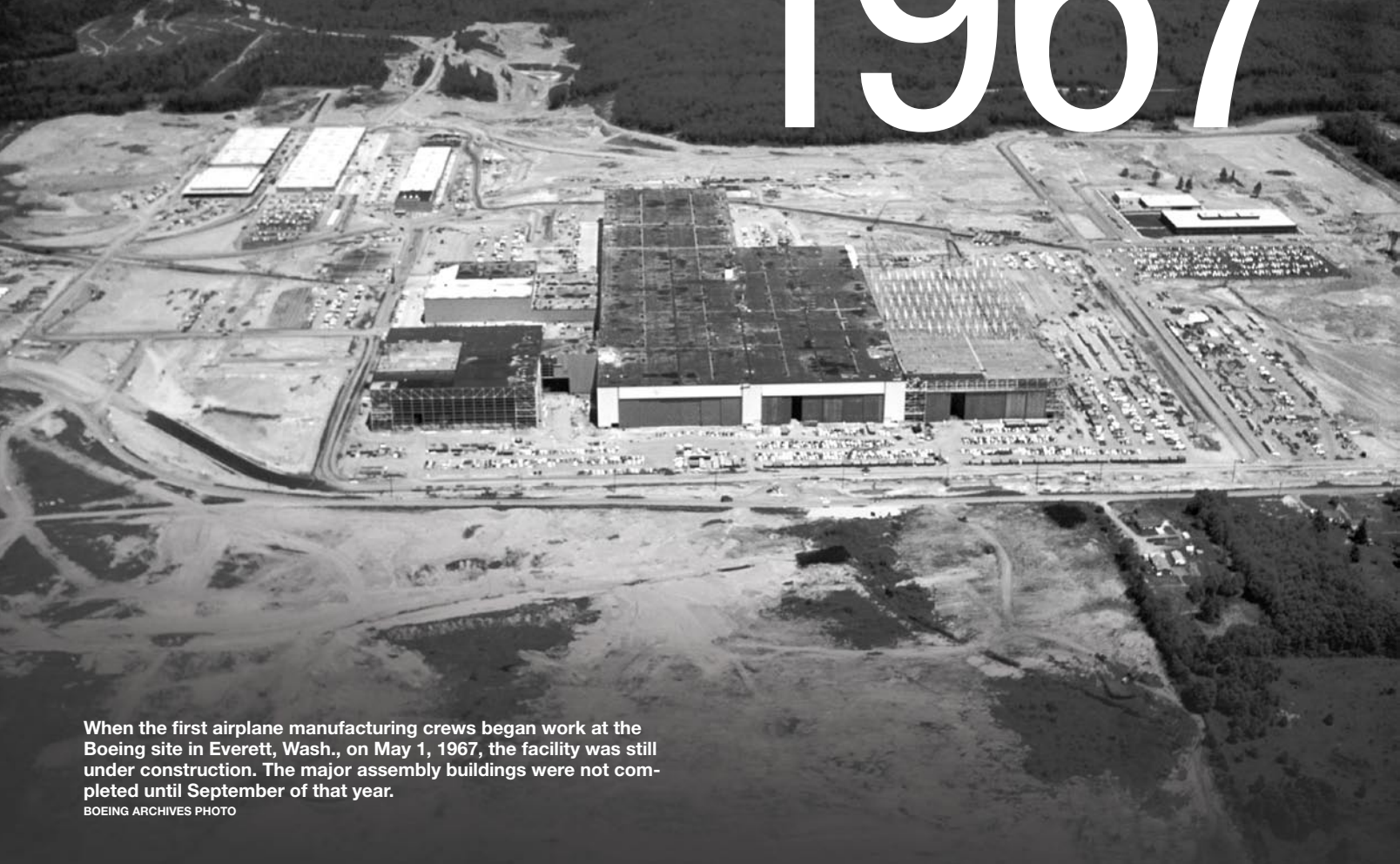


1967



When the first airplane manufacturing crews began work at the Boeing site in Everett, Wash., on May 1, 1967, the facility was still under construction. The major assembly buildings were not completed until September of that year.

BOEING ARCHIVES PHOTO

That's incredible!

Boeing, Everett community mark 40 years of growth and success

By BILL SEIL

This may be hard to believe, based on what we know today. But the May 1, 1967, opening of the Boeing facility in Everett, Wash., to support 747 manufacturing was announced with little fanfare.

