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(from October)

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(from October)
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The Honorable Aaron Reardon
Frank Robinson
Sergei I. Sikorsky
The Honorable Ron Sims
Robey Smith
Bruce Whitman

*deceased

**Mission Statement**

The Museum of Flight exists to acquire, preserve and exhibit historically significant air and space artifacts that provide a foundation for scholarly research and lifelong learning programs inspiring an interest in and understanding of science, technology and the humanities.
Thoughtful reflection of where we’ve been and a bold vision of where we’re going shaped The Museum of Flight’s accomplishments in 2005. As the Museum celebrated its fortieth anniversary and marked its evolution from a small, all-volunteer foundation to one of the largest and most respected air-and-space educational institutions in the world, the Board of Trustees was tasked with identifying the next generation of Museum leadership.

Ralph Bufano, who steered the Museum through its most dynamic period of growth, stepped into retirement after fourteen years at the controls. In September, the Board fulfilled its mandate with the appointment of Dr. Bonnie Dunbar as The Museum of Flight’s new President & CEO.

A highly respected professional well known throughout the international aviation and aerospace community, Dr. Dunbar has been an advocate for this institution almost from its inception, first introduced to the Museum by Trustee Richard Taylor. Over the years, she has graciously shared her insight and expertise in the development of several Museum of Flight education programs and exhibits, including the Challenger Learning Center and the Aviation Learning Center.

From her early research and engineering positions with Boeing and Rockwell, through her amazing accomplishments as a NASA astronaut and veteran of five space missions, this Northwest native has never hesitated to heed the Museum’s call. We are delighted and gratified that Dr. Dunbar has chosen to continue her distinguished career here at The Museum of Flight.

Dr. Dunbar inherits an institution filled with promise. The last year alone brought important acquisitions; inspiring new exhibits, including The Boeing Story and the Founders of American Aerospace in the newly restored Red Barn; and the development of innovative new educational programming to make the Museum’s collections and curriculum even more relevant to Washington state students.

And under her leadership, we know the best is yet to come. Bonnie’s passionate commitment to education, her remarkable ability and willingness to share her experiences to inspire the next generation of scientists and engineers, and her intrepid spirit of exploration are exactly what the Museum needs to continue to grow and succeed in the exciting and challenging era before us. We very much look forward to the journey.

James T. Johnson
Chairman of the Board of Trustees
As this publication goes to print, I am entering my sixth month as president and CEO of The Museum of Flight, and I continue to be impressed by this institution’s incredible collection, its talented and dedicated staff and trustees, and by the phenomenal opportunities that lie ahead. I fully realize that I am stepping into the shoes of someone who has guided the institution to great heights during the last fourteen years, Ralph Bufano, and I am ever grateful for his sincere support and advice.

In looking back on 2005, several achievements stand out. Attendance and general interest remained strong as the Museum welcomed a total of 474,500 paid visitors, and the Museum’s website, www.museumofflight.org, enjoyed a record 500,000 unique hits.

Indicative of the Museum’s stellar reputation among donors and supporters, the largest independent evaluator of charities in the U.S., Charity Navigator, gave the Museum its highest possible rating of four stars for financial stability and program efficiency.

Given these impressive figures, and the accomplishments of the Museum staff detailed in the following pages, what is perhaps most striking to me as a “newcomer” is the progress that has been made this year in the expansion of the Museum’s educational programs. Working in partnership with educators, docents, volunteers, donors and supporting organizations across Washington state, we now offer more than 20 distinct program offerings serving more than 80,000 young people each year. This is a substantial achievement, but there is more that we can and will do. Increasingly, the Museum will be taking an even more active role in developing and delivering innovative aviation and space-related curriculum to inspire and educate both students and the community at large. One of my goals is to ensure that The Museum of Flight is part of the national solution to bolstering student interest and enrollments in science, technology, engineering and math (STEM).

Toward this effort, as it has since its inception, The Museum of Flight will continue to be a world leader in historic aircraft collection, restoration, conservation and presentation. But as the pace of aerospace advancements accelerate, we will also be presenting a broader range of today’s technological achievements, and introducing the scientists and engineers behind tomorrow’s space research and exploration.

