Note

To: Paul Holloway
From: A. G. Price
Subject: Seattle Museum of Flight

We recommended that the Seattle Museum of Flight send the attached letter to you, officially documenting their request for our 737. They asked us by telephone about acquiring it six or eight months ago.

We asked the National Air and Space Museum last year if they were interested in the aircraft. After an internal review they decided that they did not have a place to store or display it. They recommended that we loan or donate it to the Seattle Museum of Flight, since they have become the national repository of the important Boeing aircraft.

As you may recall, we recently received a letter from the Virginia Aviation Museum in Richmond also requesting the aircraft.

A. G. Price

cc: Lee Beach
Sid Pauls
Jerry Creedon
Karen Credeur
Lee Rich
Harry Verstynen
June 29, 1994

To: Mr. Paul F. Holloway  
   Center Director  
   NASA Langley Research Center  
   Mail Stop 106  
   Hampton, VA 23681-0001

From: Ralph A. Bufano  
   Executive Director

Dear Mr. Holloway:

It has come to my attention that NASA is about to dispose of a Boeing 737-100 Registration Number N73700. As you know, the aircraft was the company prototype for what has become the largest production run of any jet transport type.

We would very much appreciate the opportunity to acquire the aircraft for the Museum of Flight as it would make a splendid addition to what has already become the foremost collection of commercial airline aircraft in North America if not the world. To date we have in the collection, a 1928 Boeing 80A, the only trimotor biplane transport in any U.S. museum; a 1933 Boeing 247D; a Douglas DC-3; a Boeing 307 Stratoliner on loan from the National Air and Space Museum; a DeHavilland Comet IV; the Boeing Dash 80, also on loan from NASM; the prototype Boeing 727; and the prototype Boeing 747. In the near future we expect to add a Douglas DC-7C, a Douglas DC-9, and have hopes for a Boeing 40B, Lockheed Super Constellation and a Martin 404 as well.

It is our intention to construct an additional aircraft exhibit building adjacent to our already internationally known facility in order to properly house and display this collection.

The acquisition of N73700 would greatly enhance our ability to tell the story of the small commercial jet as well as give us the opportunity to describe the important role of NASA in aeronautical research and development.

The Museum of Flight is located on historic Boeing Field, the home of Boeing Flight Test, and the location of the production flight testing of all 737 aircraft. Consequently transfer of N73700 to the museum would be something on the order of a return home and a major event for the Museum and the Seattle aviation community.

It is my understanding that the aircraft could be obtained through donation and could be flight delivered to the Museum.
I am enclosing some material on the Museum of Flight to give you an idea of the scope of our operations and collection. We are a not-for-profit, tax exempt, educational institution and eligible for donation from agencies of the Federal Government.

In addition to myself, Mr. Jack Hilliard, our Senior Curator can serve as a point of contact for any questions or concerns you may have. He can be reached at 206-764-5738, as well as at the numbers listed on this letterhead.

I am looking forward to hearing from you,

Very sincerely,

Ralph A. Bufano
1994

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