

Vought is focused on being our customers' most valued partner for major airframe structures.

President and CEO Elmer Doty

2008 Revenues Approximately \$1.9 billion

Ownership Privately held since 2000 by equity funds managed by The Carlyle Group, L.L.C.

Business Manufactures wings, fuselage subassemblies, empennages, nacelles, thrust reversers, cabin structures, and other components for prime manufacturers of aircraft

Plants Eight manufacturing sites in the United States: Brea, Calif.; Dallas; Everett, Wash.; Grand Prairie, Texas; Hawthorne, Calif.; Milledgeville, Ga.; Nashville, Tenn.; and Stuart, Fla.

Primary Customers Airbus, Boeing, Cessna, Gulfstream Aerospace, Lockheed Martin, Northrop Grumman, and Sikorsky

Total Workforce Approximately 5,937 employees and 705 contract workers (6,642 total)

Employment By Site

- **Brea:** 104 - 100 employees and 4 contractors
- **Dallas (Jefferson Street):** 2,940 - 2,756 employees and 184 contractors
- **Everett:** 117 - 116 employees and 1 contractor
- **Grand Prairie (Marshall Street):** 833 - 705 employees and 128 contractors
- **Hawthorne:** 932 - 592 employees and 340 contractors
- **Milledgeville:** 496 - 486 employees and 10 contractors

- **Nashville:** 877 - 872 employees and 5 contractors
- **Stuart:** 238 - 216 employees and 22 contractors
- **Offsite** (corporate/other): 105 - 94 employees and 11 contractors

Products

- **Wings and wing components** (major programs: Gulfstream G550/G500 and G450 business jets; Global Hawk unmanned air vehicle; Airbus A330/A340; Boeing 767; C-17 Globemaster III)
- **Empennage/tail sections** (major programs: C-17 Globemaster III; Boeing 747 and 767; V-22 Osprey; C-130J Super Hercules)
- **Flight control surfaces** (major programs: C-5 Galaxy; C-17 Globemaster III; V-22 Osprey; Boeing 737NG and 777)
- **Cabin structures** (BLACK HAWK UH-60L, UH-60M; MH-60S)
- **Fuselage panel assemblies** (Boeing 747)
- **Doors** (major programs: Boeing 747 and 767 airplanes; V-22 Osprey ramp door)
- **Nacelles** (major programs: C-17 Globemaster III; Gulfstream G450 and Hawker 800 business jets; fan cowl doors and panels for Boeing 747, 767 and 777)

Product Overview Per Site

- **Brea** – Wing skins, spars, stringers, straps, chords, panels, frames and ribs for commercial and military aircraft
- **Dallas** – Jefferson Street facility: Tail section, nacelles and aerial refueling receptacle for C-17



Globemaster III cargo aircraft; wings for Global Hawk UAV; cabin structure for BLACK HAWK UH-60 variants; empennage, ramp and ramp door for the V-22 Osprey; wings for Gulfstream G550 and G500; flight control surfaces for the C-5 Galaxy; and machining and fabrication of parts and components for commercial and military aircraft

- **Everett** – Fuselage skins and doublers, bulkheads, wing spars, stringers, ribs, panels, pylons and machined components for commercial and military aircraft
- **Grand Prairie** – Marshall Street facility: Assembly of tail sections for Boeing 767 and 747; fuselage panels and floor beams for Boeing 747
 - Hawthorne – Panels for Boeing 747 fuselage and 767 aft body
- **Milledgeville** – Composite component fabrication and assembly for commercial and military aircraft
- **Nashville** – Wing components for Airbus A330/A340; wings for the Gulfstream G450 business jet; and empennage for the C-130J Super Hercules
- **Stuart** – Center wing section and components for Boeing 767; wing flaps and ailerons for the Boeing 777, pressurized doors for Boeing 767 and 747; inboard wing flaps for 737 NG; and nacelle components for the Hawker Beechcraft 800 and the Gulfstream G450

HQ Contact

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Vought Reviewed: A High-Level History

1913 First aircraft designed by Chance Vought.

1939 Stinson Aircraft Corporation, a division of The Aviation Corporation, builds manufacturing facilities in Nashville. In 1941, renames operation Vultee Aircraft (remains a division of The Aviation Corporation).

1966 Boeing 747 Widebody Airplane. Vought designs and continues to manufacture the aft section, horizontal and vertical stabilizers, rudder and elevators for the revolutionary jumbo jet.

1981 Northrop B-2 Spirit Bomber. Vought designs and manufactures the left and right intermediate wing sections for the first production program to use the Jack Northrop's "flying wing" design.

1988 Airbus A330/A340 Long Range Airplane. Nashville site becomes first major U.S. structural assemblies participant in Airbus programs with contract to build wing components for the A330/A340.

2000 The Carlyle Group buys Northrop Grumman's aerostructures business, renamed Vought Aircraft Industries, Inc., based in Dallas.

2003 Vought purchases The Aerostructures Corp, with manufacturing sites in Nashville, Tenn.; Brea, Calif.; and Everett, Wash.

2005 Vought receives first contract with Sikorsky Aircraft Corp. to manufacture cabin structures for variants of BLACK HAWK helicopters, expanding Vought's business base.

2009 Boeing purchases Vought's 787 operations in South Carolina. Vought picks up additional component work on the 737, 777 and 787.



VE-7 BLUEBIRD



VULTEE VENGEANCE BOMBER



F4U CORSAIR



B-2 BOMBER



BOEING 747



C-17 Globemaster III