I have no doubt that the next forty years of the Museum’s development will be shaped by the same pioneering spirit of innovation and discovery that has guided this institution since the beginning. And now as then, our success will be measured by how well we encourage, engage and motivate young people to pursue interests and careers in aviation and space.

I believe that The Museum of Flight has an extraordinary opportunity to shape the future of science, engineering and technology education in the United States. I am gratified and honored to be a part of this important mission.
The spirit of innovation, exploration and discovery continued to shape the growth and development of The Museum of Flight’s Education and Public Programs in 2005. Recognized both regionally and nationally for the breadth and depth of its educational offerings, the Museum shared the excitement of science, engineering, technology and the humanities with more than 80,000 young people throughout the year.

Under the leadership of new Director of Education Bev Clevenger, the department was reorganized and a quarterly training program for staff, docents and volunteers was implemented to take advantage of new education models and effective educator strategies. As part of this realignment, major effort during the year was spent on developing new educational programs and program materials as well as redesigning existing curriculum to align with national and statewide standards for education. As a result, the Museum now offers more than 20 distinct program offerings.

This continual improvement process resulted in the Museum revamping its professional development program to better meet educators’ needs, including launching a new marketing program for The Museum of Flight Education Program Guide to increase distribution of this valuable tool to educators throughout Washington State.

The Museum’s core mission was also exemplified through new and expanded partnerships with affiliate groups and organizations statewide and nationally, including the Challenger Center for Space Science Education, Washington State Department of Transportation, NASA Explorer Schools, Aviation High School, and Seattle Girls School, among others. The Museum’s popular summer day camp, Aerospace Camp Experience, welcomed a record 634 young people.

Public programs in the galleries and activities on the tarmac also continued to dazzle Puget Sound locals and visitors throughout 2005, including fly-ins by military, commercial and private aircraft; lectures and book signings by visiting authors, aces and astronauts; movies and musical performances in the galleries; and dozens of other informative and entertaining aviation- and space-related events for all ages. All told, more than 80 public programs were presented in 2005.

Finally, both Museum of Flight education programs and exhibits were spotlighted in March during the Mutual Concerns conference, as 160 museum colleagues representing 80 institutions, 30 states and six countries convened in Seattle for this annual conference of air-and-space museum professionals. The event marked the first time this prestigious meeting was held outside of Washington, D.C., making a powerful statement of The Museum of Flight’s stature as the foremost private air-and-space educational institution in the world.
With the reopening of the Red Barn and popular new additions to the Great Gallery, 2005 saw the completion of several exhibits and visitor enhancements made possible through the Sky Without Limits capital campaign. Opened to critical and popular acclaim in 2004 and fully completed in 2005 were The J. Elroy McCaw Personal Courage Wing, an expanded Museum entrance lobby and store, and the new outside Airpark.

As staff put the finishing touches on these permanent Museum features, the Exhibits team installed new displays in the landmark Red Barn to better bring the history of The Boeing Company to life. The Boeing Story: 1916-1958 explores in depth the company’s lasting legacy, from the turbulent formative years through its emergence as a dominant global giant at the dawn of the Jet Age. Spanning two levels, these engaging new interactive exhibits contain rare early aviation artifacts, a full-size factory workshop showing the production of the Boeing Model C and Model 40, and exhibits chronicling the early careers of William E. Boeing and other founders of the American aerospace industry.

The new Red Barn exhibits underscore the Museum’s dedication to keeping current by presenting informative and entertaining exhibits that appeal to every age and interest. Throughout 2005, Director of Exhibits Chris Mailander and his team organized several temporary exhibits that celebrated aviation’s past, showcased its future, and even presented its artistic side.

Boats That Fly: Seattle Comes of Age looked at the evolving technology of unlimited hydroplane racing and explored the unique intersection of boat racing and aviation that put Seattle hydroplanes on top of the sport starting in the 1950s. Williams International spotlighted the products and achievements of the pioneering jet engine company and its legendary founder, Sam Williams, and marked the first public viewing of the Museum’s newly acquired Dark Star unmanned aircraft.

