THE MUSEUM OF FLIGHT
presents
APRIL
25¢

2010 ANNUAL REPORT
The non-profit Museum of Flight is one of the largest independent air and space museums in the world with a collection that includes more than 150 historically significant air- and spacecraft, as well as the William E. Boeing Red Barn® – the original manufacturing facility of The Boeing Company. In the J. Elroy McCaw® Personal Courage Wing visitors will find an immersive experience that features 28 World War I and World War II aircraft from the United States and other countries. Under the glass ceiling of the T.A. Wilson Great Gallery, over 30 aircraft representing the first century of aviation are displayed, including the only remaining Lockheed M-21 Blackbird. Adjacent to the Great Gallery, guests will experience Space: Exploring the New Frontier, where they can see an actual moon rock and pilot the space shuttle. Across the T. Evans Wyckoff Memorial Bridge visitors can see the prototype Boeing 747 and walk the aisles of a Concorde or the first jet Air Force One. And coming soon will be the Museum’s new Space Gallery, where guests will explore the past, present, and future of space travel.

The Museum of Flight: There’s no better space on Earth.
In the first part of the 20th century, magazines like Popular Science, Modern Mechanix, and Amazing Stories predicted a future of flying cars, rocket ships, and men on the moon. These publications, with their flights of fancy, proved to be more than a herald of a more modern tomorrow; they were also an inspiration to the countless boys and girls who would grow up to guide us to that future.

Now in the 21st century, The Museum of Flight builds on the dreams of those periodicals. We're much more than a home for iconic airplanes, invaluable artifacts, and indelible stories of heroism. We aspire to inspire, to preserve the past, to explore the possible, and to light a path for the innovators of the next generation. And in 2010, we further set the stage for The Museum of Flight's incredible days ahead.

This is our story.
The Chairman's Report

J. Kevin Callaghan
Chairman of the Board of Trustees

When people talk about 2010 at The Museum of Flight, they'll remember it as a year of great leaps forward, a year when the Museum overcame obstacles to emerge stronger than ever.

When most of the country was still suffering from the worst recession in memory, The Museum of Flight celebrated a string of memorable occasions and financial successes. In an atmosphere that saw many attractions locally and nationally closing exhibits, reducing staff, and cutting hours, the Museum was able to avoid similar moves, thanks to an extraordinary attention to budget and its biggest attendance year since 2004. And while contributions to non-profits everywhere were scarce, generous gifts to the Museum allowed us to pay off the debt incurred in building the Personal Courage Wing, putting us in an immeasurably stronger financial position heading into 2011.

Also with an eye to the future, on June 29 we broke ground on what will become one of the must-see venues in the state – the Space Gallery. While we weren’t selected to be the home of one of the retiring space shuttles, we have already put together plans for an extraordinary exhibit that will further the educational mission of the Museum, telling the story of not only the past of space flight, but the future as well.

Also furthering our educational mission will be the addition of Aviation High School, slated for groundbreaking this summer. Focusing on science, technology, engineering, and math education, AHS is destined to become the premier facility of its kind, providing students with next-door access to the kind of expertise and inspiration that only the Museum can provide.

Supporting both efforts was former President and CEO Bonnie Dunbar, who graciously stepped away from her duties at The Museum of Flight to concentrate on these two enormously important projects. Since 2005, Bonnie has tirelessly shepherded the Museum through its challenges and led it to unprecedented victories, so she was a natural fit to be the face of these endeavors. We’re immensely grateful for her dedicated service and unparalleled commitment to the Museum.

Of course, finding someone to fill Bonnie’s shoes was a daunting challenge. Where do you find a leader with experience in both the museum and business worlds? Where do you find someone with a knowledge and love of space and aviation and a proven track record of success? Where do you find a person with the vision necessary to lead us through an uncertain present toward an astounding future? You find him in St. Louis.

After an exhaustive search, we welcomed Doug King to The Museum of Flight. As president and CEO of the Saint Louis Science Center (SLSC), member of the NASA Education Advisory Committee, former president of the Challenger Center for Space Science Education and the National Association of Science Museum Directors, and a founder of the Museum Aerospace Education Alliance, Doug was the ideal choice to guide the Museum. And while he's only occupied the office for a short time, he's already demonstrated the kind of leadership that helped SLSC become the fourth-largest museum of its kind in the U.S.

Naturally, with so much excitement during the year, we were in a mood to celebrate and recognize the trailblazers who have helped get us where we are. On June 12, we turned the spotlight on the Boeing B-17 and the people who designed, built, and flew it at our annual Gala. With an old-fashioned hangar dance, couples dressed in period costumes, and music of the era, friends of the Museum were treated to an event that they’re still talking about – and will be for a very long time. And on Oct. 9, we welcomed three new – and very deserving – individuals to the ranks of the Pathfinders, as William Boeing, Jr., Suzanna Darcy-Hennemann, and Clay Lacy were applauded for their storied careers and contributions to the world of aviation.

In short, it was an incredible year and an extremely gratifying time to serve as chairman. Now, I’ll be stepping aside and leaving the chairmanship in the capable hands of Mike Hallman. Thank you to everyone who made my two-year term among the most enjoyable times of my life. I look forward with great anticipation to the future for which we laid the groundwork in 2010.
2010-2011
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2010 Annual Report
When I stepped in as interim president of The Museum of Flight in June, I was doing it for two reasons – two very small reasons. I was doing it for my granddaughters.