The headline in that week's issue of the *Boeing News* newspaper simply said, "747 Manufacturing Opened for Business This Week." The accompanying article described opening day in a modest, businesslike way: "The massive 747 assembly building at the Everett Branch opened for business Monday. Those pres-

ent recalled the area was a sea of mud less than a year ago and marveled at the speed of construction taking place at the site. But while others marveled, 'pioneer' employees—vanguard of more to follow—donned hard hats and began setting up wing-panel jigs ... and plugging in the machines in the 40-31 bay of the huge manufacturing building."

The first group of employees to work in the buildings was called "The Incredibles." That nickname recognized their efforts to develop the 747, the world's first jumbo jet, despite numerous challenges and an aggressive schedule. While The Incredibles were focused on getting organized that first day, there was a sense of excitement. One employee remarked, "Everything is so new, it's going to be great working in a facility that's still wet with fresh paint."

Now, 40 years later, Boeing and the Everett and Snohomish County community in Washington state recently celebrated the anniversary of a partnership that changed commercial aviation



Today, factory buildings at the Boeing Everett site total 472 million cubic feet (13 million cubic meters), with the main assembly area remaining the largest building by volume in the world. Following major expansions over the years, the site now has 282 acres (114 hectares) of building area and employs more than 25,000 people.

ED TURNER PHOTO

and made the area north of Seattle one of the world's most important manufacturing centers. The 98.3-acre (39.8-hectare) factory building where the airplanes are manufactured is the world's largest building by volume. This summer, Everett—the home of the successful 747, 767, 777 and 787 airplane programs—will deliver its 3,000th widebody jetliner.

EARLY HISTORY

The Boeing partnership with the Everett community began long before the opening of today's Everett site. During World War II, the company operated two facilities in Everett to provide subassembly support for the B-17. In October 1956, employees building jigs and shipment fixtures for the B-52 and KC-135 programs moved their operations to the Everett-Pacific Shipyard.

While today's Everett site has been enormously successful, the decision to locate the plant in Snohomish County was not an easy one. At that time, Boeing was working on the Supersonic Transport and developing both the 737 and an improved 727, said Joe Sutter, who led 747 engineering development. "We were the fourth guys in line for resources, and that included facilities," he recalled. Design work on the 747 began in a variety of borrowed and improvised locations, most of them along Seattle's Duwamish River.

The 747 was so big that no factory that Boeing had at the time could house it, so the company evaluated locations for new production facilities elsewhere: a site near Paine Field in

Snohomish County, Wash.; a site adjacent to McChord Air Force Base in Pierce County, Wash., south of Seattle; Moses Lake in Eastern Washington; and Walnut Creek, Calif. Sutter said he believes the company made a wise decision in choosing Everett, which offered access to rail service and maritime shipping, as well as an airfield. Also, under a tight schedule, it was important to have a site near the company's engineering talent.

Construction of the Everett plant took place under the direction of Bayne Lamb, 747 program director of facilities, and Malcolm Stamper, president and general manager of the 747 Division. Building the plant was a monumental task, with drainage being a particular problem because of the constant rain.

HAPPY ANNIVERSARY

On May 1, 2007, the 40th anniversary of that grand opening was observed with a short ceremony in the 40-22 assembly building. With a 747 towering in the background, Ross R. Bogue, vice president and general manager, 747/767/777 Airplane Programs and Everett site, described the early days of the site and the remarkable work performed by the hundreds of people who worked there.

"These were the construction workers, mechanics, engineers, administrators and many others who made aviation history by building the 747—the largest civilian airplane in the world—in less than 16 months," Bogue said. "Little did we know 40 years ago about the impact this factory, and the people who worked and now work here,

'Today' in Everett: Live, with Matt Lauer

In its 40-year history, the Boeing site in Everett, Wash., has hosted many visiting VIPs from around the world. Among the recent visitors was Matt Lauer, co-anchor of the "Today" show on the U.S. NBC television network, who made a special live broadcast April 30 from the Everett factory.

The Everett broadcast was featured as the opening day of the program's popular series "Where in the World is Matt Lauer?" During the broadcast from Everett, Lauer explained how Boeing teammates in Everett assemble a 777 jetliner. He also sat in a 777 simulator and "landed" an airplane.