Creative expressions of aviation and aerospace were also well represented throughout the year. Rustic Rocket Science: The Sculptures of Erik R. Lindbergh showcased the extraordinary wood and bronze sculpture and furniture of this internationally acclaimed artist, including a floatplane cradle based on the Lockheed Sirius that Lindbergh’s grandparents flew north to the Orient in the 1930s. The popular Suitcase Sightings mixed-media exhibit moved from the streets of Tacoma to The Museum of Flight and featured artist-embellished suitcases transformed into creative and unexpected artworks.

Young Washington State artists were once again featured at the Museum in the 2005 International Aviation Art Contest, held in cooperation with the Washington State Department of Transportation Aviation Division; and the Museum’s presence at Sea-Tac International Airport soared ahead with the display of the historic Alexander Eaglerock biplane in the busy arrivals terminal alongside the museum’s futuristic Voyager mockup.
The Museum of Flight Restoration Center at Everett’s Paine Field returned several flying machines and parts to their original glory in 2005. Under the direction of Director of Aircraft Collections Tom Cathcart and his talented staff and volunteer crew, The Museum of Flight made great progress in both commercial and military aircraft restoration and conservation throughout the year.

The restoration team’s success was exemplified in the advancements made on the Museum’s 1934 Douglas DC-2 (N1934D), which was outfitted with two newly overhauled Curtis-Wright R1820-52 nine-cylinder radial engines, along with two Hamilton-Standard propellers, to enable an FAA flying permit from Boeing’s Long Beach, California test facility to Museum Trustee Clay Lacy’s corporate aircraft facility in neighboring Van Nuys. Since October, this incredible example of the early days of passenger travel has been undergoing further restoration, including a total repainting in TWA colors; the aircraft is slated to make a triumphant flight home to Boeing Field in 2006.

Nothing short of “fantastic” describes the amount of work that has gone into restoring the Museum’s 1959 de Havilland Comet Mk.4-C (XA-NAR), the sole example of the world’s first jet airliner left in the Western Hemisphere. When restoration is completed, this aircraft will stand proudly alongside the British Airways Concorde, Air Force One, and other historic “greats” of the Museum’s air transport collection.

On the military aviation front, the year brought amazing progress on the restoration of the Museum’s rare 1944 FM-2 Wildcat (BuNo.74512). When this impressive WWII fighter is installed in the Museum’s Personal Courage Wing, it will once again proudly bear the VC-93 markings it wore in March-May of 1945. The Museum’s famous Boeing B-29 & B-17 bombers, which share a hangar at Boeing’s historic Plant 2 (the same building where the Museum’s B-17F was originally built during WWII), continue to undergo exacting detail work by volunteers who are restoring these historic warbirds to original factory condition.

Back up at Paine Field, the 1929 Heath-Henderson Parasol, scratch-built from plans published in a 1929 Popular Flying magazine, is near completion. Powered by a 28-hp Henderson four-cylinder motorcycle engine, its first run is expected in Spring 2006.

Also of note in 2005, the Museum entered into a long-term arrangement to exhibit the 1957 Lockheed Jetstar prototype (N329J), a flight test aircraft owned by the British Columbia Institute of Technology that once served as legendary Lockheed designer Kelly J Johnson’s personal corporate transport. This is the first and only survivor of the two twin-engine Jetstars built, and made untold (literally) flights into the top-secret Area-51 with Johnson and corporate and military brass.

Finally, The Museum of Flight was pleased to lend its staff resources, expertise, and four aircraft to the new Future of Flight Aviation Center at Paine Field. Museum staff modified and hung two Glasairs, a Quickie, and a Beech-Raytheon Starship in the new center’s exhibit hall.
The Museum of Flight collections continued to grow and flourish throughout 2005, with the addition of major aircraft, archival materials, and supporting aviation and aerospace artifacts. Importantly, the year was also marked by a significant investment in time and resources to make all aspects of the collection more usable and accessible to scholars, researchers and the public at large.

