VISION STATEMENT:
To be the foremost educational air and space museum in the world.

MISSION STATEMENT:
The Museum of Flight exists to acquire, preserve and exhibit historically significant air and space artifacts, which provide a foundation for scholarly research, and lifelong learning programs that inspire an interest in and understanding of science, technology and the humanities.
It has become an unfortunate cliché to refer to 2009 as a “challenging year.” While everyone has felt some reverberations of the financial upsets, the nonprofit sector is one of the most exposed. But while The Museum of Flight is not alone, with careful planning and bold execution, we have continued to move into the future.

Through a combination of extraordinary talent in management, a spirit of willingness of staff and volunteers, and a generosity of the public, The Museum of Flight came through the end of 2009 a leaner organization, yet vital and forward-looking. The hard work that staff and volunteers put into the Museum during the year maintained our already bar-setting visitor experience, and promises to continue throughout 2010 and beyond.

After a grand opening in fall 2008, the first full year of the T. Evans Wyckoff Memorial Bridge saw thousands of Museum visitors crossing safely between the east and west campuses. The bridge was created through a unique public/private partnership. Gifts from a number of generous donors, anchored by the Wyckoff family, were combined with funding from state and local agencies to create an award-winning structure. This architectural landmark is a great Museum experience unto itself.

The annual Gala for education was a celebration of the 40th anniversary of the NASA Apollo 11 mission, when man first walked on the moon. It was an incredibly moving evening, with many members of that NASA Mission Control Center in attendance, along with astronaut Buzz Aldrin, who followed astronaut Neil Armstrong down the steps of that first lunar lander.
Our Pathfinder Awards evening honored Dr. James Joki and Dr. John Roundhill, two men who advanced not only Northwest aerospace, but the world’s as well, in pursuit of answers to some of mankind’s most enduring questions.

Each of these events, like everything else The Museum of Flight does, carries the Museum toward serving the mission of the organization:

“… to acquire, preserve and exhibit historically significant air and space artifacts, which provide a foundation for scholarly research, and lifelong learning programs that inspire an interest in and understanding of science, technology and the humanities.”

A board of trustees is tasked with establishing and maintaining vision, adhering to mission, assuring fiscal security, and meeting unquestioned ethical standards. This board is hands-on in all of these respects and more. Like the many other volunteers at the Museum, the board takes these responsibilities on as professionals, dedicating their best work to the current programs and grand plans for the future.

This Museum had humble beginnings and has grown far beyond the original vision, largely in a response to public demand. Our emphasis on education in science, technology, engineering, and math (STEM) is helping to propel ever-growing numbers of youth into the future with confidence. With that in mind as I enter this second year of my term as Chairman, I look forward to leading the board as we continue to serve the public, so that future generations can follow their aspirations to Dream, Discover, and Soar.

J. Kevin Callaghan
Chairman of the Board of Trustees
The Museum of Flight continues to benefit from a talented and energetic staff, committed and passionate volunteers, an involved, contributing Board of Trustees, and its loyal members. This team accomplished many achievements in 2009, even though it was one of the most challenging economic years for The Museum of Flight in its 45-year history.

The Museum’s vision, formally restated a decade ago in its strategic master plan, is “to become the foremost educational air and space museum in the world.” Education is defined on many levels through our mission statement. As a non-profit 501(c)3 museum devoted to the public good, we take seriously all of our responsibilities — from governance to collections, from K-12 education to public outreach, from world-class exhibits to the responsibilities to our members and donors.

In 2009, the American Association of Museums (AAM) once again accredited The Museum of Flight on all elements required for professional museums. The AAM reaccreditation process occurs every 10 years and generally occurs over the course of two years, concluding in an on-site review visit by other museum professionals. This marked the third cycle for The Museum of Flight; the Museum’s next reaccreditation cycle will occur in 2017. The Museum has also retained its designation as a Smithsonian Affiliate, first conferred in 2007, and recently joined the Association of Science-Technology Centers (ASTC), allowing our members free access to nearly 600 science and technology exhibit and educational centers in 45 countries.

Other notable achievements included the delivery of the Lockheed Super G Constellation to the Museum, following restoration in New York. This was made possible through the generosity of numerous donors. Two major exhibits were opened: the permanent and newly designed Tower at Boeing Field exhibit dedicated to Bertha Boeing and Thorpe Hiscock, and the temporary exhibit on the life of Amelia Earhart, funded by the Lochland Foundation, which will also fund a larger, upcoming exhibit on women in aerospace. The statue of astronaut Michael P. Anderson, located between the Red Barn® and the T. Evans Wyckoff Memorial Bridge, was donated by his friends in Eastern Washington and a scholarship was founded in his name, which will allow many local underserved youth to attend our Aviation Learning Center.
The Museum’s K-12 education programs continued to excel, with more than 120,000 participants reached in 2009. However, reductions in school and donor support had an impact on the numbers of students able to travel to museums, with many schools struggling to find funds to underwrite the travel. The Museum continues to improve its educational content by working closely with its Educational Leaders Advisory Board (ELAB), and the Office of the Superintendent of Public Instruction (OSPI). In this way, we ensure that our more than 20 programs are fully aligned with state and federal academic standards and support the national interest in science, technology, engineering, and math (STEM) education. The Museum’s educational mission is enabled by the annual fundraising Gala, which in 2009 celebrated the 40th anniversary of the first landings on the moon by the United States through NASA. The Museum honored all those who contributed to these historic missions: the flight crews as well as the engineers, scientists, managers and support staff for the Mission Control Center. More than $1 million was raised in support of the K-12 educational programs.

The Museum continues to offer variety in its public programming, from the Blue Angels who fly during Seafair, to the personal stories and histories of pilots, engineers, astronauts, scientists and authors sharing their experiences and perspectives with members and the general public. We will continue our commitment to keeping the Museum fresh and vibrant for a broad range of visitors and members.

It was a challenging economic year, but the Museum staff met that challenge by trimming nearly $3 million from operational expenses, economizing where possible, deferring projects, and volunteering their own time and resources to the Museum, all without compromising the visitor and member experiences. Throughout the year, Museum members were a loyal constant, supporting us and attending the Museum exhibits and programs in record numbers.

The staff/volunteer/trustee/member team has been the bedrock of the Museum. I am proud to be a part of the team and honored to have served this last year under the leadership of Board Chairmen Robert Genise and Kevin Callaghan.
Operations

In response to the economic challenges of 2009, The Museum of Flight completed the year with a nearly balanced budget by trimming approximately $3 million from the approved 2009 budget. This was accomplished through a continuous risk management process of balancing revenue and expenses on a monthly basis. All decisions were made with the goal of maintaining an excellent visitor experience and not compromising educational outreach. The end of 2009 found the Museum with a reduced but highly professional and committed staff. The staff also gave its time and resources back to the Museum.