The Museum of Flight, while a beautiful place with an amazing collection, is first and foremost an institution of learning. The thing that makes me most proud of the Museum is its dedication to children. At a time when America is falling behind in science and engineering disciplines and the national graduation rate hovers around 70 percent, it’s more important than ever that places like the Museum stand up and present a solution. That’s what we’re doing here. Just as the astronauts and scientists of the past inspired the leaders of today, the Museum aims to use its programs to inspire the innovators of tomorrow.

As a board member for 19 years, I was well aware of the great work that The Museum of Flight does every day. As interim president, however, I was able to experience that work in an entirely new way. Each and every day, we get to see kids pointing with exhilaration to the planes overhead. We get to see youngsters settle into a cockpit and enthusiastically pretend they’re piloting a jet. We get to see young people interact with Tuskegee Airmen and Blue Angels. We get to see inspiration take hold and dreams begin to form.

In 2010, we saw a lot of that – and we saw some changes to the Museum that will further serve as that kind of inspiration down the road.

Education-wise, we reached nearly 140,000 participants this year – including some who were thousands of miles away. With a helping hand from Boeing and in partnership with the people at Sesame Street, we took our programs to Abu Dhabi in the United Arab Emirates for over a month, introducing nearly 11,000 kids in the Middle East to the wonder of flight.

Here at home, we completed a major renovation of the Red Barn education offices and Red Barn Classroom to better accommodate the students that venture to the Museum.

In regards to the collection, the P-51, which Senior Curator Dan Hagedorn has referred to as the best restored Mustang on the planet, has been put on display. The Curtiss Jenny is now completed – with wings attached – in the WWI exhibit. And, braving the 3 a.m. rain and wind, the outstanding Restoration team moved the B-17 and B-29 to nearby hangars and the Lockheed Constellation to the Airpark for all to see.

We enjoyed an unprecedented measure of public recognition over the course of the year as well. Among the highlights was the March appearance by US Airways Capt. Chesley “Sully” Sullenberger, who achieved international fame after safely landing his Airbus 320 in the Hudson River after a bird strike. Sully graciously lent his time to the Museum for an evening presentation about the flight and sat for hours afterward, signing autographs for all who wanted one.

During the annual Seafair festival, the Museum was proud to once again be the home of the Blue Angels, who spent three days in August thrilling crowds at Boeing Field and even took the time to meet participants at our ACE camps. We also entered a space-themed float in the Torchlight Parade, where excited parade-goers expressed their enthusiasm for the Museum with high-fives for volunteers who rode along.

And in what was absolutely a highlight for me personally, we were able to hoist a 30-foot flag atop the Space Needle, emblazoned with a picture of the space shuttle as part of our efforts to bring one of the iconic orbiters to our future Space Gallery. Even though the shuttle won’t be coming to Seattle, we’re looking forward to receiving NASA’s Full-Fuselage Trainer – a full-scale shuttle mock-up on which every shuttle astronaut trained.

All in all, it was a remarkable year. In 2011, I’ll be taking the reins from Kevin Callaghan to assume the position of chairman of the Board of Trustees and will be working hard with new president Doug King to build on what was accomplished in 2010. We’ll complete the Space Gallery. We’ll expand our educational offerings and enhance our visitor experience. And we’ll continue to ensure a promising future for not only my granddaughters, but for grandchildren everywhere.
The year was 2010. Mothers and sons, daughters and fathers, grandmas and grandpas, students and scholars – they converged by the hundreds of thousands on a great glass institution to dream of the future, discover the past, and let their imaginations soar. They listened rapt at the tales of derring-do of yesteryear’s adventurers, walked in the footsteps of presidents and potentates, and stood awestruck in the presence of a century’s worth of innovation. It was a very good year.

Highlighted by its best attendance since 2004, The Museum of Flight enjoyed a stellar year over the course of 2010. While the economy still struggled, the Museum flourished, welcoming 441,126 total people, an increase of more than 37,000 when compared to the previous year.

Just as the Museum saw more visitors come through its doors, we hosted visitors from a broader array of locales as well. Guests came to the Museum from all 50 states and Washington, D.C., the territories of Puerto Rico, Guam, U.S. Virgin Islands, and the Northern Mariana Islands. We also received visitors from 90 countries – a 28 percent increase in the number of countries represented over 2009 – and 14,120 visitors from Canada, compared to 6,313 the year before, a 244 percent increase. When the final numbers were tallied, approximately 20 percent of our visitors were from out of state, compared to 15 percent in 2009. And while the Museum saw a decrease in the number of members – from 20,005 in 2009 to 18,763 in 2010 – membership revenue was up from $1,003,285 to $1,012,914.

Other revenue sources celebrated an outstanding year as well. Private Group Events hosted 483 events and 46,832 attendees in 2010, accounting for $695,680 in total revenue – which exceeded 2009 by 11 percent, while Group Sales brought in 8,299 visitors for a 17 percent increase. And while Museum Store sales were slightly down over the course of the year (by 1.08 percent), retail sales at the satellite location at the Paine Field Restoration Center were up 65 percent, Audio Guide rentals were up 79 percent, and simulator revenue was up 12 percent.