In support of this mission, thanks to a generous gift from fighter ace Kenneth Dahlberg and support from the Institute of Museum and Library Services, the Museum in 2005 established The Dahlberg Center for Military Aviation History. Scheduled to open in mid-2006, this Center will make The Museum of Flight’s rich resources of military aviation accessible to scholars from around the world, including the Norm Taylor Air Force Photo Collection of more than one million military images, on long-term loan from the Apex Foundation.

Newly acquired archives from Alaska Airlines provide another valuable source of aviation history, as do the more than 3,000 photos documenting the history of the Douglas Aircraft Company, and 174 rare original WWII-era color slides of Curtiss-Wright taken by Jack Kerr. A generous grant from Washington State will enable the Museum to improve the organization, storage and conservation of the Wright Brothers’, Curtiss, and Curtiss-Wright archives in order to make these invaluable corporate records, legal papers and photographs more easily accessible.

The Collections and Exhibits teams worked closely to improve the visitor experience in the Red Barn this year with the completion of The Boeing Story. Collections staff spent more than six months documenting, conserving and mounting more than 700 historic objects – including material from the newly acquired George Schairer Collection – to bring the history of The Boeing Company to life in this comprehensive new, interactive exhibit.

Last but certainly not least, The Museum of Flight continued to add to its unparalleled aircraft collection. Highlights from 2005 include the fantastically accurate reproduction of the 1903 Wright Flyer, produced by Ken Hyde and his Wright Experience Project; and the famous MiG-15 of the Korean War and its improved successor the MiG-17, which arrived in Seattle from Mesa for permanent display. Finally, en route to Boeing Field in 2006 will be the long-anticipated Lockheed Super G Constellation, one of the most beautiful of the piston-powered airliners and a Museum “must-have” addition to its stellar air transport collection.
Forty years ago, the discovery of a battered 1929 Boeing 80A-1 in an Anchorage, Alaska landfill prompted several aviation enthusiasts to create the Pacific Northwest Aviation Historical Foundation (PNAHF), the precursor organization to The Museum of Flight.

Officially incorporated on September 14, 1965, PNAHF was established with the dual goals of preserving aircraft and related artifacts in the Northwest and fostering public knowledge and education related to aviation. PNAHF’s first project was the recovery and restoration of the 80A-1; this beautiful jazz-age airliner—the only one of its type in existence—is now a centerpiece of the Museum’s Great Gallery.

In 1968, PNAHF opened its first public exhibits under the “Museum of Flight” name in a 10,000-square-foot space at Seattle Center; over the next several years, William E. Boeing, Jr., Edward E. Carlson, George Briggs and other early founders planned for a larger, more suitable permanent home. In 1975, the Museum acquired the 1909 Red Barn, Boeing’s original manufacturing facility, from the Port of Seattle for one dollar. Thanks to private donations and the generous support of the Port and The Boeing Company, the wooden factory building was barged two miles up the Duwamish River to its current location on Boeing Field.


Growth continued to accelerate as the Museum approached the second century of flight. The opening of the 88,000-square-foot J. Elroy McCaw Personal Courage Wing, the creation of the outdoor Airpark, an expanded Library and Archives building, and the development of the acclaimed Aviation Learning Center have firmly established The Museum of Flight as the foremost private air and space museum and educational institution in the world.
On June 11, 2005, The Museum of Flight’s Wings of Heroes Gala raised more than $1.8 million—the highest total ever raised at one of the Museum’s annual fund-raising galas. The black-tie event commemorated the 35th anniversary of one of the most dramatic stories in the history of space exploration—the near-tragic but ultimately triumphant flight of Apollo 13.

In addition to honoring the astronauts and mission controllers of Apollo 13, the event raised money to support the Museum’s youth education programs, which serve more than 80,000 students annually.