The Museum’s earned revenue is approximately one-half of the total annual income required to operate and service the Museum’s functions. The primary components of earned revenue are: admissions, the Museum Store, private group events and simulators. Earned revenue is unrestricted and supports most of the Museum staff compensation, utilities, maintenance, collections support, restoration activities, and public programming. Our Museum’s unrestricted membership fees also are an important part of this support. The five categories of unrestricted earned funds totaled about four percent below those of 2008.
Total visitation of the Museum, composed of visitors, members, education clients, and private group events was nearly equal to 2008, at over 412,000. Although visitor admission dollars were slightly depressed with respect to budget, member dues provided more revenue in 2009 than 2008, and repeat member visits exceeded expectations, helping to keep the store sales relatively robust. The Museum also opened a successful satellite store at the City Centre building over the winter holidays for the third year in a row, and is grateful to Bentall Capital Management for providing this space.

Membership levels remained above 20,000, but below long-range goals to double membership. More value will be provided in 2010 through the Virtual Membership program on the Museum’s website and inclusion in the Association of Science-Technology Center (ASTC) membership. More details about these benefits will be available in the *Aloft* magazine during 2010.

Repairs to the X-Pilot simulators kept both operating nearly full-time, increasing revenue in 2009 over 2008. In addition, eight different airplanes were added to the flight experience, from WWII Corsairs to the current F-18 Navy jet. Private group event revenue, while depressed from 2007 levels due to the economy, exceeded those of 2008.

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**Operations Overview**

**Earned Revenue for 2009**

<table>
<thead>
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<th></th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
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<tr>
<td>Admissions</td>
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<td>Private group events</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$6,217,110</strong></td>
<td><strong>$5,775,093</strong></td>
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</tbody>
</table>

- 381 private group events clients selected the Museum as their venue, bringing in 44,157 additional visitors.
- Museum membership currently serves nearly 20,000 active members.
In the often challenging economic environment of 2009, no primary functions of the Museum were sacrificed in the effort to contain expenses. All galleries remained open with two new primary exhibits (The Tower at Boeing Field and In Search of Amelia Earhart), which opened thanks to generous restricted donations, while many other temporary exhibits were hosted during the year. The Airpark remained busy with visitors interested in viewing the Boeing Commercial Airplane Collection (707, 727, 737 and 747), and walking through the President Eisenhower-era Air Force One and the British Airways Concorde. The Harl V. Brackin Library and Archives, along with the Kenneth H. Dahlberg Center for Military Aviation History, had one of the busiest years ever, with nearly 2,000 visitors. In addition, a great number of small objects were donated or loaned for future research and exhibits. The Boeing Plant 2 Restoration team (Boeing B-17, Boeing B-29, and Lockheed Constellation) and Paine Field Restoration Center continued work on many projects, led by a small group of Museum staff and composed of a team of more than 100 extremely dedicated volunteers.
470 light ballasts throughout the Museum were changed in 2009 to more energy-efficient lighting. The switch will save approximately 40,000 kilowatt hours and approximately 24.37 tons of greenhouse gases in a year.
Education Programs

The Education department reached over 120,000 participants from around the world in 2009.
Providing outstanding science, technology, engineering, and math (STEM) education and humanities programs to more than 120,000 participants throughout the Northwest and the world, the Education department again exceeded the majority of its goals. And with more than half of the individuals participating in structured programs aligned with Washington state Educational Academic Learning Requirements (EALRs), our offerings proved to be a benefit to teachers as well, as they were able to log valuable clock hours.

This year saw growth not only in the number of programs delivered, but also in the scope of participants we reach. While education groups from our region continued to enjoy our education programs, we increased our impact by working with new groups from a wide range of geographic areas. Outreach programs were delivered to groups in West Virginia and Hawaii; groups from across the U.S., Canada, Australia, and Nigeria traveled to the Museum to experience our Aviation Learning Center, Challenger Learning Center, onsite, and sleepover programs; and staff even took an overnight trip to Fairbanks, Alaska to meet with an astronomy program provider.

Also in 2009, the Museum’s award-winning Aerospace Camp Experience (ACE) summer program again exceeded its revenue and attendance goals. Experienced ACE staff returned to provide an extremely high-quality camp experience, continuing to expand and improve our offerings for families.

The Washington Aerospace Scholars (WAS) program is now in its fourth successful year, hosting high school juniors from throughout the state of Washington. Advocated by Governor Gregoire, Washington State Legislators, Office of Superintendent of Public Instruction (OSPI), and statewide schools, the program is making a difference in inspiring high school students into STEM-related careers. It is primarily donor supported, but will receive 2010 funding from the state of Washington as part of work force development grants.
A particular highlight of the year was the purchase of our new digital portable planetarium and Distance Learning equipment. This specialized equipment allows us to bring new depth and power to our existing Portable Universe outreach initiatives. While our programs are already top quality, the new planetarium allows us to incorporate a host of new technologies, current space exploration news, and new subject matter into our programs. The new Distance Learning equipment allows the Museum to develop and offer our own education programs to audiences over the Internet. With this enhanced technology, the entire world has the potential to experience our education offerings.

Of course, we have a great number of people to thank for our accomplishments.

The Museum’s programs were routinely reviewed by the Educational Leaders Advisory Board (ELAB), an external advisory group of educators and representatives from the FAA, NASA and the Washington state OSPI. ELAB works directly with Museum educators, helps to develop and review curricula, facilitates networking, and reports to the President and CEO.

The Museum’s volunteer group – which is coordinated through the Education department – consists of more than 750 knowledgeable docents, restoration experts, and administrative support people. In all, more than 90,000 volunteer hours were contributed to the Museum, without which the Museum would be unable to follow through with its mission.

And finally, our gratitude goes out to the Board of Trustees for enabling the educational mission each year through the annual Gala. The funds received through the proceeds of the 2009 Gala allow the Museum to continue to offer financial assistance to schools and youth groups – an increasingly important tool as our audiences struggle with their current economic conditions.
“To quote my son, ‘It was the best week of my life.’ It’s quite an accomplishment for ACE to leave two 13-year-old boys with smiles on their faces and enthusiasm after a day of camp. The enrichment and exposure to different facets of science is to be commended.”

Aerospace Camp Experience parent
Visitor Experience

“This is one of the best air museums by far. Great job!”

Museum Visitor
The Museum remains committed to providing an excellent visitor experience by adhering to its vision and mission. The Museum is not only a collection of objects, but also a collection of stories – those of the people involved in all the chapters of flight, from the dream to the reality. Through these stories, we preserve the history of aviation, from ancient legend to human space exploration, from futuristic visions to contemporary progress. Many of those stories started right here in the Northwest and the Seattle area where the Museum calls home, and as such, we are in a unique position to capture the imagination and relate the stories through artifacts, public programs, and educational outreach.

