing 100% post consumer recycled components and appropriating them in creative new ways is certainly consistent with the existing context of Duquette's structures and emblematic of the disposable nature of our society. The prefabricated components have been disassembled off site, trucked and airlifted to the site. This “Large / Less” strategy takes advantage of few large sections with less traffic trips and eliminates construction waste, typical of normal construction techniques, which use thousands of disparate parts none of which fit and over a third end up in the landfill thus reducing the embodied energy that goes into the project.

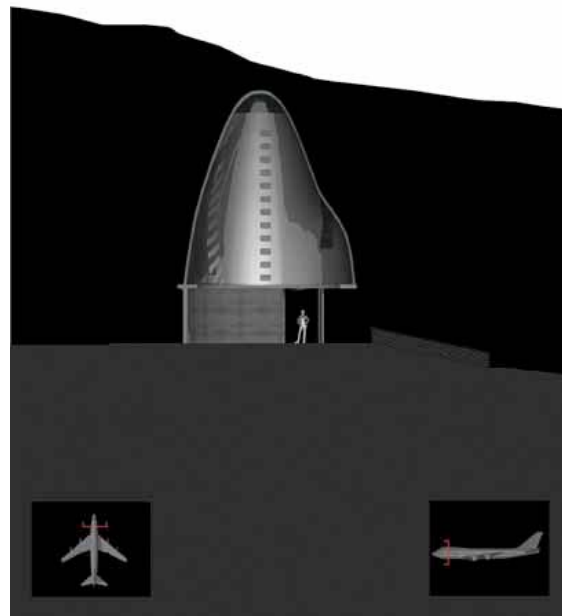
The wings alone of a 747, at over 5,500 sq. ft., possess an ideal configuration to maximize the views and provide a self-supporting roof with minimal structural supports needed. Less than 8 square feet of columns will support over 5,500 sq. ft of roof. Analyzing the cost, it made more sense to acquire an entire airplane and to use as many of the components as possible. In keeping with our environmentally sustainable design philosophy, the components of the Boeing 747-200 aircraft will be situated on the existing pads and retaining walls in order to minimize site disturbance.

Passive solar orientation and natural ventilation strategies will be part of a sustainable integrative methodology that incorporates the use of the aircraft in a sublime manner that exploits the inherent structure and organic form. The ailerons and elevators are proposed to be made operational and will be used as kinetic solar shades as well as airfoils to regulate airflow of the prevailing breezes for natural ventilation. The surfaces will be cleaned and bio-blasted to leave a raw aluminum surface.

The Main residence, making use of three existing pads on three levels, will use both of the main wings as well as the two stabilizers from the tail section as the roof for the Master bedroom.

The Art studio building will use a section of upper fuselage as a roof; while the remaining front portion of the fuselage and the upper first class cabin deck will be used as the roof of the secondary residence. The lower half of the fuselage, which forms the cargo hold, will form the roof of the Animal barn and the Caretaker's residence. At 28 feet in diameter, the Meditation pavilion will be made from the front of the airplane, employing the cockpit windows as a skylight. The tail section of the plane is to be used as an unenclosed shade roof for the Viewing area.

The individual elements are placed in such way as to minimize the views from one to another as well as from the adjacent properties and roads and work essentially as pavilions or follies in a garden. The use of thin structures makes the buildings somewhat transparent and inconspicuous in the landscape, creating a symbiotic relationship between built and natural environments.



Meditation Pavilion

This project is a culmination of several research and development explorations into sustainability and the technical challenges, post 911, of decoding the 747 without drawings or data from Boeing and in successfully obtaining entitlements from over 17 governmental agencies for the building permits. The project is presently under construction and is scheduled for completion in 2008.



S.E.A. , Studio of Environmental Architecture

The work of David Hertz, FAIA, Architects Inc., and S.E.A., the Studio of Environmental Architecture, focuses on the design and construction of environmentally responsible residential and commercial buildings. David Hertz, FAIA, LEED AP, founded the practice in 1983 as Syndesis where he developed the material Syndecrete®. Selling the Syndecrete® technology in 2006 led to the opening of S.E.A. It is a small practice, dedicated to design and green building, and employs about 10 people. Hertz has been located in Santa Monica for over 20 years.

S.E.A. has particular experience in the practice and incorporation of sustainable and resource efficient design principles in its built work. The architecture of David Hertz, FAIA and S.E.A. is often recognized as incorporating natural ventilation, natural light, and passive solar, as well as incorporating pre-fabrication and innovative high performance wall systems.

The work of S.E.A. and Syndesis, has been widely published and exhibited internationally, and is included in over one dozen television programs, disseminating information to the populace on its environmental work. Most recently the firm, and the 747 Wing House has been featured on CBS Sunday Morning with Charles Osgood.

More information available at www.studioea.com

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