

# Dream

First flight of the 787 was a time of high emotions for the 787 team and Boeing employees around the globe, captured here in pictures **by Lori Gunter**



*Of the thousands of Boeing employees who were there to watch the 787 take off for the first time, many took pictures, with cameras and cell phones held high. Some of these images are included in this photo essay, among others by Boeing photographers.*

**PHOTOS: (Below)** Thousands of Boeing employees watch the first 787 Dreamliner lift off Dec. 15 from Paine Field in Everett, Wash. **DAVID QUERUBIN/BOEING**  
**(Inset)** Some employees dressed up for the occasion. **DANIEL THOMPSON/BOEING**



# n flight

**M**ore than 13,000 Boeing employees braved cold and wind to witness the takeoff of the first Boeing 787 Dreamliner Dec. 15 from Paine Field in Everett, Wash. Another 81,000 Boeing computers logged on to the event online, in some cases a single computer providing the feed that hundreds watched in remote locations. Thousands more employees turned out to watch the airplane land at Boeing Field in Seattle just over three hours later. And in a small corner of the Everett facility, 100 children at the Boeing Family Center watched from the playground.

The interest extended well beyond Boeing. Program partners held viewing events for their workers, and Boeing's external Web

page received more than a million hits during takeoff and a million more after the event. Viewers logged on from every continent, including Antarctica.

There was even interest from above. While Capt. Mike Carriker and co-pilot Randy Neville flew the 787, commercial airline pilots approaching and departing Seattle's SeaTac International Airport radioed their congratulations.

"They would come over the radio to us or to air traffic control, 'Is that the Dreamliner? Is she airborne? Way to go!' It was really great and really gave us the feeling of just how many people were rooting for Boeing to get the Dreamliner airborne," Neville said.

But emotions ran no higher than with the men and women



who support the program at Boeing.

"Seeing [the airplane] take to the air and knowing Boeing did it again made it the proudest day of the year for all of Boeing," said Sharon O'Hara, executive office administrator for the leaders of the 787 System team. "I had goose bumps and tears. We said we would do it and we did!"

As Tony Blackner watched the airplane fly away, he thought it "amazing" that it looked just like the simulation videos.

"Years of technology development, model-scale testing, full-scale testing, consultations, discussions, meetings and changes culminated in this airplane," said Blackner, senior manager of Environmental Performance on the 787 program.

Dave Trop, deputy chief structures engineer for the 787 team, noted that when the wheels of a new airplane leave the ground for the first time, it is "a very satisfying moment ... a big sense of relief that it's finally an airplane instead of a 'bus with wings.'"

When the 787 took off, Trop added, "There was an immediate lift in morale."

Todd Harless was part of a team that had to stand by at the Airplane Energy Management lab across the street from Boeing Field. Had there been any energy management problems in flight, the team would have worked to re-create them and find a solution in the lab.

"I remember thinking back through the years of hard work and travel we all had to go through to finally get to this one moment of watching our aircraft touch down in Seattle and show us that all of that work had paid off," Harless said.

Cory Goulet has been working on the 787 program for nearly six years. For her, and many others, first flight provided a moment to both look back at what it took to get to the milestone and look forward at what is to come. "It was just pure excitement and joy seeing the 787 in the air," Goulet said. "I feel very fortunate with the opportunities I have had here and feel pride knowing I am on the 787 program."

Before the airplane took off, Stephen Dame started a recorder that logged the control and command events within the 787 power system. After it landed, he went on board to retrieve the data.

"It was a peak Boeing career experience to have an important duty ensuring that all of the power systems, developed by my Boeing colleagues and supplier counterparts, would be accurately recorded by a system I helped to develop over the past couple of years," Dame said. "I'm sure that first flight day will take on even more significance as it blends into the history of the accomplishment of all of the people involved in this program," he said.

For Jim Terrell, an instrumentation lead who was to begin work on the airplane as soon as it landed at Boeing Field, it was "a very long journey to get the airplane flying. To be involved in such aviation history is a once-in-a-lifetime event. The 787 airframe is a leap in technology that is on par with the 707 and the 747," Terrell said. "The testing that will occur over the next year will be very exciting."

Testing resumed within days of first flight and is planned to continue through most of 2010 using six airplanes. ■

*loretta.m.gunter@boeing.com*



**PHOTOS: (Below)** Test pilots Mike Carriker, left, and Randy Neville wave to employees and family as they board the 787 for its first flight. **JIM ANDERSON/BOEING**

**(Insets, from top right)** The flight-test crew conducts last-minute checks the morning of first flight. **JOHN HELLRIEGEL/BOEING**  
Volunteers check for foreign object debris before engine start.

**MARIAN LOCKHART/BOEING** Test pilots Mike Carriker, right, and Randy Neville perform their preflight inspection. **MARIAN LOCKHART/BOEING**  
Everett flight-line employees take photos of the airplane as it is readied for flight. **STEVE GROHS/BOEING** All eyes are on the 787 as it begins its taxi roll. **KEVIN BROWN/BOEING**



**PHOTOS: (Below)** A view from the crowd as the 787 Dreamliner takes off. **RUSSELL ROCKWOOD/BOEING**  
**(Insets, from left)** The 787 taxis to Paine Field runway 34L for takeoff. **DAVID YAMAMOTO/BOEING**  
 Boeing employee David Guo marks history. **BOEING** Family members of the pilots wave as the plane taxis past. **MARIAN LOCKHART/BOEING** Members of the media get ready to record history. **GAIL HANUSA/BOEING**  
 Among the onlookers, Jim McNerney, Boeing chairman, president and CEO, cheers at liftoff. **MARIAN LOCKHART/BOEING** Accompanied by a chase plane, the 787 climbs to altitude and starts its flight-test program. **JOHN PETERS/BOEING**









**PHOTOS:** (Left) A triumphant Mike Carriker, 787 command pilot, exits the Dreamliner after the first flight. JOHN HELLRIEGEL/BOEING (Insets, from top left) The 787 lands at Boeing Field in Seattle. DAVID ROSENQUIST Ground crew approach the airplane after landing. DAVE HUTSELL/BOEING From left, Trevor Maxfield, Slade Bedford, Caroline Fitzpatrick and Leslee Brown were some of the Boeing employees on hand for the airplane's arrival at Boeing Field. KRISTIN KOON/BOEING Test pilots Mike Carriker and Randy Neville greet family and others after landing. JIM ANDERSON/BOEING A press conference with the test pilots. MARIAN LOCKHART/BOEING Boeing employee Eric Edwards in front of the 787 after its successful first flight. CHAD PTAK-DANCHAK/BOEING





**PHOTO:** A few days after first flight, Dreamliner ZA001 was in the air again, shown here over downtown Seattle on approach to Boeing Field. LEO DEJILLAS/BOEING

“Twenty years from now I believe that rainy day ... will be viewed as one of the most important in the history of this company and commercial aviation. It ... will always be remembered as a day that fundamentally changed the way airplanes are built and how people travel. And it will be seen as a day when Boeing once again proved the kind of company it is: a company of vision and achievement—a company that does great things.”

— Jim Albaugh, chief executive and president, Boeing Commercial Airplanes