In 2009, all of the galleries and collections were continually refreshed with new content. Multiple exhibit strategies were employed from reading panels, to hands-on interactives, to electronic media. Four theaters provide daily content. In addition, special broadcasts of all Space Shuttle missions and significant activities on the International Space Station are broadcast in real time from NASA in theaters and the Space: Exploring the New Frontier exhibit.
The renovated *Tower at Boeing Field* exhibit, with its expansive view of Boeing Field, and the extensive *In Search of Amelia Earhart* exhibit gave Museum members and visitors the opportunity to learn new information about already-familiar subjects. They experienced the thrill of flight by being at the controls or along for the ride in six different simulators. Whether flying a WWI barnstorming biplane, a modern fighter jet, or landing the lunar lander or the Space Shuttle, aspiring aviators of all ages reveled in the excitement of flight.

*The Flight Zone*, designed for the Museum’s youngest visitors, was modified to support more early-learning content. The exhibit, which is interactive and stroller-friendly, allows young visitors to explore flight at their own pace. In 2010, more early-learning content will be added, and a remote store kiosk containing merchandise designed especially for early learning will complement this popular place of exploration.

Finally, the facilities of the campus were significantly improved with the addition of the astronaut Michael P. Anderson statue, the completion of the Red Barn® courtyard, and the completion of the T. Evans Wyckoff Memorial Bridge landscaping. The bridge, which was dedicated in 2008, has been an invaluable asset to the Museum, both as a safe crossing between the east- and west-side campuses, and as an extraordinary sensory experience of award-winning architectural beauty and unique auditory programming.

In 2009, the Museum hosted more than 50 public programs, which included static aircraft displays, flight demonstrations, presentations by early test pilots and engineers, art exhibitions, and astronomy lectures. Through these programs, we honored the heroes of the past, and hopefully inspired those of the future. The Museum also partnered with other
The Museum won the “Best Museum” category in Evening Magazine’s 2009 “Best of Western Washington” contest.
cultural institutions, including the Seattle Symphony, which provided a unique musical experience, led by renowned Maestro Gerard Schwarz.

As part of our commitment to providing lifelong learning and interesting and inspirational content to all its members, visitors, and the community, we conducted several visitor surveys in 2009 – including a professional survey by the Morey Company – which will enable us to better shape the events of 2010 and beyond.

Finally, as a testimony to the quality of visitor experience the Museum provides, it was selected by 4Culture for its annual cultural attraction tourism award and was named “Best Museum” in *Evening Magazine*’s “Best of Western Washington” viewers poll.
In 2009, the Museum had visitors from all 50 states, Washington D.C., Puerto Rico, Guam, U.S. Virgin Islands, Mariana Islands, and 73 foreign countries.
As part of the "In Search of Amelia Earhart" exhibit opening, the Museum hosted a screening of the major motion picture "Amelia."
In what was a busy and remarkable year for the Exhibits department, one of history’s most famous woman pilots took center stage in 2009. *In Search of Amelia Earhart*, which opened in October in the T.A. Wilson Great Gallery, showcased the amazing life and times of the renowned aviator through many of her personal artifacts, photos, and newsreel footage. Focusing not only on her adventures in the air, the exhibit also brought attention to her important role in promoting general aviation across the nation, and her work as an author, and business entrepreneur. As part of the exhibit, the Museum was fortunate to feature items that included the suede jacket she wore on her 1932 trans-Atlantic solo flight, the nurse’s uniform she wore during WWII, and the only known remaining piece of her Lockheed Electra 10E.

Visitors were treated to a unique event this year – the re-opening of *Tower at Boeing Field* exhibit. The distinctive tower overlooking Boeing Field/King County International Airport features interactive air traffic control displays that educate guests from both a pilot’s and a flight controller’s point-of-view. Created with advice from NASA, the FAA, and other aviation experts, this engaging addition to the Museum is actually five exhibits in one: *Animal Flight*, which explores flight from prehistoric times to the present; *Physics of Flight*, illustrating the forces involved in flight; *Flying Machines*, presenting the stories and types of pioneering aircraft; *Weather and Flight*, which describes how Mother Nature affects aviation; and *Gate to Gate*, providing insight to the work of air traffic controllers with video and live audio from the Boeing Field Air Traffic Control Tower.

Celebrating the accomplishments of American space flight, the Museum presented *Apollo 11: An Artist’s Perspective* –
Original Sketches from NASA Artist Paul Calle. The only artist to be with the Apollo 11 crew prior to lift-off at Cape Kennedy on July 16, 1969, Calle documented the pre-launch activities of astronauts Neil Armstrong, Buzz Aldrin, and Michael Collins as they prepared to make history. The Museum also featured the spacesuit used by Apollo Command Module Pilot John Young, who flew on the Gemini, Apollo, and Space Shuttle programs. On display in the Space: Exploring the New Frontier exhibit, the suit is on loan from the Smithsonian National Air and Space Museum.

Other exhibits in 2009 included a 60th anniversary celebration of one of the world’s great humanitarian efforts with The Berlin Airlift – A Legacy of Friendship; a salute to the daring efforts of Maj. James C. Stewart and others of the American Fighter Aces Association (which calls The Museum of Flight home), with Aces of the 56th Fighter Group of WWII; and presentations in conjunction with the International Year of Astronomy. Also in 2009, The Spirit of Flight, the Museum’s inaugural juried photography exhibition, was shown at the Museum and at Seattle-Tacoma International Airport.

Finally, the Exhibits department provided invaluable support in the completion of the Murdock Space Exploration Theater, funded by a Murdock Foundation Grant and which will be an important component of education efforts; assisted in the renovation of the Red Barn® Education Center, and provided creative expertise for a float that gave prominent presence to the Museum in the Seattle Seafair Torchlight Parade.
"We love the new walkway to the Airpark! The WWII gallery is fantastic. Appreciated the Berlin Airlift exhibit."

Museum Visitor
Restoration
2009 was a year of major accomplishments for aircraft restoration. Most notable was the arrival of the rare 1954 Lockheed L-1049G Super Constellation, following a long journey by land from Rome, New York. The epitome of grace and beauty in piston-powered airline transportation, the “Connie’s” restoration is the culmination of many years of hard work and dedication by an unparalleled team of professionals.

Restoration volunteers contributed more than 29,000 hours to ensure that The Museum of Flight’s collection is second to none. Significant progress has been made on several ongoing projects, including: the FM-2 Wildcat, the Pratt-Read PR-G1 Glider, the C-3 Link Trainer, the XF8U-1 Crusader, and the prototype Boeing 727. What’s more, the Museum’s Boeing 247D will soon be wearing new landing gear components and will again be re-licensed for flight operations in 2010. And in one of 2009’s most exciting developments, the de Havilland Comet Mk-4C – the world’s first commercial jet airliner – was outfitted with new first-class seats, and we are near completion of the aft passenger cabin.

