Introduction

In May of 1927, Charles Lindbergh was hailed a hero, a daredevil, an adventurer for the ages as a result of his solo across the Atlantic. Yet, just 12 years later, Pan American World Airways began transporting passengers from New York to Marseilles aboard Boeing 314s. At long last, trans-Atlantic flight was available to everyone. Today, the timeline of flight has come full circle. The space shuttle program has come to an end and the dreams of space travel is no longer reserved only for those amazing few selected to soar. It is now a dream for all.

In 2011, The Museum of Flight made its own “giant leap” toward telling the story of space exploration and the future of commercial space through the construction and dedication of the Charles Simonyi Space Gallery – adding to an already stunning presentation of winged wonders. From the Red Barn to the Concorde, the Caproni to the Soyuz, The Museum of Flight is preserving the history of aviation, paying on the stories of our heroes, and inspiring the next generation of innovators better than anywhere in the world.

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.
The Museum of Flight is a special place with a long-standing reputation that extends beyond the borders of Washington state, beyond the Pacific Northwest, of being one of the premier flight museums to be found anywhere.

Now, we’re proud to say that in 2011, we enhanced that already-stellar reputation. Through events like the NASA Future Forum and International Space Station downlink and programs like the Washington Aerospace Scholars and the Michael P. Anderson Memorial Aerospace Program, The Museum of Flight has shown itself to be more than an attraction, more than a museum, but an institution of learning and scholarly discussion with very few peers.

Today, as we near delivery of the NASA Space Shuttle Trainer, we look forward to realizing the bigger picture. The completion of exhibits in the Charles Simonyi Space Gallery will signal the beginning of a new era at The Museum of Flight. In ten years, we will tell the stories of the past 50 years of space travel and the next 50 as well. We will share the aspirations of adventurers, innovators, and pioneers who took the first steps off our planet, as well as those who will make space travel a reality for all of us in the years ahead. And we will look to inspire the generations to come that will walk in those individuals’ footsteps.

Of course, the Space Gallery and Space Shuttle Trainer are just the first steps in a larger plan. Much of 2011 was spent shaping the next ten years at the Museum.

In a plan we’ve called Vision 2020, the Board of Trustees and Museum staff have mapped out where we want to go in the next decade. Our intention? To be the world’s foremost educational air and space museum. It will be the focal point for the past, present, and future of aerospace in the Seattle community and beyond, and it will be organized around three mutually reinforcing strengths: a world-class educational program, an engaging and effective visitor experience, and a state-of-the-art visitor experience. As part of this effort, we will be teaming up with The Boeing Company, whose representatives played a large role in the drafting of this plan, to create a Center for Aerospace Education that will tell the Boeing story better than anyone and be an international leader of aerospace archival preservation.

By the year 2020, we aim to greatly increase our attendance and public appeal, and to enhance the Museum’s educational campus to not only appeal to a broader audience, but to also better protect the invaluable airplanes that have been entrusted to us. So, what’s going to take it? What’s going to propel us to such heights? The support of people like you. The Museum of Flight is a source of inspiration that has touched upon thousands of youngsters. It’s the home of our history. It’s a treasure in which we take enormous pride.

It’s your museum—and with your help, there’s no telling how high we will soar.

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Chairman of the Board of Trustees

Douglas R. King
President and CEO
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- Hart V. Brackin, Jr.
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- H.C. "Hap" Larrson
- Thomas R. Crow
- Kenneth H. Dahlberg
- James W. Dolman
- Donald C. Elder
- Keith Gerrard
- Timothy J. Hogan
- John J. Italiane
- Bruce Lawson
- Jack E. Leffler
- Elliott Merrill
- Kit G. Narodick
- Ronald B. Ochs
- Ray Poppa
- Stuart H. Presnall
- William J. Rex
- James S. Russell, Adm. USN
- George S. Schwartz, Jr.

