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BOEING AT NIGHT

Bright at night

Here's a pictorial look at some of the work that takes place across Boeing after the sun goes down

Who says the workday ends at 5 p.m.?

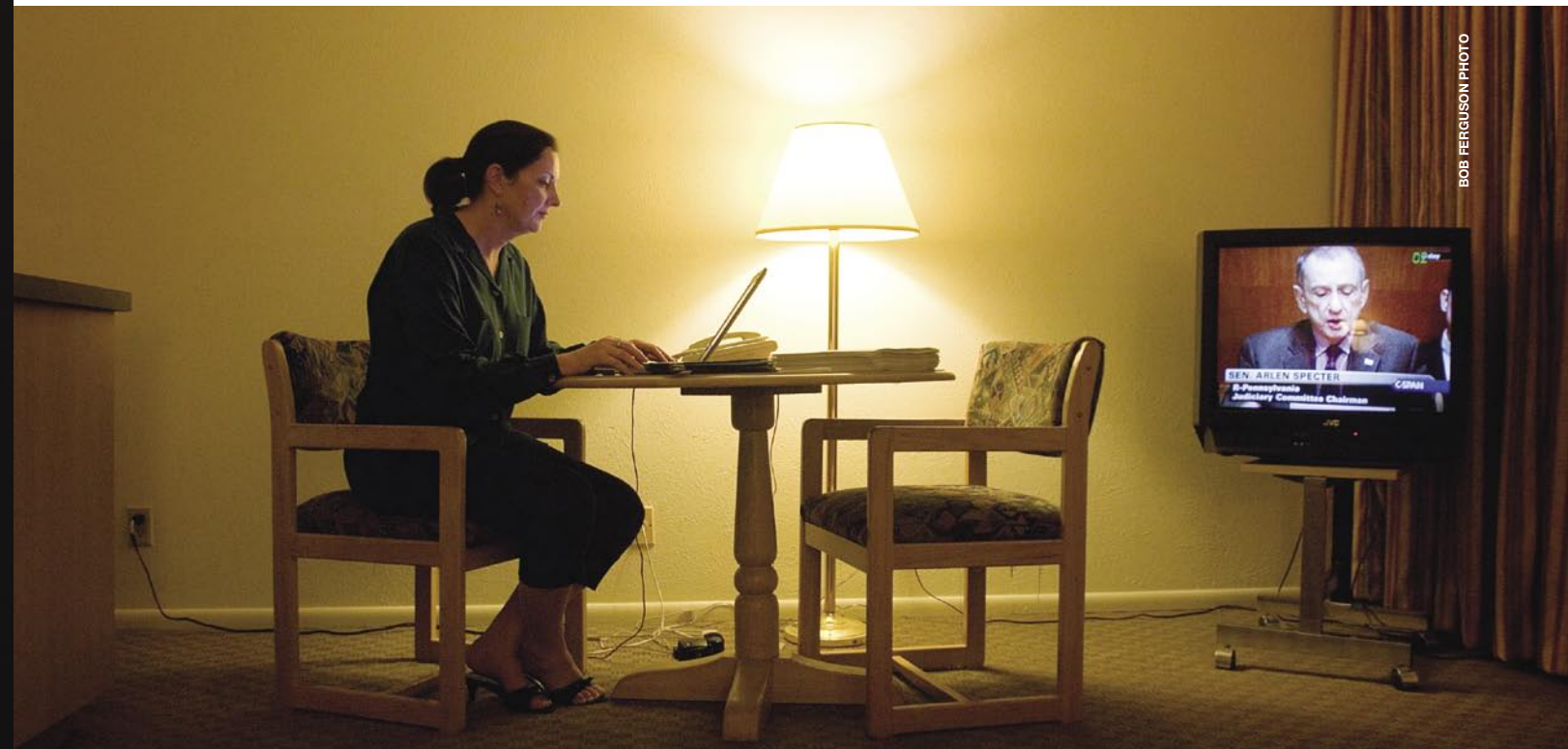
At Boeing, there's plenty of work that takes place after "regular business hours." Production lines are busy working on airplanes and components. Space systems are readied for their next launches. Support teams provide assistance to both external and internal customers. Company representatives meet with local governments and residents to hear concerns and develop solutions that help everyone. And employees take to the road in preparation for next-day meetings in other cities.