As always, the clean-up and organization of a facility as large as the Restoration Center is a never-ending process – a process in
which volunteers made substantial improvements over the past year. Also, the Restoration Center’s lobby was adorned with large-scale aircraft models hanging from overhead, and a new Museum store and admissions program was initiated in early summer.

At Plant 2 in Seattle, restoration continued on two spectacular aircraft, as much fine-tuning was accomplished on the Boeing B-17F and great strides were made on the Boeing B-29 – the only surviving Superfortress with operational gun turrets and fire-control system. Visitors are already clamoring for reservations to see these extraordinary planes, as the Museum will be allowing visitors to see them up close.

The last – but certainly not least – of 2009’s outstanding achievements comes to us from its restoration home in Caldwell, Idaho and will reside in the J. Elroy McCaw Personal Courage Wing in 2010. The highly accurate and detailed restoration of a North American P-51D Mustang is now completed in full livery of the 354th Fighter Squadron flown by WWII Fighter Ace Lt. Col. Glen Eagleston. Eagerly anticipated and exceeding all previous expectations, the Mustang is a spectacular addition to an already stellar collection.
Volunteers worked over 29,000 hours on restoration projects in 2009.
Collections

The Museum’s collection includes a 1/16th-inch carved ivory elephant, which was carried on Apollo 11 by astronaut Michael Collins. The elephant, donated in 1988, was the first flown object in the Museum’s space collection.
Tasked with a diverse range of responsibilities, from identifying and protecting archival materials, to supporting exhibits, to assisting researchers young and old, to conducting weekly Gallery Inspections Reports, the Collections department had another outstanding year in 2009.

In all, the Registrarial and Accessions team processed 149 items to completion. Among the many stand-out, unique artifacts are two that are particularly significant. First is the Perlan DG-505M sailplane flown by the late explorer and aviator Steve Fossett and test pilot and designer Einar Enevoldson. The duo flew the famed craft to a new world altitude record for gliders in Argentina in August 2006. Second is the number one copy of Charles Lindbergh’s book “We.” The book is signed not only by Mr. Lindbergh himself, but also by Major Robertson (his first employer as an air-mail pilot), George Putnam (publisher and future husband of Amelia Earhart), and Evangeline Lindbergh, his mother.

The Collections department also played an important role in mounting October’s popular exhibit, In Search of Amelia Earhart. In negotiating the loan of genuine, verifiable, and often one-of-a-kind artifacts for the exhibit, the team undertook a tedious search of existing repositories. Employing professionalism of the highest order, the Collections staff was able to assure the holders of these highly valuable items that we would not only handle them and safeguard them as an accredited Smithsonian affiliate, but would also display them in a manner befitting their historic importance and guarantee their safe and prompt return.
2009 also saw the implementation of the Archivists Toolkit freeware. One of the principal capabilities that sets The Museum of Flight apart from the pack is the ability to provide access, locations, content and descriptions of its marvelous collection. The Archivists Toolkit allows the Museum to provide researchers with rapid, reliable responses to very specific questions relating to its holdings. Through its use, the Processing team has now logged more than 75 percent of the nearly 40-year collections locations codes and has set the framework for complete intellectual control of the archival collections. As of December, the team was able to provide support to 1,797 onsite and remote researchers.

The year ended with a look to the future, as the team made preparations to replace an essentially obsolete registrarial database – Argus – with the far more capable Re:discovery software system. Thanks to a generous Seattle Foundation grant, this new software will enable the team to better manage and control the intellectual rights of each and every artifact, down to the smallest accession.
“I enjoyed the WWII exhibit. It gave a great historical and personal perspective. Thanks for preserving and sharing that history.”

Museum Visitor
2009 Wings of Heroes Gala
Honoring the 40th Anniversary of the Legendary Apollo 11 Mission
On Saturday, June 13, 2009, The Museum of Flight’s Wings of Heroes Gala honored the extraordinary achievement of the Apollo 11 mission, the first time that humans landed on the surface of the moon. The evening was a tribute to the many men and women who worked to make this long-standing dream a reality and celebrated the importance of inspiring future generations of scientists, mathematicians, and engineers to continue space exploration.

Honored guests included astronauts Buzz Aldrin, William A. Anders, Dick Gordon, Charlie Duke, John Creighton and Bonnie J. Dunbar, and NASA leaders Dr. George Mueller and George Abbey. In addition, nearly 50 original members of the Mission Control team were present, including NASA Director of Flight Operations Chris Kraft and four flight directors: Glynn Lunney, Gene Kranz, Gerry Griffin, and Milton Windler.

With over 500 guests, 100 volunteers, and the leadership of the Gala co-chairs, Bill Rex and Kevin Callaghan, the event was a tremendous success. Dick and Sharon Friel led the 10-item, one-of-a-kind live auction and a very successful “Raise the Paddle,” and Fred Radke and his orchestra provided musical entertainment. Trustee Steve Pool performed exceptionally as Master of Ceremonies.

In addition, the Museum surpassed its $1 million goal with more than $1.3 million raised to support its education programs and continue its mission of promoting lifelong learning.
2009 Gala for Education Sponsors

**Titanium**
- Bill & June Boeing
- Bruce R. & Jolene M. McCaw
- Charles Simonyi Fund for Arts & Sciences

**Platinum**
- The Boeing Company IDS
- Bowman/Brantigan/DeVries/Howard/Jefferts/Laird/Simpson/Wyckoff
- DAE Capital
- Bonnie J. Dunbar, Ph.D.
- Mike & Mary Kay Hallman
- Badgley Phelps & Bell and Gordon Smith
- Sellen Construction

**Gold**
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- The Boeing Company
- Harold & Joyce Carr
- Galvin Flying Service – AirBP
- William Helsell
- Charlie & Nancy Hogan
- Lawrence & Mary Ellen Hughes
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- Washington Vintners

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- KCTS 9
Gala Auction Leadership

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Dr. George Mueller

Honorary Committee
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William A. Anders
William E. Boeing, Jr.
Jerry Bostick
Maureen Bowen
Dr. Christopher Kraft
Sy Liebergot

Gala Co-Chairs
J. Kevin Callaghan
William J. Rex

Steering Committee
Lauri Darneille
Bonnie J. Dunbar, Ph.D.
Dick Friel
Robert J. Genise
Michael Hallman
Nancy Hogan
James T. Johnson
Mike Koss
Steve Leonard
Bruce R. McCaw
Steve Pool
Fred Radke
Anne Simpson
Gordon L. K. Smith
David C. Wyman
Future of The Museum of Flight
**Education**

The Museum will continue to expand its educational outreach through the addition of a distance-learning capability, funded through prior educational galas, and the licensing/sale of its educational Aviation Learning Center programming. Museum educational content will continue to be aligned with the Washington state EALRs and, as an Informal Science Education (ISE) site, the Museum will partner with K-12 schools and other cultural institutions to support national STEM educational initiatives.