* deceased
The Museum of Flight endeavors to reveal the magic of flight to dreamers of all ages – from the starry-eyed youngsters who gasp at the hugeness of the first Boeing 747 to the WWII veterans who recall their own stories of B-17s and P-51s. In 2011, the Museum accomplished that goal like never before, welcoming an all-time record of 477,063 visitors, an increase of more than 12 percent over 2010. In fact, in nearly every measurable category, the Museum outperformed expectations.

With more guests came more activity in all areas of our institution. Private Events posted its best financial year since 2007, hosting 52,770 people for a 21 percent increase over last year and topping its projected budget by nearly 14 percent. The Museum Store also benefited from increased traffic, charting a year that saw a 14.25 percent increase in sales, and a 10 percent increase in revenue per shopper. Even the simulators saw a jump in sales, finishing with slightly more riders than in 2010 and 6 percent over budget. While membership experienced a slight decline in numbers, from 18,763 to 18,379, thanks to a late-year marketing push, membership revenue jumped from $1,012,914 to $1,033,619. All told, total earned revenue – in a year when most local attractions were still reeling from economic realities – increased by more than 13 percent, surpassing budget by almost 3 percent.

Of course, the numbers only tell part of the story. The Museum in 2011 set the stage for a tremendous future, with the completion of the Charles Simonyi Space Gallery being the most visible – and beautiful – evidence of an incredibly successful year. When people tell the story of 2011, it will be one in which The Museum of Flight solidified its standing as not only one of the premier air and space museums in the world, but as an astonishing source of inspiration for young and old alike.
**Financials**

**TOTAL NET ASSETS IN MILLIONS**

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**GENERAL OPERATING EXPENDITURES**

- Collections: 8%
- Membership: 1%
- Administration: 11%
- Development: 8%
- Admissions, Store, and Group Events: 15%
- Education and Exhibits: 12%
- Facilities/Depreciation: 43%
- Membership: 1%

**GENERAL OPERATING REVENUE**

- Earned Revenue Overview:
  - In-Kind: 3%
  - Grants and Donations: 23%
  - Private Group Events: 7%
  - Store: 14%
  - Education: 5%
  - Membership: 9%

**EARNED REVENUE OVERVIEW**

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<th>Year</th>
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<th>2008</th>
<th>2009</th>
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<td>Admissions</td>
<td>$2,695,851</td>
<td>$2,466,540</td>
<td>$2,643,176</td>
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<td>Membership</td>
<td>$5,058,490</td>
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<td>Private Group Events</td>
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<td>$705,523</td>
<td>$615,886</td>
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<td>Simulators</td>
<td>$279,632</td>
<td>$246,467</td>
<td>$333,284</td>
<td>$372,002</td>
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<td>Store Sales</td>
<td>$1,989,687</td>
<td>$1,776,178</td>
<td>$1,621,479</td>
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<td><strong>TOTAL</strong></td>
<td>$7,207,272</td>
<td>$6,216,510</td>
<td>$5,775,093</td>
<td>$6,306,805</td>
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Like any non-profit institution, much of what The Museum of Flight staff does is behind the scenes, invisible to its fans and friends. This is especially true of the Facilities department, which is responsible for the “nuts and bolts” of keeping the Museum running: maintaining computer and communication systems, ensuring an outstanding experience for our visitors, and providing for the general upkeep of the entire campus. To those ends, the department in 2011 installed a number of enhancements, from new network cabling, to “cloud”-based Aviation Learning Center access, to online ticketing. Upgrades were also made to visitor restrooms, lighting at the Paine Field Restoration Center, the Stuart D. Knopf Barnstormer Lounge, the Skyline Room, and the historic William E. Boeing Red Barn.