Further strengthening the Museum’s financial position was a late-year gift of $12.16 million that was used to pay down the remainder of the organization’s long-term, externally held debt. This gift made an enormous impact on the health of our balance sheet, our annual debt service, and our ability to begin future capital campaigns. Furthermore, while we saw a downturn in contributed income as a whole, we were able to complete $11 million in funding for our new Space Gallery.

In all, thanks to fiscally prudent management of the Museum’s finances, operations and assets, thoughtful budget management, a strong record of clean audits, and a comprehensive approach to financial reporting at all levels of management, the Museum is poised to exit the national recession in a stronger position than it entered.

Year In Review

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<th>Year</th>
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<th>Membership</th>
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<th>Simulators</th>
<th>Store Sales</th>
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The Museum of Flight

2010 Annual Report
FINANCIALS

GENERAL OPERATING REVENUE

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

GENERAL OPERATING EXPENSES

- Facilities: 28%
- Admissions, store, and group events: 18%
- Administration: 15%
- Development and membership: 15%
- Education and exhibits: 14%
- Private group events: 6%
- Store: 15%
- Membership: 9%
- Education: 5%
- Other: 10%

TOTAL NET ASSETS IN MILLIONS

- '99: 45.1
- '00: 48.3
- '01: 58.7
- '02: 58.7
- '03: 72.2
- '04: 81.6
- '05: 83.1
- '06: 95.7
- '07: 102.0
- '08: 102.7
- '09: 102.7
- '10: 120.8

The Museum of Flight

2010 Annual Report
The Museum of Flight once again embraced the history of aerospace and its role locally and nationally in 2010. The year began with the continuation of the popular exhibit *In Search of Amelia Earhart*, which detailed the extraordinary life of one of America’s most famous aviators with film, photos, clothing, and other artifacts. Also in a nod to women pioneers was *Chasing Horizons: Women in Aerospace*, celebrating the exploits of aviators such as Élisabeth Thible—first woman to fly in a balloon in 1784—to World War II, to fighter pilots, aerobats, engineers, and astronauts.

Guests were also treated to three temporary lobby displays: the *First Flight in Washington State* exhibit, the *B-17 75th Anniversary* exhibit, and the *Mars Rover*. The first told the story of Charles K. Hamilton’s historic March 11, 1910, biplane flight at Meadows Race Track. The second showcased the Boeing B-17 and its remarkable role in changing WWII, the American workforce, and the future of The Boeing Company. The third provided a close-up look at a full-size mock-up of the next Mars Rover, *Curiosity*.

Despite the challenges of the present economy, The Museum of Flight found ways to upgrade its physical health as well as its financial health. Most noticeably, we completed an extensive remodel of the Red Barn Education Center, which included new carpet, furniture, a breakroom, and a docent lounge, as well as a renovation of the Red Barn Classroom which brought the much-used education facility into the 21st century with two 65-inch television monitors, an electronic white board, and surround sound.

In addition, the Facilities team installed new security systems—and upgraded existing systems—with more security cameras and intrusion access control systems through a 4Culture Grant; developed and implemented a Disaster Preparedness and Emergency Response Plan and a Technology Master Plan; and ensured that the Museum is fully compliant with the Payment Card Industry Data Security Standard (PCI/DSS) in order to protect all who use credit cards on site.

And in one of the “brightest” developments of the year, all fluorescent light fixtures throughout the facility were replaced—at no cost to the Museum—with more efficient lights through an energy efficiency rebate program with Seattle City Light.

These projects were among many that were completed in 2010 thanks to the efforts of generous volunteers who contributed their time and professional knowledge in the areas of plumbing, painting, carpentry, architecture, and electrical work.

The Exhibits group saw successes off-site as well, with the traveling exhibition of the Pod Racer and in teaming with the Seattle Opera on the production of “Amelia,” with Museum of Flight photographs supplementing the libretto in McCaw Hall.
Throughout 2010, staff worked tirelessly to execute a wide array of programs which both furthered our mission and increased visibility for the Museum.

We often say that our visitors can see “an airshow every day” and last year that airshow soared to new heights. Over the course of the year, the Museum hosted an F-15, F-22, multiple B-17s, helicopters, and numerous other aircraft to the delight of Museum visitors. In addition to the fly-ins we planned, our location also allowed us to witness the first landing of the 787 at Boeing Field, marvel at the Blue Angels’ aerobatics, and twice welcome President Obama to Washington.

March saw one of the biggest lecture crowds in recent memory when retired U.S. Airways Capt. Chesley “Sully” Sullenberger, known as the “Hero of the Hudson,” spoke at the Museum. Visitors filled every space available to listen to him recount his remarkable landing on the Hudson River, saving the lives of 155 passengers and crew.