**Exhibits**

The Museum of Flight, through the generosity of the Lochland Foundation, will expand its Amelia Earhart exhibit to include many notable women in both aviation and space from the beginning of flight in the 20th century to the current time. The exhibit will be accompanied by public programs featuring women who design, build and fly the amazing machines of the 20th and 21st centuries. In early 2010, the Museum will take possession of a P-51D which has been under restoration for several years, and present it in the J. Elroy McCaw Personal Courage Wing’s WWII exhibit. The plane, which will be painted in the livery of the 354th Fighter Squadron, will replace the current replica, and the exhibit will include signage featuring Museum Trustee and American Fighter Ace Ken Dahlberg. In addition, the Museum will develop an exhibit featuring explorer Steve Fossett and the record-setting Perlan Glider; augment the WWI Jenny exhibit as restored by Paul Whittier; and continue work on a new Space exhibit.

**Facilities and Collections**

The Museum of Flight learned in 2009 that its lease for the Boeing Plant 2 building which houses the Boeing B-17, the Boeing B-29, and the Lockheed Super G Constellation would not be renewed. The WWII manufacturing building is currently scheduled to be demolished. While several options for re-housing the artifacts were considered, including an alternate Boeing hangar and a tent, a viable alternative has not yet been located or funded. It is important to the Museum staff, volunteers, donors, members, and Trustees that these iconic aircraft remain protected from the environment. Efforts are underway to find covered space while we wait for an opportunity to continue with the original west-side expansion plans to build a world-class commercial and large airplane gallery.
Future Expansion

As reported in the past, the Museum acquired 6.45 acres of land in 2007, to the north of its east-side Airpark. The long-range plan has been to build a Space Gallery and a Commercial/Large Airplane Gallery, and to provide a location for the Aviation High School (AHS) to build its new facility. At the present time, the AHS is completing its permitting processes and plans to build in the last half of 2010.

The Museum continues with its efforts to complete its west-side campus. A combination of events will require that the Space Gallery will be the first to be completed. In March 2009, The Museum of Flight joined approximately 20 other museums and science centers from across the United States to respond to a NASA Request for Information (RFI) in its application for a retired Space Shuttle. This request was followed by a second RFI in February 2010. The most recent RFI required that successful applicants have a gallery or suitable building completed to receive a Space Shuttle by July 2011, or about six months earlier than anticipated. With most of the funding in place, the Board of Trustees has voted to complete the capital campaign and build the gallery in time for a Space Shuttle delivery. This effort will begin in earnest in April 2010.
View of NASA Space Shuttle in future Space Gallery as seen from East Marginal Way.
### Support and Revenue

<table>
<thead>
<tr>
<th>Support and Revenue</th>
<th>Unrestricted</th>
<th>Temporarily Restricted</th>
<th>Permanently Restricted</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pledges, contributions and grants</td>
<td>$1,801,082</td>
<td>$3,921,015</td>
<td>$107,091</td>
<td>$5,829,188</td>
</tr>
<tr>
<td>Contributed rent</td>
<td></td>
<td>89,329</td>
<td></td>
<td>89,329</td>
</tr>
<tr>
<td>Admissions</td>
<td>2,201,177</td>
<td></td>
<td></td>
<td>2,201,177</td>
</tr>
<tr>
<td>Gift store sales</td>
<td>1,621,479</td>
<td></td>
<td></td>
<td>1,621,479</td>
</tr>
<tr>
<td>Membership</td>
<td>1,003,285</td>
<td></td>
<td></td>
<td>1,003,285</td>
</tr>
<tr>
<td>Group events admissions</td>
<td>615,868</td>
<td></td>
<td></td>
<td>615,868</td>
</tr>
<tr>
<td>Concessions</td>
<td>475,531</td>
<td></td>
<td></td>
<td>475,531</td>
</tr>
<tr>
<td>Special events, net of expenses</td>
<td></td>
<td>819,131</td>
<td></td>
<td>819,131</td>
</tr>
<tr>
<td>Programs</td>
<td>520,973</td>
<td></td>
<td></td>
<td>520,973</td>
</tr>
<tr>
<td>Other</td>
<td>432,430</td>
<td></td>
<td></td>
<td>432,430</td>
</tr>
<tr>
<td>Investment return</td>
<td>17,816</td>
<td>371,457</td>
<td></td>
<td>389,273</td>
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<tr>
<td>Change in value of charitable remainder trust</td>
<td></td>
<td></td>
<td>14,683</td>
<td>14,683</td>
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<tr>
<td>Net assets reclasses</td>
<td>(383,599)</td>
<td>383,599</td>
<td></td>
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</tr>
<tr>
<td>Net assets released from restrictions</td>
<td>3,220,790</td>
<td>(3,220,790)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Support and Revenue**

| Total Support and Revenue | $11,526,832 | $2,378,424 | $107,091 | $14,012,347 |
Statement of Activities | 12 Months Ending December 31, 2009

<table>
<thead>
<tr>
<th>Expense</th>
<th>Unrestricted</th>
<th>Temporarily Restricted</th>
<th>Permanently Restricted</th>
<th>Total</th>
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<tbody>
<tr>
<td>Salaries and related costs</td>
<td>$6,012,277</td>
<td></td>
<td></td>
<td>$6,012,277</td>
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<tr>
<td>Depreciation</td>
<td>2,703,787</td>
<td></td>
<td></td>
<td>2,703,787</td>
</tr>
<tr>
<td>Interest</td>
<td>512,505</td>
<td></td>
<td></td>
<td>512,505</td>
</tr>
<tr>
<td>Cost of merchandise sold</td>
<td>812,601</td>
<td></td>
<td></td>
<td>812,601</td>
</tr>
<tr>
<td>Other general and administrative</td>
<td>899,949</td>
<td></td>
<td></td>
<td>899,949</td>
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<tr>
<td>Contributed goods and services</td>
<td>295,023</td>
<td></td>
<td></td>
<td>295,023</td>
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<tr>
<td>Professional fees</td>
<td>477,223</td>
<td></td>
<td></td>
<td>477,223</td>
</tr>
<tr>
<td>Utilities and telephone</td>
<td>560,821</td>
<td></td>
<td></td>
<td>560,821</td>
</tr>
<tr>
<td>Storage and maintenance</td>
<td>496,554</td>
<td></td>
<td></td>
<td>496,554</td>
</tr>
<tr>
<td>Printing, postage and promotion</td>
<td>438,903</td>
<td></td>
<td></td>
<td>438,903</td>
</tr>
<tr>
<td>Insurance</td>
<td>248,638</td>
<td></td>
<td></td>
<td>248,638</td>
</tr>
<tr>
<td>Rent</td>
<td>92,246</td>
<td></td>
<td></td>
<td>92,246</td>
</tr>
<tr>
<td><strong>Total Expense</strong></td>
<td><strong>$13,550,527</strong></td>
<td></td>
<td></td>
<td><strong>$13,550,527</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Change In Net Assets</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning January 1, 2009</td>
<td>$(2,023,695)</td>
<td>$2,378,424</td>
<td>$107,091</td>
<td>$461,820</td>
</tr>
<tr>
<td>End of year December 31, 2009</td>
<td>$84,469,394</td>
<td>$21,983,969</td>
<td>$2,245,111</td>
<td>$108,698,474</td>
</tr>
</tbody>
</table>
## 2009 Assets