The goal of the "Where in the World" series is to take "Today" viewers to a place they've never been and show them something they've never seen.

Where in the Everett, Wash., factory is Matt Lauer? In this photo, he's reporting from the engine inlet of a Boeing 777. Lauer, co-anchor of the "Today" show on the U.S. NBC television network, recently made a live broadcast from the Boeing site in Everett.



GAIL HANUSA PHOTO

would have on the community, Washington state and the world."

Bogue noted that today Boeing employs more than 25,000 people in Snohomish County, and approximately 25 to 30 percent of the Snohomish County work force is in the aerospace industry. Boeing is the state's top exporter, and Washington leads the United States in exports as a percent of total personal income.

The ceremony included presentations by Snohomish County Executive Aaron Reardon and Everett Mayor Ray Stephanson, who read proclamations honoring the occasion. Also in attendance were representatives of the Snohomish County Economic Development Council, the Port of Everett, Snohomish County Airport, United Way of Snohomish County, the Everett Area Chamber of Commerce and the American Red Cross. Bogue expressed his appreciation to the county, the city and the community for their continued support over the years.

The final speaker was senior blueprint clerk Millie Hughes, who has 40 years of continuous service in Everett. While today's commuters face traffic jams, Hughes noted that driving to work was no picnic in the early days of the site. "In 1967, it was like mudflat alley getting here every day from Renton, where I lived," she recalled. "It took me more than four hours to drive one-way to Everett."

FOR THE COMMUNITY

Boeing and the Everett community continue to grow together. Government and civic organizations promote a healthy business environment where companies such as Boeing can operate efficiently and effectively. Meanwhile, Boeing and its employees contribute to the community through the Employees Community Fund, volunteerism and corporate contributions.

Boeing and its employees help to build a robust community through involvement and a willingness to give, said Carl Zapora, president and CEO of United Way of Snohomish County and president of the United Way of Washington.

"Every day, throughout the Puget Sound, people's lives are improved because of the generosity of the people of Boeing," Zapora said. "They do it all and do it well: corporate philanthropy, individual employee giving and a real commitment to volunteerism."

Zapora added that Boeing and the United Way have a partnership that's lasted for more than 55 years, and benefits of the company's corporate citizenship can be seen daily.

Among the many other Everett-area organizations that have benefited from Boeing's presence is the Boys & Girls Clubs of Snohomish County. "We have tripled in size over the last 20 years and serve over 17,000 school-age youths in 13 clubs. This would not have been possible without [Boeing's] good corporate citizenship," said Bill Tsoukalas, the organization's executive director.

A MORE IN-TUNE WORKPLACE

As Everett employees continue to support their communities, they are finding their work environment is becoming more collaborative and attuned to their personal needs.

John Akiyama, program manager for the Everett Future Factory initiative, said the factory is offering busy employees more conveniences and amenities, such as on-site Tully's Coffee stands. An Employee Service Center recently opened at the Everett site that has a Boeing Store, a laptop service center, a BECU (formerly known as the Boeing Employees Credit Union) office, a dry cleaning drop-off facility, DVD rentals and other personal services (see Page 28 of the March 2007 *Boeing Frontiers*).



In one of the latest Lean improvements at the Everett factory, crawlers move the forward and aft fuselage sections of the 777 during systems installation. The fuselage sections fit into cradles located on top of the crawlers, which move at a rate of one inch (2.54 centimeters) per minute in an automated mode while following a white line on the factory floor.

SCOTT LEFEBER PHOTO

Akiyama said offices and engineering personnel are being moved onto the factory floor, bringing them closer to assembly areas and the people with whom they need to interact. Collaboration rooms provide window views of airplanes under construction, and global videoconferencing equipment connects team members to global business partners. “We’re improving the employee experience and at the same time enhancing production efficiencies through collaboration and connection to the product,” Akiyama said.

What would employees in 1967 have thought of all this today? One can imagine them strolling past factory floor offices, sipping lattes, peering into videoconferencing centers and exclaiming, “It’s incredible!” ■

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For more on the Everett site’s 40th anniversary, visit www.boeing.com/everett40.

At the Everett site’s 40th anniversary ceremony, Ross Bogue, vice president and general manager, 747/767/777 Programs and Everett site, introduced Millie Hughes, a senior blueprint clerk, who has 40 years of continuous service at Everett.

GAIL HANUSA PHOTO