In conjunction with our In Search of Amelia Earhart exhibit, several programs featured authors and historians who have researched the aviator’s mysterious disappearance. NASA-related lectures included former administrator Mike Griffin, astronaut Steve Robinson, and our very own Solar System Ambassador Ron Hobbs discussing the latest discoveries of the Hubble Space Telescope. We honored our veterans with programs featuring Fighter Aces and Tuskegee Airmen, heard Christina Olds remember her father Robin, and marked the 70th anniversary of the Battle of Britain with a weekend of lectures, theatrical performances and a WWII exhibit tour.
Family events included our annual Father’s Day celebration sponsored by Bartell Drugs, the spook-tacular Museum of Fright and Sleepover sponsored by Wells Fargo Advisors, and Santa’s helicopter fly-in for Wright Spirit. The Education department’s Bank of America Weekend Family Workshops and school break programs allowed our younger visitors to experience the wonders of flight with fun, hands-on activities.

Staff also worked to introduce the Museum to new audiences during the year. Partnering with the Seattle Opera on their production of “Amelia,” a special photography exhibit was created for display at McCaw Hall. Seattle Mariners fans were treated to a weekly ESPN radio segment called “The Science of Baseball” sponsored by the Museum, which explored topics such as why a curve ball curves and why a pitcher’s release point matters. The Museum Speakers Bureau continued its tour of schools and service groups across the state. We also raised a Museum of Flight flag atop the Space Needle and entered a space-themed float in the downtown Torchlight Parade, while a new advertising campaign was featured on Metro buses and will be seen throughout Safeco Field during the 2011 baseball season.

The Museum became a national star as well, as television programs including the Travel Channel’s “Mysteries at the Museum,” the History Channel’s “Decoded,” and TLC’s “What Not to Wear” featured our exhibits and personalities on their programs.

Copy Amelia Earhart and send us your drawing—perhaps you’ll win a Complete ART COURSE FREE.

FIVE PRIZES—five complete art courses FREE, including Drawing Outfits. FREE! Each contestant submitting a drawing of sufficient merit will get a grading and our opinion as to whether his or her talent is worth developing.

Vocational Training for talented artistic persons is of tremendous importance. Almost everything must be designed before it can be manufactured. Only talented persons can be trained as designers and illustrators. Splendid opportunities are available for trained Commercial Artists. Many of our former students are earning excellent incomes in both war and civilian industries. Here’s an opportunity to test your talent for FREE.

RULES

Contestants must be amateurs. Our students are not eligible.

1. Make a copy of Amelia 5-1/2 inches high, on paper 7 inches high. Draw only Amelia, not the lettering.
2. Use only blue pencil or pen.
3. No drawings will be returned.
4. Print your name, address (town, county, state), age, phone number and present occupation on back of drawing.
5. All drawings must be received by Nov. 30, 2011.

Prize winning drawings will be selected by our committee.

The Museum of Flight
From nearby neighbors to the faraway East, students of all sizes and stripes found themselves mesmerized by amazing machines, starry nights, and the experience of flight. From the smallest red-shirted camper to the teens of Abu Dhabi, students were led on a path toward science, technology, engineering, and math disciplines – all courtesy of The Museum of Flight.

The Museum’s vision statement – to be the foremost educational air and space museum in the world – emphasizes our desire to not only reach out to students in Washington state and the Pacific Northwest, but also to those across the nation and around the world. And in no previous year was that goal more successfully realized than in 2010.

In all, there were 137,233 participants in Museum Education initiatives over the course of the year – a success by any measure – but the real story is how far our reach extended. In August, three staff members began the “Reach for the Sky” project in Abu Dhabi that brought the wonders of flight to the people of the United Arab Emirates. Alongside performances by the Sesame Street Workshop, educators Julie Bowman, Sarah Knights, and Ben Pettegrew introduced Museum programs to an excited new audience. Arranged through The Boeing Company in collaboration with the Emirates Foundation for Philanthropy and sponsored by Mubadala Aerospace, the programs were translated into Arabic and reached an estimated 11,000 participants in just over a month.

Outreach programs were also delivered to West Virginia and Hawaii, while groups from across the

Education Programs
The Museum of Flight

U.S., Canada, Asia, and Europe traveled to the Museum to experience the Challenger Learning Center, Aviation Learning Center, onsite, and sleepover programs. Additionally, staff was able to use Distance Learning program equipment to connect with colleagues in other outstanding museums, science centers, and education facilities across North America.

The Museum’s award-winning Aerospace Camp Experience (ACE) summer program once again delighted campers with a wide range of amazing experiences. Guided by its dedicated returning ACE leaders, kids found themselves piloting aircraft, scuba diving with submersible robots, and embarking on overnight trips to regional museums and campgrounds.

Finally, the Washington Aerospace Scholars (WAS) program – in its fourth year – hosted high school juniors from throughout Washington, inspiring them to pursue careers in STEM-related careers. Advocated by Governor Chris Gregoire, Washington state legislators, the Office of Superintendent of Public Instruction (OSPI), and statewide schools, the program is largely donor-supported, but received 2010 funding from the state of Washington as part of workforce development grants.

Of course, none of these remarkable programs would be possible without the support of a great many outstanding individuals. The Educational Leaders Advisory Board (ELAB), an external advisory group of educators and representatives from the FAA, NASA, and the Washington state OSPI once again helped to review curricula and facilitate networking, while the Museum’s 750-strong volunteer team contributed more than 90,000 hours, and the Board of Trustees enabled the mission through the proceeds received as part of the 2009 Gala.