Special honorees at the gala included all three of the Apollo 13 astronauts still living—James Lovell, Fred Haise and T. K. Mattingly; all four Apollo 13 flight directors—Gerry Griffin, Eugene Kranz, Glynn Lunney and Milton Windler; and 37 other members of the Apollo 13 mission control team. The gala was the largest gathering of Apollo 13 personnel since the mission itself in 1970, and it was the first event to focus attention and gratitude on the amazing job done by the ground-based flight controllers in bringing the astronauts aboard the stricken Apollo 13 command module safely back to Earth.

Guests were welcomed to the gala by James Albaugh, president of Boeing Integrated Defense Systems, the presenting sponsor of the gala. They were then treated to an unannounced appearance by Apollo 11 astronaut Neil Armstrong, the first human to walk on the moon. In his brief remarks, Armstrong warmly saluted his Apollo 13 colleagues and spoke of the importance of educating youth in the field of science. Eleven other astronauts and a Russian cosmonaut joined Armstrong, Lovell and Haise in attending the gala, as did several actors and a producer from the 1995 Ron Howard film, Apollo 13.

With more than 1,100 attendees, the Wings of Heroes Gala is believed to have been among the largest charity fund-raising galas in Seattle history. The $1.8 million gross was raised through a combination of sponsorships, ticket sales, a “Raise-Your Paddle” appeal and silent and live mini-auctions. The live auction item that commanded the evening’s highest bid was James Lovell’s signed Apollo 13 mission patch (sold for $80,000). The Wings of Heroes Gala was once again enthusiastically chaired by Museum Trustee William J. Rex, and the live auction was conducted by well known charity auctioneers Dick and Sharon Friel.

On Sunday, June 12, the Museum offered the general public the opportunity to meet several of the gala’s special guests at a book- and autograph-signing event. More than 2,200 visitors met Apollo 13 astronaut Fred Haise, Apollo 13 flight director Eugene Kranz, Apollo 13 flight controller Sy Liebergot, and Nancy Conrad—the widow of astronaut Charles “Pete” Conrad, the third man to walk on the moon.
The coming year at the Museum of Flight will see continued growth in the collection, ongoing expansion of our educational offerings, and a pedestrian extension to our newest visitor area.

The Museum looks forward to welcoming into its collection the 1934 Douglas DC-2 transport and a Lockheed Super G Constellation, both of which represent significant contributions to the history of commercial aviation. In tandem, work continues on some 39 projects at the Paine Field Restoration Center in Everett, and the Museum plans to both exhibit and to loan some of these artifacts to ensure this history is both properly preserved and widely presented.

The expansion of the Museum’s K-12 educational programs includes increasing participation in our acclaimed Aviation Learning Center (ALC), and pursuing the potential to replicate ALCs at several other museums in the U.S. that have expressed enthusiasm in purchasing this highly-acclaimed educational experience.

As the Museum expands into “space,” we are very pleased that University of Washington Professor Jim Tillman and his Viking Team will be donating the backup vehicle to both Viking I and Viking II, which landed on Mars in 1976. This Viking “III” is actual flight hardware and the only artifact of its kind in existence. In addition, Professor Tillman is graciously donating a portion of his archives to the Museum, and is partnering with us in the development of our K-12 educational programs.

As we progress in the exploration of space, it is important to preserve this history, however “new” or “old”. We were honored when Spacehab Inc., approached the Museum with an opportunity to purchase the one-of-a-kind high-fidelity International Space Station (ISS) exhibit of the US Destiny Research Module. With the addition of a generous donation from Spacehab, we will be bringing the Destiny Module to the Museum later this year. Along with these space arrivals, we will also be augmenting our Challenger Learning Center curriculum.

In extending the Museum’s “footprint,” plans are now under way to build a pedestrian bridge to connect the main campus to the popular Airpark on the west side of East Marginal Way. This bridge will ensure visitor safety as well as enable better access to the Museum’s world-class air transport exhibits, which include the British Airways Concorde, the original Air Force One, and the first Boeing 737 and Boeing 747 airliners.

Finally, during the next year the Museum will be going through the American Association of Museums (AAM) reaccreditation process, a cycle that occurs every ten years. To be accredited by the AAM is the ultimate measure of a museum’s commitment to accountability, public service, high professional standards and excellence in education and stewardship. Only five percent of museums nationwide are awarded this distinction.

