

Overview

Vought's heritage evolves from a world-class family tree: Grumman, Northrop, Stinson, Textron, Avco and Vought. The Vought name extends back to the military aircraft company founded by aviation pioneer, Chance Milton Vought. In 1917, with Birdseye B. Lewis, Vought organized the Lewis & Vought Corp. Among the more than 15,000 aircraft produced by Chance Vought's legacy companies, some notable ones include the VE-7 Bluebird, the OS2U Kingfisher, the F4U Corsair, the F-8 Crusader, and the A-7 Corsair II.

Today, Vought Aircraft Industries is a major subcontracting partner on many commercial and military aircraft programs. The company is positioned as a Tier I Integrator – filling the gap between prime contractors and traditional subcontractors by providing large, complex aerostructures on a turnkey basis.

Ownership Changes

In 1992, Ling-Temco-Vought (LTV) sells assets of its aircraft division to The Carlyle Group and Northrop Corp. Two years later, Northrop, following its acquisition of Grumman Corp., buys the remaining 51 percent of the Dallas and Grand Prairie operations from Carlyle. In July 2000, The Carlyle Group buys Northrop Grumman's aerostructures business. The business is renamed Vought Aircraft Industries, Inc. and remains based in Dallas.

In July 2003, Vought Aircraft Industries purchases

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

Vought Site History At A Glance

Dallas-Area Facilities History

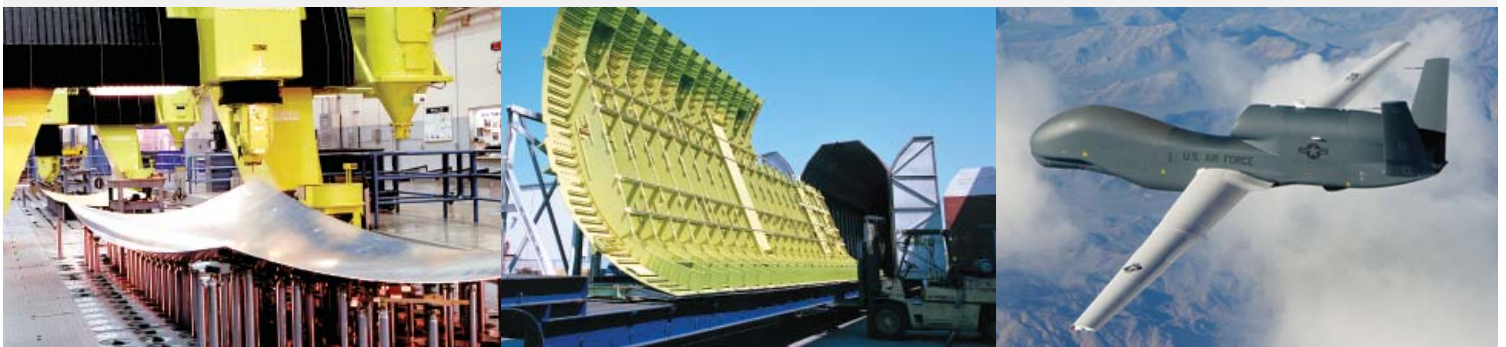
- Vought's Jefferson Street plant at the Dallas Naval Air Station dates to World War II, when North American Aviation built P-51 fighters and B-24 bombers.
- In 1948, the plant is taken over by Chance Vought Co., which two decades later becomes part of Dallas-based LTV Corp. The Marshall Street plant opens in Grand Prairie in 1968. The company's Dallas-area employment reaches an all-time high of 26,000 in 1970.

Brea Facility History

- In 1979, Contour of California (CCI) is established in Brea when assets of Macrodyne's Macro Division and NEA's Certified Manufacturing are purchased and combined. In 1996 CCI is sold to The Carlyle Group, which merges the business with Contour Industries of Everett to form Contour Aerospace, Inc. In 1998, Carlyle merges Contour with The Aerostructures Corp. and operates unit as a division. Employment peaks in 1998 with approximately 560 people

Everett Facility History

- Contour Industries in Everett, Wash., was founded in 1973 and initially machined skins, spars and stringers for the Boeing 707 and 727. In 1996 Contour Industries is sold to The Carlyle Group, which merges



the business with Contour of California (CCI) of Brea to form Contour Aerospace, Inc. In 1998, Carlyle merges Contour with The Aerostructures Corp. and operates unit as a division. Employment peaks in 1998 with approximately 170 workers

Hawthorne Facility History

- Began building 747 fuselage sections in 1968 as part of former Northrop entity. Employment peaks in 1974-75 with approximately 2,500 people, when production reaches high of seven ship sets per month.

Milledgeville Facility History

- Operations began in 1975 under Grumman Corp. producing parts primarily for military aircraft. Employment peaks in both 1982 and 1998 at approximately 700.

Nashville Facility History

- Operations in Nashville can be traced back to 1939 when it was known as Stinson Aircraft Co. As a division of the Aviation Co., the third-largest producer of war materials during World War II, it was merged with Vultee in 1940 and merged again to form Consolidated Vultee Aircraft in 1943. In 1959, the Aviation Co. became Avco Corp. In 1966, the Nashville division was renamed Avco Aerostructures. In 1985, Avco Aerostructures became part of Textron Inc. as a result of their acquisition of Avco Corporation, and in 1987, the name changed to Textron Aerostructures. The Nashville facility was purchased in September 1996 by The Carlyle Group and renamed The Aerostructures Corp.

- Notable aircraft created by Aerostructures' legacy companies include the Voyager/L-5 Sentinel, the SR-10 Reliant/UC-81, the Vultee Vengeance dive bomber, and the co-produced (with Lockheed) P-38 Lightning. Employment peaks in 1986 with approximately 7,600 people.

Stuart Facility History

- Opened in 1950 as a Grumman Corp. operation, initially used for flight test operations. Production programs for commercial and military aircraft began in 1963. In 2002, company moves production of commercial aircraft doors from Perry, Ga., to Stuart. Employment peaks in 1985 with approximately 1,200 workers.

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