Did you ever want to be a pilot or an astronaut? Do you want to soar over Seattle or rendezvous with a comet?

If you answered yes, then contact The Museum of Flight and find out how you can take part in the Challenger Learning Center or the Aviation Learning Center. You’ll learn how to map an outer space mission or a cross-country flight.

For More Information, Email education@museumofflight.org

The Museum of Flight

137,233 students participated in Museum Education programs in 2010.
A heroic WWII pilot stands before a Mustang and proclaims it to be “exactly as I remember.” A one-of-kind flight log – long thought lost – is rediscovered. A celebrated Connie finds its way to its fans. And two icons of the air leave their place of birth for the very last time. In a remarkable curatorial and restorative year, The Museum of Flight demonstrated once again that “There’s no better space on Earth.”

Just as visiting children are fascinated by the treasures of the Museum, the Collections team is constantly entranced by the treasures they find and that are found for them. 2010 was no exception as the department processed 121 dazzling new accessions and continued to fine-tune procedures for adding new artifacts, small objects, and archival materials to the collection.

These items ranged from single objects, such as the long-lost log book for the Boeing Model 299 (prototype of the B-17 series) donated by the children of Boeing designer Ed Wells, which is now ensconced in the Harl V. Brackin Memorial Library Rare Books Room, to an amazing collection of 193 small ephemera associated with the Boeing Dreamliner donated by Jake Schultz, for a total of 1,045 objects.

A collection of women’s air racing memorabilia collected by the mother-daughter Mapelli team, the TWA archival collection from the Rummell family, and more of the beautiful Biederman aviation art collection are just a few of those received. Going back to the first two decades of manned flight, Sidney Peters, Jr., of Scotts Valley, Calif., donated the WWII photo album of Sidney Van Wyck Peters, who served with the 24th Aero Squadron, American Expeditionary Force in France in 1918.

The Research Center, consisting of the Kenneth H. Dahlberg Center for Military Aviation Research Center, the Harl V. Brackin Memorial Library, The Museum of Flight Archives and Photo Archives, and the Small Objects Study Collections hosted more than 1,700 researchers from all corners of the planet during the year – an increase of more than 17 percent over 2009, and a testament to the depth and richness of our collections.

Researchers included the former Chief Historian of the United States Air Force, officials of the National Air and Space Museum, academic historians, modelers, and students of all ages.

The Library and Archives added the second phase of the Norm Taylor Photo Collection in 2010, consisting of some 59 cubic feet, and brought the census of our photographic holdings close to 3.8 million, representing all phases of aviation and aerospace history. The Photo Archives staff also responded to several hundred public photo inquiries, and confirmed the quality, depth, and resourcefulness of its ability to handle nearly any type of imagery requirement, whether from public inquiries to staff exhibitry and publicity requirements.

Through it all – including a temporary relocation of staff and movement of materials due to the construction of the Space Gallery adjacent to the Library and Archives building – the department remained fully operational and confirmed its well-earned reputation for professional, thoughtful, and friendly public service.
In a spectacular year, the Restoration team saw the unveiling of some of the Museum’s most iconic aircraft, largely thanks to a dedicated group of volunteers who contributed more than 27,000 hours of expertise.

Among the most satisfying accomplishments of 2010 was the April installation of the P-51D in the Personal Courage Wing. Painted in the colors of Lt. Col. Glenn Eagleston, the Mustang – which Senior Curator Dan Hagedorn believes to be the best restored P-51 in the world – was personally admired by a man who ought to know. Kenneth Dahlberg – for whom the Dahlberg Center for Military Aviation History is named and who served under Col. Eagleston – visited the Museum in August and proclaimed the aircraft to be exactly as he remembered it.

History was made just a month later, when three planes under restoration left Boeing’s famous Plant II for the very last time. In the wee hours of Sept. 18, the Museum’s B-17, B-29, and Lockheed Constellation rolled out of the storied factory, the two Boeing bombers headed for nearby hangars and the “Connie” for the Museum’s Airpark where the outer wing panels would be reassembled. Plant II is famous for its role in WWII where tens of thousands of war-altering airplanes were manufactured and where the face of the American workforce was forever changed by “Rosie the Riveters” who answered their country’s call to service.
October saw the long-awaited and painstaking assembly of the Curtiss JN-4D’s wings. Now on display in the WWI exhibit, the “Jenny” was built as an Army plane in 1917 and was just a jumbled mass of battered parts when purchased in 1982. Rebuilt using methods and materials of the era, the project took more than 9,500 man-hours to complete.

Celebration was in order for a number of other accomplishments during 2010, including extensive work on the interior and weather protection system for the Comet mk4-C; the acquisition and transportation to Everett of the Lockheed YO-3A; the completion and installation of new main landing gear oleos for the Boeing 247D; and significant progress on the Boeing 247 and 727 prototype, the General Motors FM-2 Wildcat, the C-3 Link Trainer, the Chance Vought XF8U-1 Crusader, the Pratt-Read PR-G1, and two helicopters that will soon be on display in the T.A. Wilson Great Gallery: the Sikorsky HH-52 and the Bell UH-1H “Huey.”