The Facilities team’s most important functions, however, are the safety of our guests and security of our irreplaceable artifacts. In 2011, several initiatives were undertaken to achieve success in those critical areas. With guest safety a number one priority, the team developed and implemented its Museum Disaster Preparedness and Emergency Response Plan, an extensive plan that anticipates any and all emergency situations inherent to the Pacific Northwest and determines staff strategies for all scenarios. With the security of our artifacts in mind, the Museum enhanced its protection abilities as well. Seventeen new network video cameras were added over the course of the year, while electronic security systems were installed aboard both Air Force One and the B-17 “Boeing Bomber.” More campus fire system panels were consolidated into one for better functionality and long-term cost savings. The Museum’s electronic access control system was upgraded and a grant was obtained for two-way radio purchases. And, in anticipation of the 2012 completion of the Charles Simonyi Space Gallery exhibits, a comprehensive electronic security system was installed on the west-side campus.

Working within an always-tight budget, thanks to the Facilities team and generous donations from our many supporters, The Museum of Flight entered 2012 more secure and more spectacular than ever before.
Exhibits

If a museum is defined by its exhibits, it's no wonder that The Museum of Flight is among the upper echelon of aerospace excellence. Count 2011 as another extraordinary year for the Exhibits department, as a diverse range of presentations contributed to record-breaking attendance and unprecedented national recognition.

The year began with a fan favorite from years past: the return of "Style in the Aisle," a retrospective of flight attendants, illustrated by the sometimes staid, frequently flamboyant uniforms they wore. In March, the colorful " Gee Bee" was hung from the ceiling to make way for a new addition – the Heath Parasol – while April saw the creation of an exhibit around the Curtiss-Robertson Robin C-1 "Newsboy." May brought one of the Museum’s most fascinating displays: the USAF wonderful WWI models of the most talented Dr. H. Logan Holtgrewe and in June, the famed Perlan Glider that took late adventurer Steve Fossett to miraculous heights was put on display – thanks to the generosity of his wife Peggy. Also in June, the famed Sikorsky HH-52 Seaguard helicopter made its way to the Great Gallery as its Coast Guard admirers stood watch, and the Spirit of Flight photography exhibit showcased the talents of aviation enthusiasts. Next, in July, the Museum welcomed Soaring at Sea: 100 Years of Naval Aviation, the opening of which was attended by Captain Paul O. Monger of the USS Nimitz, and moved the B-17 "Stoob Bee" to the front lawn of the Museum for all to see and enjoy. Finally, August brought the installation of the Link Trainer in the J. Elroy McCaw Personal Courage Wing.

And the rest of the year? The Exhibits group has been hard at work developing what will become one of the most awe-inspiring homages to the past, present, and future of space travel to be found anywhere – in the Charles Simonyi Space Gallery. With the NASA Space Shuttle Trainer and Dr. Simonyi’s flown Soyuz space capsule as centerpieces to an exhibit that will not only show visitors how astronauts learned to live and work in space, but also what’s in store for the next century, the Gallery promises to be among the Northwest’s most popular destinations in 2012 and beyond.
Events

There’s always something exciting going on at The Museum of Flight—phenomenal public programs, electrifying fly-ins, and remarkable guests—but even by our own lofty standards, 2011 was an exceptional year.

The excitement began on January 8, as filmmaker Vance Yancey premiered his movie “Battle of Brecourt Manor” in the William M. Allen Theater with original members of the legendary “Easy Company” in attendance. On February 5—as part of the Michael P. Anderson Memorial Aerospace Program—NASA Administrator Maj. Gen. Charles Bolden visited the Museum, touring with then-new President and CEO Doug King. March 9 & 10 brought Wernher von Braun and original Mercury 13 astronaut Nancy Wally Funk, who showed young the endless possibilities ahead of them. April 12, Museum fans gathered to hear the announcement of the exciting Space Shuttle Trainer, soon to be on display in the Charles Simonyi Space Gallery. Also in April, Seattle’s 5th Avenue Theater treated guests to a special presentation of the play “Rosie the Riveter,” and 8-29 volunteers were honored by the Association of King County Historical Organizations for their restoration work of the Museum’s Superfortress. May 14 was the celebration of Naval Aviation Day with a full day of family activities, while June saluted Dads for Father’s Day.