To offer a glimpse at some of these activities, *Boeing Frontiers* presents this photo essay that shows a selection of the nighttime work activity taking place across Boeing as people work together around the clock to best support their customers.

Left: An enormous GE-90 engine leaves the factory near Boeing Field in south Seattle after build-up at the Propulsion Systems Division. The engine will be delivered to the Boeing site in Everett, Wash., where it will be hung on a Boeing 777.

Above: The lights are on at the Boeing facility in Mesa, Ariz., where Apache helicopters are assembled.

Below: Business travel typically doesn't involve glamour and glitz. Dale Ramezani of Integrated Defense Systems' Business Excellence organization catches up on work in her hotel room in Mesa, Ariz. She'll attend meetings the next day and then return home to Long Beach, Calif.



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Above: Sue Learned provides over-the-phone computing support to a caller during her third-shift duties at the Enterprise Help Desk in Bellevue, Wash. The Enterprise Help Desk is available around the clock to support Boeing employees.

Below: At the Boeing facility in Renton, Wash., Rich Baxter verifies the rudder sweep of a 737 during a functional test.

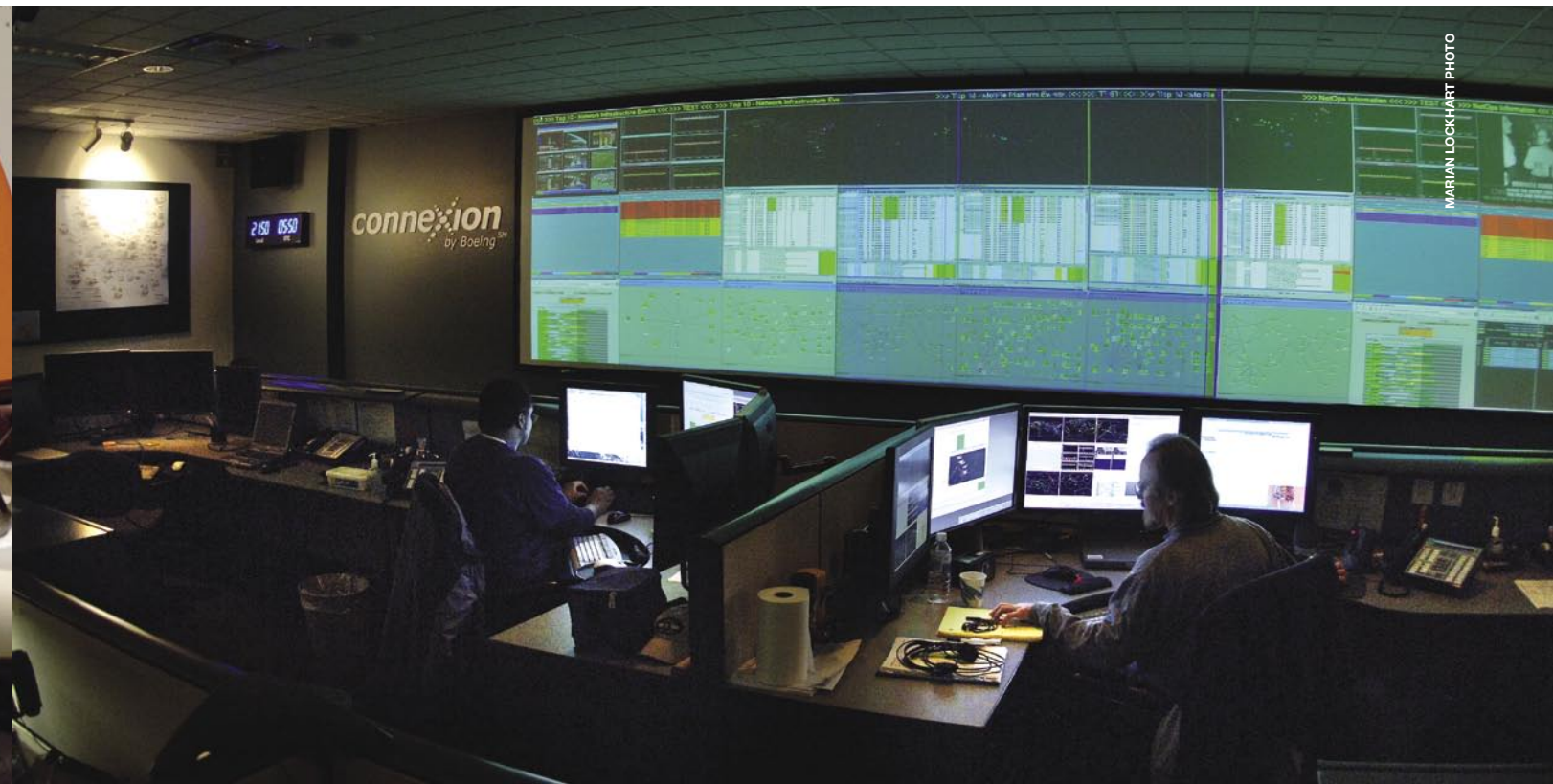
Above left: C-17 flight ramp mechanic Kevin Blackmon selects tools from his toolbox as he prepares to work on the aircraft. The Long Beach, Calif., flight ramp is adjacent to the factory where the advanced airlifter is assembled.