The Museum of Flight’s dedicated group of volunteers contributed more than 27,000 hours.
Major Artifacts Donations

**Aircraft - Lockheed YO-3A, N33YQ, MSN 18005; complete with reconnaissance package and associated spares and documentation.**

Bruce Elliot

Original 1935 aircraft log book for the Boeing Model 299, the prototype of the B-17 Flying Fortress.

Laurie Wells Watt and Ed Wells

Ampex DCRsi 240R, Airborne digital tape cartridge recorder, plus parts and manuals. **Ampex Data Systems Corporation**

Four Boeing 727-100 system training boards as utilized by United Airlines from the mid-1960s. The boards depict the complete operation of the electrical, hydraulic, pneumatic, landing gear, flaps, ice and rain systems for the aircraft.

Robert A. Carollo

Collection of photographs and archival material related to the SR-71 and F-117. **Jim Goodall**

Jerome Biederman Tempera paintings - Bristol Beaufighter Bomber, Focke-Wulf FW-190 Fighter, Douglas C-47 Skytrain, Hawker 111-C Hurricane. **Winning Ways Corporation**

Collection of photos, negatives, transparencies, publications, small ephemera, pins, and participation devices associated with the air racing career of Velda King Mapelli, 1969-1995. **Stephanie D. Mapelli on behalf of Velda King Mapelli**

Airline inflight entertainment equipment spanning all years of commercial flight. **World Airline Entertainment Association**

Collection - United Airlines male flight attendant uniforms with additional pieces and related objects, 2003 through 2009, plus archival material. **Jeffrey S. Nouwens**

**Major Library Donations**

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WWII-era Japanese aerial gun camera with parts, manual, and transfer documents. **Erika Hokanson in the name of the Mildred Hokanson and the Russell V. Hokanson Family**

Collection of Yuri Glazkov, cosmonaut, consisting of a Soviet General uniform, space/fluxsuit and a Russian military Great Coat. **Irina Lazieva and Igor Savelev**

de Havilland D.H.9A model, scratch-built, master quality, RAF markings, with display case; built by John S. Alcorn. **John S. Alcorn**

Approximately 380 airline time tables, both foreign and domestic. **Railway and Locomotive Historical Society, Sacramento, Calif.**

Collection of Arthur Wayne Byron, pilot for Pacific Northern Airlines, Western Airlines, Delta Airlines; including pins, buttons, aircraft models, and airline memorabilia and giveaways. **Christine Byron**

Nine boxes of archival papers of the late Robert W. Rummel concerning TWA. Robert Rummel was Howard Hughes’ personal advisor at TWA. **Robin H. H. Wilson**

WWII B-17 items related to career of Willard “Bill” Fager, artifacts and archival material. **Willard “Bill” Fager**

Archival material and models concerning The Museum of Flight-owned Stearman C-3B, NC7550. **Estate of Richard J. McWhorter**

Original pastel of KB-29 by Don Lee (commissioned by donor who flew on this plane during his time in the U.S. Air Force). Nine black-and-white digital copy prints of donor during his time in the Air Force. Donor was at Elmendorf Air Force Base in Alaska during the Cuban Missile Crisis. One color photo of Confederate Air Force planes in flight near Mt. Rainier. **Howard “Skip” W. Kratzer**

Collection of Leon and Bette Swietlolkowski. Leon was a Polish pilot who joined the RAF as a pilot in the 303 Squadron (all Polish). Bette was a member of the WRAF. The collection consists of pilot equipment, WWII medals and ribbons, plus archival material and photographs. **Ivor Thomas/The Thomas Family**

Collection of materials including photographs, documents, and microfilm related to Thomas Hamilton and Hamilton aircraft and propellers. **Charles “Chaz” W. Hitz**

Diorama - North American F-100 Super Sabres, 58th Tactical Fighter Group, 1/72nd scale. **Dan H. Johnson**

Collection of Floyd Daniel, 40+ year career with The Boeing Company. Collection includes photographs, motion picture film, Boeing certificates and awards, miscellaneous documents, mainly covering Boeing and Boeing Field. **Shirley A. Daniel**


Collection of Boeing and Lunar Rover materials, mainly archival. **Charles W. Bosworth**

Original framed painting of a Lockheed SR-71 “Blackbird” in flight, artist Jarrett Holderby. **Michelle A. Nash**

Letter and envelope carried by Clara Adams in 1939 on her record-setting round-the-world flight using only scheduled passenger service. **Pete, Rob, and Dave Nichols**

Collection of Boeing 787 Dreamliner material, including objects and archival material. **Jake Schultz**
As we look back on 2010, we realize that much of the year was spent making plans for the future — a future that I’m excited and honored to be a part of.

A big part of that future is becoming a reality right now, as we continue construction on the Space Gallery. Housed in the gallery will be a spectacular exhibit that tells the story of space travel past, present, and future. Central to the exhibit will be one of the rarest artifacts of the space shuttle program: the Full-Fuselage Trainer, aboard which every NASA astronaut – from the first flight of Columbia to the last flight of Atlantis – trained. What’s more, it will undoubtedly be the premier event space in Washington state; a terrific venue for the area’s most glamorous parties, including our own Gala.