On July 16, the Museum held the first of what will become a tradition: Heroes of the Homefront. A celebration of the B-17, the day included special tours, re-enactment actors, and an evening hangar dance with music by the incomparable Fred Radke and the Harry James Orchestra. The day also recognized the 95th anniversary of The Boeing Company, as William E. Boeing, Jr. and Boeing Senior Vice President for Commercial Aviation Services Lou Mancini spoke to the crowd about the history of Washington’s most storied company. And just days later, the Flying Fortress served as a fitting backdrop as Seattleite Henry “Sandy” McMurray was awarded France’s Legion of Honor award for his heroics as a B-17 pilot during WWII.

August—always among the most thrilling of Museum months—was bigger than ever, beginning with Blue Angels week, as thousands gathered to watch their high-flying heroes soar to the skies, and Brian Shul again regaled audiences with his tales of piloting the Blackbird spy plane. The month also saw the Museum participate in a live downlink with the International Space Station, where students were able to ask questions of astronauts as they orbited the Earth, and the groundbreaking of...
Raisbeck Aviation High School, where a distinguished line-up of dignitaries turned soil in anticipation of a 2013 school year. And on August 25 – in one of the grandest events the Museum has ever held – William E. Boeing, Jr. was presented with the inaugural Red Barn Heritage Award, a remarkable night for a great and generous man – and a tremendous friend to The Museum of Flight.

FIRST Robotics students started off September with demonstrations of their engineering excellence in the Side Gallery, while October turned out huge crowds with multiple events: the annual Parachutes Awards, this year honoring Carolyn Corr and Steve Fulton; the new Boeing 777F in the east parking lot; a theater program with Apollo astronaut Al Worden; a special appearance by actor Tom Skerritt for the anniversary of “Top Gun”; and of course, our annual Halloween bash – Museum of Fright.

Capping off the year, we welcomed United States Air Force Captain Clayton “Kelly” Gross for Veterans Day and – for the first time – opened the prototype 747 for lucky members, both in November. Finally, on December 8, Dr. Charles Simonyi and wife Lisa joined us for the dedication of the new Space Gallery named in his honor, and the following day, NASA Deputy Administrator Lori Garver and a whole who of commercial space pioneers gathered for the Museum’s first NASA Future Forum. And while would the holidays be without Santa? This year, to the delight of our youngest friends; he and Mrs. Claus arrived aboard a de Havilland Beaver floatplane, piloted by our own trustee, Doug DeVries.

Just like every year at The Museum of Flight, 2011 turned out to be one of wonder and discovery, a year when each week brought something new and amazing.
Where does inspiration come from? What makes a child realize that yes, he or she can someday be a pilot, engineer, or astronaut? What makes a dream begin to shape into reality? For 141,573 education participants in 2011, the answer was “The Museum of Flight.”

After all, for all of its beautiful aircraft and amazing artifacts, The Museum of Flight is – at its core – an institution of learning, with a mission to be “the foremost educational air and space museum in the world.” And thanks to the generosity of our donors and volunteers and the professionalism of our Education staff, we are fulfilling that mission in a more substantial way than ever before.

In a year that broke all previous Education records – both for general impact and for camp attendance – our reach extended across the country to West Virginia and Hawaii, while groups from throughout the U.S., Canada, Asia, and Europe traveled to the Museum to experience our varied educational offerings. For those who weren’t able to visit in person, Distance Learning program-equipped airframes to connect with museums, science centers, and education facilities across North America.

The Washington Aerospace Scholars (WAS) program also reported record numbers, as high school juniors teamed up to plan human missions to Mars. The program – now in its fifth wildly successful year – promotes science, technology, engineering, and math disciplines, gives students an up-close look at the aerospace industry, and allows them to sharpen their communication, teamwork, and problem-solving skills. And even as we were breaking records, we were breaking ground as well, with the August celebration of the beginning of construction of Raisbeck Aviation High School – opening in 2013 and destined to be the premier STEM-focused learning center in the country, if not the world.

