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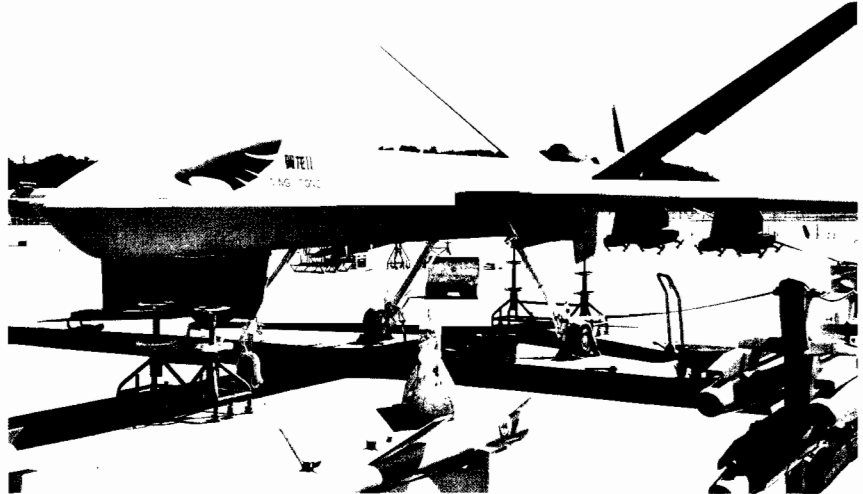
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AVIATIONWEEK
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Avic presented a greatly expanded development of its Wing Loong propeller-driven UAV series (pictured) and its new Cloud Shadow UAV at Airshow China.



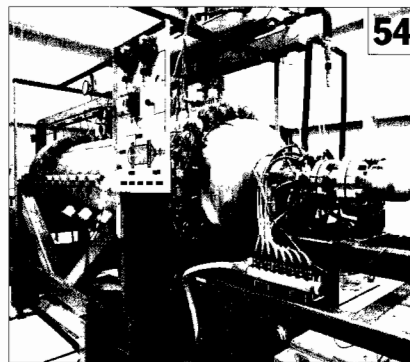
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COMMERCIAL AVIATION

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- 35 Folding wingtip** for the 777X, designed for stability, has no moving parts beyond the hinge line



ON THE COVER

A Boeing mechanic monitors multiple robots as they automatically drill the forward section of a Boeing 777 in the company's new fuselage automated upright build (FAUB) facility in Everett, Washington. Boeing photo by Gail Hanusa. The airframer is making sweeping changes to its manufacturing processes as it prepares to debut the next-generation 777X in 2020 (see page 32). Elsewhere in this issue are special reports on nuclear arms (page 44) and Chinese military and commercial programs (page 23) and a report and an opinion piece about Rockwell Collins's bid to acquire B/E Aerospace (pages 37 and 14, respectively).

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PAUL LEWIS/BOEING

BEHIND THE SCENES

Senior Propulsion Editor Guy Norris (pictured) and Editor-in-Chief Joseph C. Anselmo had the chance to inspect the wingfold mechanism for Boeing's 777X in a test fixture at the manufacturer's facility in Everett, Washington. Watch our exclusive video of the folding wing at AviationWeek.com/777XWingFold