The Space Gallery is but phase one of our expansion plans, though. Next up, we’ll break ground on Aviation High School. In a unique partnership with the Highline School District, some of the state’s brightest and most promising students will enjoy a new facility on Museum grounds. An ideal fit with our mission to promote STEM education, Aviation High School at The Museum of Flight will allow these exceptional students to conduct research in our Library and Archives, learn from staff and visiting experts, and benefit from the exemplary programs the Museum offers — all just steps from their homeroom class.

The third phase is the planned Air Transport Gallery, where the Airpark is today. It’s imperative that the very valuable and historically important aircraft of the Airpark be covered. Doing so will require an ambitious capital campaign, calling on the generosity of our many fans, but I’m confident that it will be an enormous success.

Of course, all of these ventures — and myriad others that you’ll be hearing about in the coming year — won’t be successful without extensive planning. That’s why we’ve begun a process we’re calling Vision 2020 — a focused effort to define the vision of The Museum of Flight for the next decade. With a combination of trustees and staff divided into six groups, we’ll be looking at all facets of the Museum, specifically in the areas of long-term education, collections, exhibits, restoration, visitor experience, and facilities and operations. When we complete this assessment, we expect to have a clear idea of where we want to go and what we need to get there, how we’ll reach an even broader audience, and how we’ll go about telling the Boeing story.

The Space Gallery. Aviation High School. An Air Transport Gallery. A ten-year plan. Together, they add up to a solid foundation on which The Museum of Flight will be able to build for generations to come. Speaking on behalf of the staff, volunteers, and myself, we can’t wait to see what else our very exciting future holds.
She's a superstar. A veteran of the silver screen that starred alongside Matthew Modine and Harry Connick, Jr. A hometown hero that was the last of her kind to leave the famed Boeing Plant II. She's been an aerial sprayer, firefighter, tanker and war memorial. And in 2010, the spectacularly restored “Boeing Bee” once again was in the spotlight, along with some of her most cherished friends.

With the famed Boeing B-17F watching from beside the dance floor, The Museum of Flight's 2010 Gala celebrated not only the plane that changed the outcome of the second world war and the fortunes of The Boeing Company, but also the people who designed, built, and flew it.

Chaired by Charlie and Nancy Hogan and hosted by Steve Pool and Bob Flick, the Gala was a salute to “the Greatest Generation” with music by the Harry James and Jimmy Dorsey Orchestras and a tribute to the Andrews Sisters.

Dressed in period attire, attendees were treated to an old-fashioned hangar dance at Clay Lacy Aviation and looked on as B-17 combat pilots and crews, Women's Auxiliary Service Pilots (WASP), American Fighter Aces, Tuskegee Airmen, builders and support teams, designers, engineers, and test pilots stepped to the stage to accept the applause of admirers.
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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 2010, demonstrated their commitment to the Museum’s mission and thereby joined the ranks of the Eagle Heritage Society.

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<thead>
<tr>
<th>Category</th>
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<td>Restoration</td>
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<td>Tech Services</td>
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<td><strong>Total</strong></td>
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- Robert T. Wood
- Jeremy Young
Page 1
An artist’s rendering of the new Space Gallery. Credit P.J. Müller.

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Page 4
Chairman of the Board of Trustees J. Kevin Callaghan. Photo by Amos Morgan.

Page 5
The groundbreaking ceremony for the new Space Gallery held June 29, 2010.

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The 2010-2011 Museum Board of Trustees.

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Vice Chairman of the Board of Trustees/Interim Museum President Michael Hallman.

Page 9
A space shuttle flag was raised atop the Space Needle on Sept. 29, 2010.

Page 10
Photo illustration of the Museum entrance. Photo by Heath Moffatt.

Page 11
Photo illustration of the Museum’s East Campus. Photo by Annie Mejia.

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Page 15
The Museum’s P-51 Mustang on view in the J. Elroy McCaw Personal Courage Wing’s World War II gallery.

Page 16
Exhibits Technician Evan Elliott guides the B-17 Liberty Belle to a safe parking.

Page 17
(Clockwise from top) An F-22 visited in the summer; the Museum’s annual Hops & Props craft beer tasting event; TLC’s “What Not to Wear” filmed at the Museum in June 2010, Capt. Chesley “Sully” Sullenberger spoke to a sold-out crowd in March.

Page 18
(Top) The Museum’s Torchlight Parade Float. (Bottom) Photo illustration of an F-22. Photo by Bernardo M. Malfitano.

Page 19
Amelia Earhart illustration. Credit Marissa Rowell.

Page 20
Photo illustration of ACE campers in the Space: Exploring the New Frontier exhibit. Photo by Stephanie Jones-Gunn.

Page 21
(Clockwise from top) Educator Sarah Knights (right) shared the “Flying Gizmos Show” in Abu Dhabi. Photo courtesy of Sarah Knights; an ACE camper examines the Cirrus SR20 in the Aviation Learning Center. Photo by Stephanie Jones-Gunn; Students in the Challenger Learning Center; Washington Aerospace Scholars prepare a rocket for launch. Photo courtesy of Melissa Edwards.

Page 22
(Top) The annual Blue Angels program. (Bottom) Photo illustration of ACE campers in the Aviation Learning Center. Photo by Stephanie Jones-Gunn.

Page 24
Photo illustration of the Museum’s Lockheed Constellation. Photo by Janet Detz.