Even as our education numbers climbed to new heights, our educational reach extended to new heights as well – in one case, quite literally. On the morning of August 29, a full theater of Civil Air Patrol and Aviation High School students, Washington Aerospace Scholars, and Museum Apprentice Program participants gathered for a live downlink with the International Space Station, during which astronauts answered questions, joked with the audience, and gave attendees a thrill to remember for a lifetime.

With the help of countless volunteers and the Educational Leaders Advisory Board, made up of educators and representatives from the FAA, NASA, and the Washington state OSPI – the Museum continues to offer a spectacular slate of activities that makes learning fun. From summer camps to planetarium shows, weekend workshops to NASA forums, there’s no doubt as to where inspiration originates. It originates here – at The Museum of Flight.

The collections of The Museum of Flight are an incredible cross-section of aviation history, illustrating the timeline of air travel from the first flight of Orville and Wilbur to the latest innovations of commercial space pioneers. In preserving these treasures, the Museum enthralles, illuminates, and educates in ways that few institutions are capable of.

In 2011, the Collections department added to its impressive catalogue 84 new accessions, among them large objects, small artifacts, uniforms, personal equipment items, insignia, aircraft instruments and components, photographs, negatives, color transparencies, personal papers, and – in support of what will soon be among the world’s premier space galleries – many space-related artifacts and ephemera.

The largest of those artifacts, the NASA Full-Fuselage Trainer, has been visited many times by Collections staff at its current home at Houston’s Johnson Space Center and will soon find its way to the Charles Simonyi Space Gallery. While it is the largest of the year’s accessions – and will be among the largest artifacts to be displayed at the Museum – visitors will find other acquisitions just as fascinating also. Among them: A 1942 G.M.C. Boeing Company fuel truck that almost certainly serviced our own B-17 Flying Fortress; a Battle of Britain collection that includes uniform components, medals, log books, photos, and documents; 39 original Boeing concept drawings from the 1950s and 60s by artist Donald B. Croly; the flight suit, cap, name badge, and lanyard belonging to renowned aerobatic pilot Patty Wagstaff; and the French Legion of Honor Medal and citation, signed by French President Nicolas Sarkozy, that was presented to Henry S. McMurray in a Museum-hosted ceremony.

In addition to serving as caretaker for these objects and many, many more, the Collections staff also hosted 1,758 research patrons in 2011 – providing a valuable source of information to scholars around the globe. It’s only fitting: The Museum of Flight’s Collections team strives to preserve and protect our shared aviation history, so the responsibility to share it with the world is theirs as well.
W
orking hand-in-hand with the Collections department is the Restoration team, located at Everett’s Paine Field. In an exceedingly busy year, the staff—comprised largely of volunteers—completed or made great progress on a number of projects, some already on view to the public.

With support from the U.S. Coast Guard, work was completed on the Sikorsky HH-52 rescue helicopter, culminating in an installation ceremony in the Side Gallery. The B-29—the only flyable craft of its kind—was moved to the front lawn of the Museum and opened for tours, while the B-29 Superfortress, with restoration nearly complete, was “cocooned” for preservation and moved to the side lawn adjacent to Boeing Field. Assembly and testing for the Boeing 247 replacement landing gear doors were completed and nearly 60 percent of the restoration on our Lockheed YO-3A was accomplished. All aircraft stored outside were washed and Air Force One and the B-29 were professionally polished, thanks to “Attention to Detail,” the contributions of 30 volunteer detailers from around the world, and one generous donor. And more than 1,800 visitors stopped by the Restoration Center for a sneak peek at what will be coming to the Museum next, an increase of 25 percent over 2010.