The Museum of Flight looks forward to an exciting and successful future, one that will be enabled by outstanding and committed staff members, trustees, donors, and volunteers. The sky’s the limit!
### Statement of Activities

**Twelve Months Ended December 31, 2005**

<table>
<thead>
<tr>
<th>SUPPORT AND REVENUE</th>
<th>UNRESTRICTED</th>
<th>TEMPORARILY RESTRICTED</th>
<th>PERMANENTLY RESTRICTED</th>
<th>TOTAL</th>
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<tr>
<td>Pledges, contributions and grants</td>
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<td>$4,819,183</td>
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<td>$16,829,406</td>
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<td>Admissions</td>
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<td>2,617,897</td>
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<tr>
<td>Store sales</td>
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<td>1,771,321</td>
<td>1,771,321</td>
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<tr>
<td>Membership</td>
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<tr>
<td>Rental income</td>
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<td>1,468,244</td>
<td>1,468,244</td>
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<tr>
<td>Special events</td>
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<td>1,760,132</td>
<td>1,859,434</td>
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<td>Programs</td>
<td>497,487</td>
<td>497,487</td>
<td>497,487</td>
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<tr>
<td>Other</td>
<td>568,711</td>
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<td>Interest income and gains on investments</td>
<td>236,428</td>
<td>236,428</td>
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<tr>
<td>Change in value of charitable remainder trust</td>
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<td>Net assets released from restrictions</td>
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<td>(7,836,892)</td>
<td>7,836,892</td>
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<td><strong>TOTAL SUPPORT AND REVENUE</strong></td>
<td><strong>$17,811,101</strong></td>
<td><strong>($11,130,876)</strong></td>
<td><strong>$173,642</strong></td>
<td><strong>$16,853,887</strong></td>
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<table>
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<tr>
<th>EXPENSE</th>
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</thead>
<tbody>
<tr>
<td>Salaries and employee benefits</td>
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<td>Depreciation</td>
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<td>Interest</td>
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<td>Other general and administrative</td>
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<td>Contributed services</td>
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<td>Cost of merchandise sold</td>
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<td>Special events</td>
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<td>Professional fees</td>
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<td>Printing, postage and promotion</td>
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<td>Utilities and telephone</td>
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<td>Insurance</td>
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<td>Storage and maintenance</td>
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<td>Rent</td>
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<td>Payroll taxes</td>
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<td><strong>TOTAL EXPENSE</strong></td>
<td><strong>$15,584,422</strong></td>
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| CHANGE IN NET ASSETS | $2,226,679 | ($1,130,876) | $173,642 | $2,269,445 |

<table>
<thead>
<tr>
<th>NET ASSETS:</th>
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<tr>
<td>Beginning January 1, 2005</td>
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<td>End of year December 31, 2005</td>
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### Statement of Financial Position

**December 31, 2005**

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<tr>
<th>ASSETS</th>
<th>2005</th>
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<tr>
<td>Cash and cash equivalents</td>
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<td>Investments</td>
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<td>Facility contribution receivable</td>
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<td>Store inventory</td>
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<td>Museum facilities, at cost:</td>
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<tr>
<td>Museum facilities</td>
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<td>Exhibits</td>
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<td>Furniture and equipment</td>
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<td>Subtotal</td>
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<td>Less accumulated depreciation</td>
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<tr>
<td>Total Museum facilities, net</td>
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<td>Construction in progress</td>
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<tr>
<td>Aircraft collection and artifacts</td>
<td>39,957,812</td>
</tr>
<tr>
<td>Other assets</td>
<td>315,104</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$112,364,532</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIABILITIES AND NET ASSETS</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liabilities</td>
<td></td>
</tr>
<tr>
<td>Accounts payable and accrued expenses</td>
<td>$567,543</td>
</tr>
<tr>
<td>Interest payable</td>
<td>1,057,456</td>
</tr>
<tr>
<td>Deferred revenue</td>
<td>462,096</td>
</tr>
<tr>
<td>Installment note payable</td>
<td>613,147</td>
</tr>
<tr>
<td>Notes payable</td>
<td>26,599,529</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>29,299,771</td>
</tr>
<tr>
<td>Net assets</td>
<td></td>
</tr>
<tr>
<td>Unrestricted</td>
<td>75,420,420</td>
</tr>
<tr>
<td>Temporarily restricted</td>
<td>6,058,069</td>
</tr>
<tr>
<td>Permanently restricted</td>
<td>1,586,272</td>
</tr>
<tr>
<td>Total net assets</td>
<td>83,064,761</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$112,364,532</strong></td>
</tr>
</tbody>
</table>