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Cash and cash equivalents</td>
<td>$4,583,584</td>
</tr>
<tr>
<td>Investments</td>
<td>2,605,594</td>
</tr>
<tr>
<td>Accounts and pledges receivable</td>
<td>4,715,065</td>
</tr>
<tr>
<td>Facility contribution receivable</td>
<td>1,463,504</td>
</tr>
<tr>
<td>Store inventory</td>
<td>285,916</td>
</tr>
<tr>
<td>Museum facilities, at cost:</td>
<td></td>
</tr>
<tr>
<td>Land</td>
<td>7,046,308</td>
</tr>
<tr>
<td>Museum facilities</td>
<td>70,540,266</td>
</tr>
<tr>
<td>Exhibits</td>
<td>16,485,784</td>
</tr>
<tr>
<td>Furniture and equipment</td>
<td>5,745,894</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>99,818,252</td>
</tr>
<tr>
<td>Less accumulated depreciation</td>
<td>(31,480,818)</td>
</tr>
<tr>
<td><strong>Total museum facilities, net</strong></td>
<td>68,337,434</td>
</tr>
<tr>
<td>Construction in progress</td>
<td>432,113</td>
</tr>
<tr>
<td>Aircraft collection and artifacts</td>
<td>44,713,760</td>
</tr>
<tr>
<td>Other assets</td>
<td>345,791</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$127,482,761</strong></td>
</tr>
</tbody>
</table>

## 2009 Liabilities and Net Assets

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liabilities</td>
<td></td>
</tr>
<tr>
<td>Accounts payable and accrued expenses</td>
<td>$812,769</td>
</tr>
<tr>
<td>Interest payable</td>
<td>212,623</td>
</tr>
<tr>
<td>Deferred revenue</td>
<td>455,604</td>
</tr>
<tr>
<td>Installment note payable</td>
<td>212,637</td>
</tr>
<tr>
<td>Notes payable</td>
<td>17,090,654</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td><strong>$18,784,287</strong></td>
</tr>
<tr>
<td>Net assets</td>
<td></td>
</tr>
<tr>
<td>Unrestricted</td>
<td>$84,469,394</td>
</tr>
<tr>
<td>Temporarily restricted</td>
<td>21,983,969</td>
</tr>
<tr>
<td>Permanently restricted</td>
<td>2,245,111</td>
</tr>
<tr>
<td><strong>Total net assets</strong></td>
<td><strong>$108,698,474</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$127,482,761</strong></td>
</tr>
</tbody>
</table>
Statement of Financial Position | December 31, 2009

General Operating Revenue
- Grants and donations 34%
- Private group events 6%
- Store 15%
- Membership 9%
- Education 5%
- Other 10%
- Admissions 21%

General Operating Expenses
- Administration 10%
- Collections 12%
- Education and exhibits 18%
- Facilities 28%
- Development and membership 15%
- Admissions, store and group events 17%

Total Net Assets in Millions

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>99</th>
<th>00</th>
<th>01</th>
<th>02</th>
<th>03</th>
<th>04</th>
<th>05</th>
<th>06</th>
<th>07</th>
<th>08</th>
<th>09</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>45.1</td>
<td>48.5</td>
<td>58.7</td>
<td>58.7</td>
<td>72.2</td>
<td>81.8</td>
<td>83.1</td>
<td>95.7</td>
<td>102.0</td>
<td>108.2</td>
<td>108.7</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Advisor Charitable Gift Fund</th>
<th>Ragnar J. Dahl</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steven C. Alber</td>
<td>Maj. &amp; Mrs. Kenneth H. Dahlberg, USAF (Ret)</td>
</tr>
<tr>
<td>Richard R. and Constance Albrecht</td>
<td>Michael and Shawna Dash</td>
</tr>
<tr>
<td>Lauren E. and Susan Anstead</td>
<td>Ms. Diane L. Due</td>
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<tr>
<td>Attractor Investment Management, Inc.</td>
<td>Robert A. and C. Alexandra Dunn</td>
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<tr>
<td>Richard E. and Betty Jane Bangert</td>
<td>East Bay Community Foundation</td>
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<tr>
<td>Carl G. and Renee Behnke</td>
<td>Thomas W. and Beverly E. Eckley</td>
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<tr>
<td>Robert A. and Randee C. Blackstone</td>
<td>Peter and Aranca Ehrenwald</td>
</tr>
<tr>
<td>Boeing Training &amp; Flight Services</td>
<td>Ellstrom Manufacturing, Inc.</td>
</tr>
<tr>
<td>Milton and Ann Bohart</td>
<td>Employees Community Fund of The Boeing Company</td>
</tr>
<tr>
<td>Per A. and Inga L. Bolang</td>
<td>Estate of Charles R. Elvin</td>
</tr>
<tr>
<td>Murray A. Booth and Deborah Dovenbarger</td>
<td>The Filer Foundation</td>
</tr>
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<td>John P. Bordenet</td>
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<td>Jim Bosch</td>
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</tr>
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<tr>
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</tr>
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<td>George Cargill</td>
<td>Carroll F. Gray</td>
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<tr>
<td>Bill Clapp</td>
<td>Michael and Linda Gutzman</td>
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<tr>
<td>The Commerce Bank of Washington</td>
<td>Caren M. Handleman</td>
</tr>
<tr>
<td>John O. Creighton and Terry Stanford</td>
<td>Merle and Mary Hanley</td>
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<td>Frank and Janet Hansen</td>
</tr>
<tr>
<td>Bart and Toni Heath</td>
<td>Mr. and Mrs. Richard W. Heaton, II</td>
</tr>
<tr>
<td>Bettie E. and Richard Hopkins</td>
<td>Susan S. and J. Andrew Hutchison</td>
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<tr>
<td>Irving F. Jensen III</td>
<td>Peter N. Jansen, Jr.</td>
</tr>
<tr>
<td>James A. Joki, M.D.</td>
<td>Albert L. Jones</td>
</tr>
<tr>
<td>Dave and Linda Jones</td>
<td>The Jones Family Foundation</td>
</tr>
<tr>
<td>Bill and Jo Jury</td>
<td>Margaret R. King</td>
</tr>
<tr>
<td>Ron and Clare King</td>
<td>Gene and Marta Kranz</td>
</tr>
<tr>
<td>Lane Powell PC</td>
<td>Michael G. and Janet G. Lavelle</td>
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<tr>
<td>Anne D. Lawler</td>
<td>Bruce E. and Neoma J. Lawrenson</td>
</tr>
<tr>
<td>Doug and Donna Lynch</td>
<td>Mack Aviation Co., Inc.</td>
</tr>
<tr>
<td>The Marsh Family Foundation</td>
<td>Lani McCoil</td>
</tr>
</tbody>
</table>