While the hard work and talents of the many Restoration volunteers are largely behind the scenes and without fanfare, however, 2011 was an exception. During an April 26 ceremony at Seattle’s Museum of History and Industry, B-29 Restoration Team Lead Dale Thompson and the entire B-29 Project Team were recognized with separate awards by the Association of King County Historical Organizations (AKCHO). Thompson was the recipient of the Willard Jue Memorial Award, given to “individuals who have made outstanding contribution, provided exceptional leadership, and demonstrated excellence in duration, quality, or spirit of service,” while the team received the Long-Term Project Award for outstanding landmark restoration. All told, nearly 70 individuals have dedicated tens of thousands of hours to the project, prompting Boeing Company Historian Michael Lombardi to remark in presenting the award: “The B-29 team has done what I consider a miracle; they have transformed a hulk into essentially a trash heap of oxidized aluminum and rusted steel into a shining B-29 Superfortress, appearing as it once did when it rolled off the Boeing production line more than 65 years ago. To accomplish this miracle it takes a team with a very special set of skills and a very special dedication.”

Very special, indeed.
Major Artifact Donations

12 boxes of books, magazines, and prints, covering general aviation, Alaska bank, and individual pilots, from 1918 through 2002.

C. H. Schmid
WWI collection of photos, documents, and small ephemera of 2nd Lt. Eric G. Peter, Royal Canadian Air Force and British RAF.

Charles G. Peter
Two drawings by Joe Milich, P-38 and P-51D, both signed by artist and pilot.

Thomas D. Sexton

Patrick F. Fitzpatrick
Full pressure suit including helmet, gloves, and fly’s boots. Worn by Lockheed test pilot Art “Pete” Peterson while flying the MOF Lockheed A-12.

David Clark Company, Inc.

Sidney V. Peters, Jr.
Battle of Britain Collection consisting of RAF uniform, leather jacket, flying boots, leather helmet with goggles and oxygen mask, Battle of Britain medallion, George Cross medal set, RAF cufflinks, Welford “diary,” small album with photos and documents, photo album with 28 pages of documents and eight photos and 60 books relating to the Battle of Britain.

John Ferdon
Major Artifact donations

Frank M. Pitt Naval Aviation and 1940s-1950s Aviation Photography Collection.

Rick E. Stegman
WWII-era photo album assembled by donor’s grandfather, Edward Spraul, while a pilot with AES, American Expeditionary Forces, France.

Robert K. Sproull
39 Boeing aircraft artist’s concept sketches by Boeing artist Donald B. Croly circa 1950 and 1960.

David L. and Mandy Croly
Pan Am collection of William H. Hunt, including airline models, collector plates, calendar, “Clipper” painting, tote bags, framed lithographs.

Rosemary L. Hunt
Nine boxes containing 44 three-ring binders with at least 2,391 black and white and color images, with approximately an equal number of negatives, depicting WWII.

John W. Lambert
KA-30 aerial camera consisting of a Body Drive, Cassette/Film Magazine, and Lens Cone.

Jeffrey Kimball
One packet and two cans of Russian space food, flown in space.

Charles Simonyi Fund for Arts and Sciences
Set of Lockheed-produced interior murals for the Lockheed L-1049G Super Constellation.

Stephen C. Hayes
1942 G.M.C. fuel truck, Boeing Airplane Company, #123, Pin#2172.

Ronald L. Nardone
The Red Barn Heritage Award was created in 2011 to recognize “extraordinary leadership within the community, inspirational contribution of time and talent, and exceptional commitment to the mission and vision of The Museum of Flight” – and in its inaugural year, the award was fittingly presented to a man who perfectly embodies the words etched into it.

Amid thunderous applause and with a line-up of longtime friends and colleagues flanking him, William E. Boeing, Jr. became the first recipient of the Red Barn Heritage Award on August 25.

Fueled by an unparalleled dedication to future generations, Mr. Boeing has spent a lifetime committed to furthering education and preserving aerospace history. An insightful and driving force of The Museum of Flight from its earliest days, Boeing led the way in turning the museum from a small, local attraction to one of international prominence. His guidance and support – especially of education initiatives – has allowed the Museum to pursue its goal of becoming “the foremost educational air and space museum in the world.” And his influence helped bring about the capital campaign behind the T.A. Wilson Great Gallery, the Challenger Learning Center, the Lower exhibits, the J. Allen McCollum Personal Courage Wing, and the Washington Aerospace Scholars, just to name a few. Perhaps his greatest contribution, however, was his leadership in saving, moving, and restoring the historic Red Barn – without which the dream of The Museum of Flight may have never been realized.