The consolidated financial statements presented on these two pages reflect the activities and financial position of The Museum of Flight Foundation, including operations in Seattle and Everett, Washington for the calendar year ending December 31, 2005.
The following individuals and organizations made cash or in-kind contributions to the Museum during Fiscal Year 2005:

**$1 Million & Above**

The Boeing Company
William E. Boeing, Jr.
June Boeing
Clay Lacy

**$500,000–$999,999**

Boeing Gift Matching Program
Boulion Aviation Services, Inc.
Jone Clark

**$100,000–$499,999**

Alaska Airlines
Aon Limited
Nancy L. & David Auth
Aviation Partners, Inc.
William S. & Pamela L. Ayer

**$50,000–$99,999**

The Burton & Paulyne Bathtowel Trust
Nancy L. & Charles R. Hogan
James T. & Sue Johnson

**$25,000–$49,999**

Anonymous donors (2)

Alaska Airlines Foundation
Brent & Elisabeth Bodal
Mr. & Mrs. Oliver C. Boileau, Jr.
David L. & Dorothy Fluke
The Foundation
Robert L. & Penelope Gene
King County Office of Cultural Resources
H. Eugene & Fay McBrayer
McCormick & Schmick’s
James S. & Mollie T. McClintock
John S. & Marie Quirin

**$1 Million & Above**

The Boeing Company
William E. Boeing, Jr.
June Boeing
Clay Lacy

**$500,000–$999,999**

Boeing Gift Matching Program
Boulion Aviation Services, Inc.
Jone Clark

**$100,000–$499,999**

Alaska Airlines
Aon Limited
Nancy L. & David Auth
Aviation Partners, Inc.
William S. & Pamela L. Ayer
$2,500–$4,999

Arthur J. Gallager & Co.
Sanjeev R. Baker
Robert H. & Lolly Baugh
Boeing Education Initiative
Vincent J. & Diana Brozne
Thomas E. & Janet Cathcart
Frederick R. & Joyce B. Clarke
Laurine L. White

Birney & Marie Dempcy
Eric H. Crudden
Laurie J. Cock
Stan & Marialee Brewer
Douglas E. & Nancy Norberg

Wallace F. "Bill" Gilbert
Keith D. Grinstein
Peter N. & Joyce B. Clarke
Robert T. & Dorothy T. Clarke
Frank A. & Harriet A. Shrontz
Jon A. & Mary Shirley & Judy Schuchart

Washington Trust Bank
Kate B. Webster
Lee D. White
Williams International

US Bank
Erin W. Vaughn

The American Fighter Aces Association
Gregory & Judy Anders
Richard & Diane Arens
Army Air Corps Enlisted
Pilot Station

Cruise Center
Admiral of the Fleet
Enderle
Doug G. & Marilyn Southern
Robert L. Smith
Skanska USA Building, Inc.

John N. & Sally Nordstrom
Bruce A. & Jeannie Nordstrom

Sandee R. Baker
Robert H. & Lolly Baugh
Boeing Education Initiative
Vincent J. & Diana Brozne
Thomas E. & Janet Cathcart

NBBJ
Nanotech

Birney & Marie Dempcy
Eric H. Crudden
Laurie J. Cock
Stan & Marialee Brewer
Douglas E. & Nancy Norberg

Wallace F. "Bill" Gilbert
Keith D. Grinstein
Peter N. & Joyce B. Clarke
Robert T. & Dorothy T. Clarke
Frank A. & Harriet A. Shrontz
Jon A. & Mary Shirley & Judy Schuchart