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Jon A. and Mary Shirley
Frank A. and Harriet A. Shrontz
Anne Simpson and Charlie Conner
Robert L. Smith, M.D.
Robert H. Stack
Richard W. Taylor
Count Ferdinand Von Galen
Kate B. Webster
Phillip K. Wright
Brien S. Wygle
David and Polly Wyman
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 have, as of the end of Fiscal Year 2009, demonstrated their commitment to the Museum’s mission and thereby joined the ranks of the Eagle Heritage Society.

Golden Eagles
Frank J. Agostino
Richard Biedebach*
Bill and June Boeing
Mrs. Boyd K. Bucey*
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John* and Elaine McDowell
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Stuart* and Dolores Knopp
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E.P. Swain, Jr. and Sue Ellen Swain
Ed and Cheryl Waale
Jim and Helen West
Wissner-Slivka Foundation
David and Polly Wyman

*deceased
Major Artifact Donations - 2009

Fossett Perlan Glider - Glaser-Dirks Flugzeugbau GMBH Model 505M.

Peggy V. Fossett, President, Marathon Racing Inc.


Ray A. Martin

Collection of Robert H. Neale, AVG WWII Ace. Includes pins, decorations, painting, archival material and photos.

Barbara A. Neale

Approx. 5,007 postcards in 26 binders, mostly commercial aviation-related and organized by make and model of aircraft.

Charles C. Zweigart

1/10-scale Grumman E-2C Hawkeye metal wind tunnel model with winglets and 2-D wing section. Also a Lockheed C-130H Hercules display model.

BLR Aerospace, LLC

WWI era archival material and artifacts of Floyd William Shepard, Army Air Service 1917-1918.

Susan S. Hagen -
On behalf of the Floyd William Shepard Family

Frasca 102 simulator with plotting table.

David Wheeler

Over 120 model aircraft drawings, manila envelope with misc. model info., one box of aircraft of the world stamps.

Jackie B. Saarela

Collection of James F. Clawson, space-related material, 29 boxes.

Alan R. Hoffman

Model - Douglas DC-3, 1/8-scale, American Airlines.

Valiant D. Kreuzinger

200+ misc. aircraft photographs and one issue of Aviation News.

Pat Little
Photo album containing photographs of U.S. Naval Aviation activities at Key West NAS, Florida, during WWI.

C. E. Roy

Collection of airline flight attendant material, including clothing and accessories and archival material.

Linda S. Patterson

Collection of Northwest Airlines material.

Northwest Airlines


Don G. Porter


Ronald L. Lien

Flightsuit of astronaut Richard F. Gordon and archival support material.

Jake Schultz

MAJOR LIBRARY DONATIONS

Karin Von Marbod

Elaine Messamore -
In Memory of Timothy J. Keller

Tim C. Johnson -
In Memory of Elliott Andrew McElroy "Mac"

Christine B. Marshall

Frank J. Ghosn

E. William Stoner, Jr.

Dennis A. Meyer

Reginald Kendall

Richard H. Fast
Volunteer Services

"Thank you to all the volunteers that were always available to answer questions. They really made a difference and the museum memorable! I will gladly come back when I am back to Seattle. I am from Germany, so it might take some time."

Museum Visitor
In fiscal year 2009, volunteers provided more than 90,000 hours of service to The Museum of Flight. Their dedicated service enhances both the visitor experience and our education programs.

We greatly appreciate the time and talent given by our volunteers. The Museum could not function without this generous support.

<table>
<thead>
<tr>
<th>Volunteers Services - Hours</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Docents</td>
<td>43,372</td>
<td>37,016</td>
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<tr>
<td>Restoration</td>
<td>26,811</td>
<td>29,004</td>
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<tr>
<td>Archive, library and collections</td>
<td>2,609</td>
<td>5,233</td>
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<tr>
<td>Education</td>
<td>5,797</td>
<td>6,246</td>
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<tr>
<td>Membership and development</td>
<td>6,724</td>
<td>5,568</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>7,095</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>85,313</strong></td>
<td><strong>90,162</strong></td>
</tr>
</tbody>
</table>

The oldest Museum volunteer is 94 years old. The youngest volunteers at the Museum are 14, the age teens can begin to volunteer in the Museum Apprentice Program (MAP).
All photos credited to The Museum of Flight unless otherwise noted.

Page 2  (Top) Aerospace Camp Experience (ACE) campers with a variety of “flying gizmos.” (Bottom left to right) Visitors in the Space: Exploring the New Frontier exhibit. Credit: Jim Anderson; Participants from the annual Popsicle Stick Bridge Competition.

Page 4  Chairman of the Board J. Kevin Callaghan stands by the Museum’s Goodyear F2G-1 Super Corsair, on view in the T.A. Wilson Great Gallery. Credit: Amos Morgan

Page 5  Chairman of the Board J. Kevin Callaghan (with Museum President and CEO Dr. Bonnie J. Dunbar), speaks during the dedication ceremony for the astronaut Michael P. Anderson statue.

Page 6  The 2009-2010 Museum of Flight Board of Trustees. Credit: Jim Anderson

Page 8  Museum President and CEO Dr. Bonnie J. Dunbar stands at the entrance to the Museum’s Space exhibit. Credit: Amos Morgan

Page 10  Evan Elliott and Craig Lindblad close the cockpit hatch on the McDonnell F-4C (F-110A) Phantom II in the Great Gallery. Credit: Jim Anderson

Page 13  (Clockwise from left) Christian Bouchez assists visitors at the admissions desk; Mike Way giving directions to visitors; Alexis Vergalla assists visitors riding the X-Pilot simulator.

Page 14  (Left) Students in the Space exhibit. (Right) ACE campers in the Aviation Learning Center.

Page 15  Rich Lienesch presents the “Flying Gizmos Show” to an audience of excited ACE campers.

Page 16  ACE campers.

Page 17  (Clockwise from left) Students in the Challenger Learning Center; Washington Aerospace Scholars build Mars Rovers; an ACE camper participates in the Blue Angels youth program.

Page 18  (Left) Maestro Gerard Schwarz conducts the Seattle Symphony Pacific Northwest Community Orchestra and the Boeing Employees’ Concert Band in the Side Gallery. The performance was part of a celebration of the Apollo missions. (Right) The Blue Angels take flight from Boeing Field.