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Page 26
Senior Curator Dan Hagedorn checks out the P-51 after its arrival in March 2010.

Page 27
(Clockwise from top) Volunteer Pete Graven installs the Jenny’s wings; the unique propeller bell-drive system revealed on the YO-3A; slanting helicopter tails on the Sikorsky HH-52 and the Bell “Huey”; new seats in the Comet’s first class cabin.

Page 28
(Top) The Restoration Center’s Wildcat with one wing in a partially-folded position. (Bottom) Photo illustration of volunteer John Grove working on the Pratt-Read LNE-1 Navy Glider. Photo by Jim Anderson, The Boeing Company.

Page 29
Gala attendees awaiting the historic fly-by of the P-51s and B-25.

Page 30
Museum President and CEO Douglas King.

Page 31
Gala photos courtesy of Alison Bailey.

All photos by Ted Huettler unless otherwise noted.
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The Museum of Flight Aircraft and Spacecraft Collection Plan

The independent, nonprofit Museum of Flight prides itself on an aerospace artifact collection of 153 and growing that makes it one of the world’s truly great air and space museums. These artifacts are historically significant objects that embody the story of flight.

1. Gas Balloon
2. Anton Paderewski
3. Cessna CG-2
4. Curtiss-Wright Robin C-1
5. Aerocar C-1
6. Beech 17 Staggerwing
7. Basler BA-100 Baby Albatross
8. Cessna Brothers Gee Bee Z
9. Heath Pinto
10. Howard DGA-15P
11. Ahna-Burns XIV Clipper
12. Piper J-5E65 Cub
13. Stinson SR-Reliant
14. Taylorcraft A-10
15. Taylorcraft BC-12D
16. Ercoupe 415-C
17. Fairchild 248F
18. LET L-107L Letnik
19. Loewy 23
20. Lanham L-106 Alaska
21. Stephens Aokes
22. DC-50/5M Flamin
23. Beech Staggerwing 2000A
24. Boeing B-25
25. Boeing P-38
26. Alexander Eagelssen
27. Boeing 40B
28. Boeing 80A-1
29. Hamilton Meteorplane H-47
30. R-280
31. Swallow Commercial
32. Boeing 247D
33. de Havilland DH-89 Dragon Rapide
34. Douglas DC-2
35. Douglas DC-3
36. Stearman C-8S
37. Autorey Arz
38. Lockheed Constellation
39. de Havilland DH-106 Comet 3C
40. Lockheed JetStar
41. Vickers Viscount
42. Boeing 727-102
43. Boeing 737-110
44. Boeing 747-121
45. Armstrong-EEAC Corval
46. Boeing 727-221
47. Blenner
48. Chenet-Hering 1960s Globes
49. Blenner
50. Leonardo da Vinci II Signature
51. Lilienthal 1893 Glider
52. Wright 1903 Glider
53. Wright 1903 Tether
54. Burrell B-8M Gyro-Copter
55. F-104 Starfighter
56. Stored Privado
57. Aerocar III
58. Aeroplane Samson
59. Rosen Fly Baby (2)
60. Durand MBV
61. Rutan VariViggen
62. Thorp T-68 Targa
63. Beech C-12E
64. Cassutt 700C050 Race Car
65. Epper Cassutt VB
66. Kolls UH-1S
67. Lear Fan 2100
68. Monett Monet
69. Rotol Espana Torino
70. Rotol Quicke
71. Williams International XJet
72. Hugh 101-1 Arm
73. Inside Aeroview
74. McCloy-Comer-Airways II
75. Prandtly Aerodyne II
76. Prandtly Aerodyne II
77. Quicke Q-2000
78. Racine RIB
79. Rotol Voynich
80. Starlet DE-1 RPV
81. Wizard J-2
82. Task Silhouette
83. W.A.R. F-17 Thunderbolt
84. Airtrains A4S
85. Avairon DP
86. Caproni Ca 20
87. Curtiss JN-4D Jenny
88. de Havilland DH-14
89. Foldo DXV
90. Foldo DXVII
91. Foldo DXVIII
92. Foldo DXIX
93. Foldo E4
94. Foldo E5
95. Northrop Aircraft Type 24
96. Northrop Type 24
97. Northrop Type 24
98. Northrop Type 24
99. Northrop Type 24
100. Superb J-1 Surf
101. Superb F-1 Camel
102. Superb F-2
103. Superb Telephone
104. SPAD XIII
105. Douglas World Cruiser
106. Boeing 100/112
107. Boeing P-26 Peshawar
108. Goodyear ZPG2
109. Munro-Dahl PN-1E-6-3
110. Stearman PT-13A Kaydet
111. Aerocar L-3 Gnome
112. Beech C-45H Expedition
113. Boeing B-17 Flying Fortress
114. Boeing B-29 Superfortress
115. Curtiss F-40N Windhawk
116. General Motors F-62 Wilcoke
117. Goodyear FG-1D Corsair
118. Goodyear FG-1D Corsair
119. Kawasaki NT1-K1 Koryu
120. Lockheed F-104C Shancar
121. Lockheed P-38G Lightning
122. Mitsubishi A6M Zero
123. Nakajima Ki-43-Ira I-Harada
124. North American P-51D Mustang
125. Posthale F-14 GT

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