Washington Trust Bank
Kate B. Webster
Lee D. White
Williams International
Volunteer Services

In Fiscal Year 2005, more than 1,000 active Museum volunteers donated approximately 72,300 person-hours of time, performing vital work in every department of the institution. The total hours were allocated among the following Museum functions:

- Docent corps: 35,000 hours
- Aircraft restoration: 26,600 hours
- Education programs: 3,800 hours
- Administration and Museum operations: 3,300 hours
- Collections activities: 2,300 hours
- Gala: 1,300 hours

This generous support of the Museum represents an equivalent gift of well over $1 million. The Museum could not function without this dedicated volunteer effort.

The Museum would also like to give special thanks to the employees, retirees and management of The Boeing Company for four decades of generous support through membership, in-kind contributions, matching funds and capital gifts. Without the support of Boeing and its people since 1965, the Museum would not be the institution it is today.

Eagle Heritage Society

The Museum of Flight Foundation is committed to building an endowment to secure the financial future of the Museum. Donors to the endowment fund are honored as members of the Eagle Heritage Society. Their generosity today will resonate through succeeding generations of Museum members, visitors and students as they benefit from the preservation and growth of the Museum's collection and the expansion of its programs.

The following individuals and organizations have, as of the end of Fiscal Year 2005, demonstrated their commitment to the Museum’s mission and thereby joined the ranks of the Eagle Heritage Society:

Golden Eagles
- Burton & Paulyne Batchelor
- William E. Boeing, J r. & J une Boeing
- Boyd K. & Helen Bucey
- Patrick E. Fortney
- C. M. “Marty” & Dorothy Martenson
- John & Elaine McDowell
- Elliott Merrill
- George S. Schuchart, Sr., & Julia J. Schuchart
- D. P. & J anice Van Blaircom
- Mr. & Mrs. T. A. Wilson

Silver Eagles
- Peter N. J ansen
- Susan J enner
- Thomas A. McLellan
- Dennis W. Newton
- Harold F. & J anne Olsen
- Grant J. & Nancy Allen
- Silvernale
- Brien S. & Norman Wygle

Bronze Eagles
- James A. & J anne Ann Blue
- Roger J. & Dorothy Neill
- Jake G. Schultz
- T. Evans & Ann P. Wyckoff

Eagles
- Fred G. & Ada Altomari
- Alan C. & Debbie B’Hymer
- Alison G. Bailey
- Richard E. & Betty J ane Bangert
- Robert E. & Sarah Bateman
- Roy N. Bathum, J r. & Marge Bathum
- Richard A. Beckerman & Audree DeAngeles
- John S. & J an L. Bomengen
- Paul & J anet Brandt
- George C. & Beth Briggs
- Mr. & Mrs. Robert F. Buck
- Ralph A. & Paulette Bufano
- Harold E. & Joyce Carr
- Paul R. Cressman, S r. & Lee Kraft-Cressman
- James A. & Diane Curtis
- Milton H. Douglas
- Ronald B. Douglass
- C. Donald & Sallie Filer
- Mr. & Mrs. Frederick E. Fletcher
- Michael Friedline & Vicki E. Young
- Newton N. Gann
- William A. & Vivian Helsell
- Mr. & Mrs. Roy A. Henderson
- Margaret R. King
- Mark E. & Mary Lu Kirchner
- Stuart D. & Dolores Knopp
- Dale Kremer
- Edwin C. Laird
- Moya Olsen Lear
- Bruce R. & J olene M. McCaw
- Kit G. & Sally Narodick
- Eugene M. & J ane Parsons
- Dorothy A. & Nathaniel S. Penrose
- Stuart H. Prestrud
- William & Hilde Rogers
- A. Jack Shannon
- Barry E. Smith
- Joseph F. Sutter
- E. P. Swain, J r. & Sue Ellen Swain
- Margaret A. Thordarson
- Edward H. & Cheryl L. Waale
- James & Helen West
- Wissner-Silva Foundation
- David C. & Polly Wyman