Page 19  The Museum hosted over 900 children and adults during its second annual “Museum of Fright” Halloween event.

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Page 21  (Clockwise from left) A participant in the annual Popsicle Stick Bridge Competition; A young visitor explores a fire truck during the annual Fire Department Kids Day; Astronaut Greg C. Johnson visited the Museum Sept. 23.

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Page 26  *Apollo 11: An Artist’s Perspective—The Art of Paul Calle.*

Page 27  (Clockwise from top left) Apollo Command Module Pilot John Young’s spacesuit; the Museum’s Montgolfier Balloon model built by Docent Alex Morton; The Museum’s float for the annual Seafair Torchlight Parade; Dr. Bonnie J. Dunbar, Neal Chism, winner of the Museum’s *Spirit of Flight* photography exhibition, and Director of Exhibits Chris Mailander.

Page 28  (Clockwise from top) The Museum’s Lockheed 1049G Super Constellation arrived in September; “The ‘Connie’ after its restoration was complete. Credit: Janet Detz; The “Connie” safely at Plant 2.

Page 29  (Top) Volunteer John Grove works on the Pratt-Read LNE-1 Navy Glider. (Bottom) The FM-2 Wildcat at the Museum’s Restoration Center.

Page 30  (Left) Volunteer Jerry Brower works on a B-29 engine. (Right) The Museum’s B-29 Superfortress.

Page 31  (Clockwise from left) The Museum’s B-17 Flying Fortress; Sheree Vanberg stand by the Museum’s Link Trainer, on view at the Restoration Center; the Museum’s P-51D.

Page 32  Artifacts from the Museum’s collection.

Page 33  Harold Rubin, Gen. Charles “Chick” Cleveland, Senior Curator Dan Hagedorn, and President Emeritus Ralph Bufano.

Page 34  Amy Heidrick looks through the Museum’s photo archives.

Page 35  (Clockwise from left) “Wing Commander Charles Lindbergh with original signatures; Helmets in the Museum’s archives; Jan Baker at work in the Library.

Page 36  The Honorees of the 2009 Wings of Heroes Gala. Credit: Corky Trewin
Contact the Museum  

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Restoration Center: Tom Cathcart  
425.745.5150, tcathcart@museumofflight.org  

Museum Store:  
206.764.5704, www.museumofflightstore.org
The Museum of Flight Aircraft and Spacecraft Collection Plan

Adopted by the Board of Trustees 2000

1. Gas Balloon
2. Curtiss Pusher
3. Cessna CG-2
4. Curtiss-Robertson Robin C-1
5. Aeronea C-2
6. Beech 17 Staggerwing
7. Bowlus BA-100 Baby Albatross
8. Granville Brothers Gee Bee Z*
9. Heath Parasol
10. Howard DGA-15P
11. McAllister Yakima Clipper
12. Piper J3C-65 Cub
13. Stinson SR Reliant
14. Taylorcraft A
15. Taylorcraft BC-12D
16. Ercoupe 415-C
17. Fairchild 24W
18. LET LF-107 Lunak
19. Fournier RF-4D
20. Earhart 23
21. Lamson L-106 Alcor
22. Stephens Akro
23. Beech Starship 2000A
24. Boeing B&W*
25. Boeing B-1A
26. Alexander Eaglerock
27. Boeing 40A
28. Boeing 80A-1
29. Hamilton Metalplane H-47
30. Ryan M-1
31. Swallow Commercial
32. Boeing 247D
33. deHavilland D.H.89 Dragon Rapide
34. Douglas DC-2
35. Douglas DC-3
36. Stearman C-3B
37. Antonov An-2
38. Lockheed Constellation
39. de Havilland D.H.106 Comet 4C
40. Lockheed JetStar
41. Vickers Viscount
42. Boeing 727-022
43. Boeing 737-130
44. Boeing 747-121
45. Aerospatiale/BAC Concorde
46. Boeing 727-223
47. Blériot
48. Chanute-Herring 1896 Glider*
49. Icarus*
50. Leonardo da Vinci II Siglo*
51. Lilienthal 1893 Glider*
52. Wright 1902 Glider*
53. Wright 1903 Flyer
54. Bensen B-8M Gyro-Copter
55. Pitts Special
56. Sorrel Parasol
57. Aerocar III
58. Aerosport Scamp
59. Bowers Fly Baby (2)
60. Durand Mk V
61. Rutan VariViggen
62. ‘Thorpe T-18 Tiger
63. Bede BD-5B
64. Cascade Kasperwing 180B
65. Eipper Cumulus VB
66. Kolb Ultrastar
67. Lear Fan 2100
68. Monett Monera
69. Rotorway Scorpion Too
70. Rutan Quietke
71. Williams International X-Jet
72. Huber 101-1 Aero
73. Insitu Aerosonde
74. McCready Gossamer Albatross II
75. Pterodactyl Ascender
76. Pterodactyl Ascender II
77. Quickie Tri-Q200
78. Rotex Rally IIIB
79. Rutan Voyager**
80. Sather DEX-1 RPV
81. Wizard J-2
82. Task Silhouette
83. W.A.R. P-47 Thunderbolt
84. Albatross D.Va*
85. Aviatik D.I
86. Caproni Ca 20
87. Curtiss JN-4D Jenny
88. de Havilland DH-4
89. Fokker D.VII*
90. Fokker D.VII* (2)
91. Fokker Dr.I*
92. Fokker E.III*
93. Nieuport Type 24*
94. Nieuport Type 27*
95. Nieuport Type 28*
96. Pfalz D.XIII
97. RAF S.E.5a*
98. Rumpler Taube*
99. Sopwith 7F.1 Snipe*
100. Sopwith F.1 Camel*
101. Sopwith Pup*
102. Sopwith Triplane*
103. SPAD XIII*
104. Douglas World Cruiser
105. Boeing 100/P-12
106. Boeing P-26 Peashooter
107. Goodyear ZPG-2
108. Messerschmitt Bf 109E-3
109. Stearman PT-13A Kaydet
110. Aerocar III
111. Beech C-45H Expeditor
112. Boeing B-17F Flying Fortress
113. Boeing B-29 Superfortress
114. Curtiss P-40N Warhawk
115. General Motors FM-2 Wildcat (2)
116. Goodyear FG-1D Corsair
117. Goodyear F2G-1 Corsair
118. Kawasaki N1K1 Ki-o
119. Lockheed F-80C Shooting Star
120. Lockheed P-38L Lightning
121. Mitsubishi A6M Zero
122. Nakajima Ki-43-Ib Hayabusa
123. North American P-51D Mustang**
124. Pratt–Read PR-G1
125. Republic P-47D Thunderbolt
126. Supermarine Spitfire Mk.IX (2)