Thank you to Bill and June Boeing for everything you’ve done for our institution – and for one of the most magical nights The Museum of Flight has ever seen.
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Aaron A. Deskin
Cherie E. Dechaineau
Parker E. Dean
Elisabeth A. McLain
Meagan A. McGuire
Darlene M. McDermott
Stephen K. McCord
Joy N. McConville
Dean W. McColgan
Sureetha McCain
Andrew T. May
Caitlin M. Marshall
Ernest H. Marris
Seth M. Margolis
Christopher P. Mailander
Richard T. Lynch
Michael G. Lavelle
Gregory D. Lamb
Michael C. Landis
Robert K. Lee
Jill J. Jonek
Richard C. Lienesch
John B. Little
Dominick Little
Kenneth J. Lampkin
Richard T. Lynch
Christopher P. Maheky
Seth M. Mangold
Kathrine B. Martin
Carlin M. Marshall
Andrea M. Meaney
Sueannia McCue
Dean M. McGaha
Jay H. McCanney
Stephen R. McCord
Diana M. McIntosh
Margaret McCann
Elizabeth A. McCluskey

48

4,457 hours more than
in 2010.

Total: 95,472 Hours;
3,550 Hours
Sales
3,150,428 Hours
BY depARtMeNT:
3,044 Hours
VOLuNTeer HOurS
3,150,428 Hours
in 2010.

Total: 95,472 Hours;
4,457 hours more than
VOLuNteer HOURS BY DEPARTMENT:
Administrative:
558 Hours
Aircraft Collections:
23,650 Hours
Collections:
3,044 Hours
Development:
6,140 Hours
Discs:
36,702 Hours
Education:
12,987 Hours
Exhibits:
593 Hours
Facilities:
3,245 Hours
Marketing:
2,848 Hours
Support:
3,634 Hours
Facilities:
593 Hours

Total: 95,472 Hours;
4,457 hours more than
in 2010.

Total: 95,472 Hours;
4,457 hours more than
in 2010.

Total: 95,472 Hours;
4,457 hours more than
in 2010.
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.

101. Boeing 707-320C
102. Boeing 737-400
103. Starship ZPG-2
104. Millennium M110C-3
105. Diamond DA-150
106. Aeronca 7AC Champ
107. Black Duster X-51
108. Boeing B-17F Flying Fortress
109. Boeing B-29 Superfortress
110. Curtiss P-40N Warhawk
111. General Motors FM-2 Wildcat
112. Goodyear FG-1D Corsair
113. Goodyear F2G-1 Corsair
114. Kawanishi N1K1 Kyofu
115. Lockheed F-80C Shooting Star
116. Lockheed P-38L Lightning
117. Mitsubishi A6M Zero
118. Nakajima Ki-43-IIb Hayabusa
119. North American P-51D Mustang
120. Pratt-Read PR-G1
121. Republic P-47D Thunderbolt
122. Supermarine Spitfire Mk.IX
123. Yakovlev Yak-9P
124. Boeing B-52D Stratofortress
125. Boeing VC-137B
126. Boeing 747-400
127. Canadair CL-215
128. F-104 Starfighter
129. F-16 Fighting Falcon
130. Grumman F9F-8 Cougar
131. Mikoyan-Gurevich MiG-15
132. Mikoyan-Gurevich MiG-17F
133. Northrop YF-5A
134. Vought XF8U-1 Crusader
135. Boeing LGM-30 Minuteman
136. Douglas A-4D Skyhawk II
137. Lockheed D-21B
138. Lockheed F-111A
139. Lockheed YO-3A "Stinger""
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