Above right: It might be nighttime at the Rapid Response Center in Seattle. But David Onstot (from foreground to back), Richard Mahoney, Bruce Mohr and Shon Jackson are taking phone calls from Commercial Airplanes customers worldwide who need immediate support. On Dec. 9, the Rapid Response Center folds into the new BCA Operations Center, which will offer even more comprehensive support around the clock.

Below: Ronald Erven (left) and Eric Taylor handle second-shift duties at Connexion by Boeing's Network Operations Center in Kent, Wash.



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Above left: On the second shift at the Boeing Field flight line are John Drasher (from left) and Larry Duchesneau, members of the flight line delivery crew, and fuel truck driver Chuck Bixby.

Above right: In Seattle, special projects mechanic Debbie Andrews verifies the resistance between an aileron clip and the F/A-22 wing structure prior to skin panel installation.

Below: How's this large section of a 777 fuselage moving in the Everett, Wash., factory? It's being transported by crane operator Jeff Johnson, sitting more than 70 feet above the factory floor. The crane operator sits above the yellow square at the top of the photo.

Above: In this shot from the summer at Kennedy Space Center, Fla., the Boeing Florida Operations canister crew places the Payload Canister into position for transfer of the payload to the Payload Changeout Room. The payload was launched to the International Space Station on the STS-114 Space Shuttle mission.

Below: At the Spares Distribution Center in SeaTac, Wash., Todd Hawkins works on the third shift to exhaust the Small Parts storage and retrieval carousels of accumulated Next Day order shipments.



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Above: Second-shift flight ramp mechanics in Long Beach, Calif., swarm around a C-17 and perform early-evening preflight inspections.

Below: Crane operator Alan Hardeland (red hat) and mechanic Jim Grover from the Everett, Wash., factory, help rotate and line up a 777 fuselage section in preparation for final body join. Crane operators work in teams of three with an operator, a hook tender and a lead hook tender.

Above: In Auburn, Wash., machinists Mike Hawkins (left) and Mike Warner calibrate the set-up of a Tail Swing Zone Main Hinge prior to precision boring. The complex stainless-steel hand forging arriving in raw form requires special 5-axis machine capabilities provided by Auburn Tooling Services. The finished product supports the Boeing 747 Large Cargo Freighter program.

Below left: Virginia Salas of Aramark begins to set up for the day before Boeing workers descend upon the cafeteria in Long Beach, Calif.

Below right: Pete Lindenmyer handles welding duties in Auburn, Wash. He's part of a team working day and night to meet the growing requirement for complex tubes, ducts and hydraulic reservoirs used in Boeing Commercial Airplanes jetliners.



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Left: Flight mechanics Chris Goldian (left) and David Renteria inspect an AH-64D Apache Longbow helicopter so that it's ready to go in the morning when the flight crew arrives.

Above: Custodial team member Jen Jones vacuums in building 270 in St. Louis.

Below left: Elizabeth Warman (left), Government Relations Manager–Northwest Region, and Jeffrey Adelson, Development Project Manager for Boeing Realty Corporation, arrive at City Hall in Renton, Wash., for a nighttime public hearing on the future of a redevelopment project involving surplus Boeing property.

Below right: In the Renton, Wash., factory, Thuan Le ties the overhead Passenger Cabin wiring on a Boeing 737 after clamping is complete.



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