

THE NATIONAL MUSEUM OF WORLD WAR II AVIATION CAMPUS DEVELOPMENT PLAN

WWW.WORLDCWIIAVIATION.ORG





HONORING THE PAST... BUILDING THE FUTURE

The National Museum of World War II Aviation documents the role that aviation played in the emergence of our nation as a global power during the Second World War. Through its aircraft collection, artifacts, exhibits, and interactive displays, the museum tells the story of our nation's tremendous technological advancements during the war and describes the lasting social and economic changes that were essential to the success of the Allied war effort.

In its first ten years, the National Museum of World War II Aviation has made great strides in developing its exhibit program and assembling one of the largest collections of fully restored, flying World War II aircraft in the world. In 2017, this world-class museum was recognized by Congress as "America's National World War II Aviation Museum." Since then, the museum has rapidly gained the support of aviation industry leaders and educators who share the museum's primary mission—inspiring future generations through the incredible story of World War II aviation.

In 2017, the museum launched a capital campaign to fund an expansion program that will house new exhibits and accommodate rapid growth of the museum's aircraft collection. In a little over a year, funds were raised to construct Phase I of the expansion, a 40,000 square foot aircraft display hangar that was completed in late 2019.

Building on the success of Phase I, the National Museum of World War II Aviation is now ready to move forward with Phase II and Phase III of the project.





THE MUSEUM TODAY

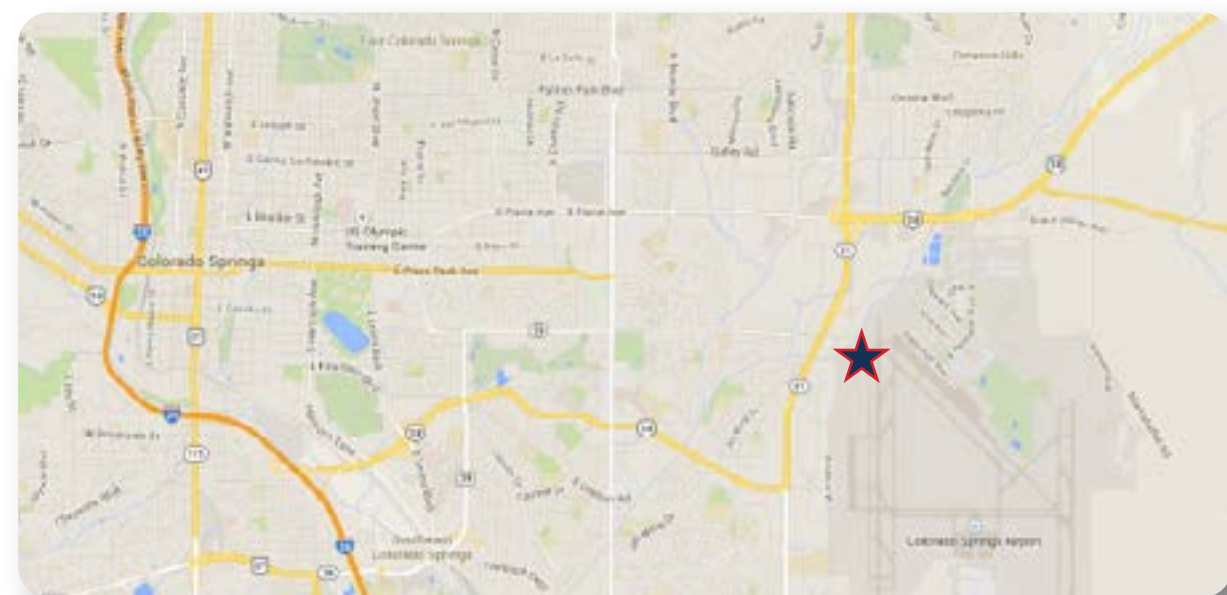


The National Museum of World War II Aviation is located on a 21-acre campus in the northwest corner of the Colorado Springs Airport. With nearly 150,000 square feet under roof, the museum complex encompasses three aircraft display hangars, five exhibit galleries, two volunteer workshops, an aircraft restoration facility and nearly four acres of aircraft parking apron.

The museum's multi-faceted exhibit program presents the story of World War II Aviation in ways that are engaging and enlightening for all ages and levels of understanding—from the casual visitor to the most avid aviation expert. The museum's aircraft are interspersed throughout the exhibit area, giving visitors the opportunity to get as close as possible to fully functional World War II aircraft. The museum is uniquely designed to allow movement of aircraft in and out of the exhibit area so they can be flown for history presentations and at the museum's bi-annual airshow.

Another unique feature of the museum is Westpac Aviation Services, a state-of-the-art World War II aircraft restoration facility that is open to the public as part of the museum's tour program. This interactive experience gives visitors an opportunity to see restoration work in progress and learn about the technologies and craftsmanship that went into the design and construction of World War II aircraft.

The National Museum of World War II Aviation is conveniently located near the intersection of Powers Boulevard and U.S. Highway 24 and is just 10 minutes from Interstate 25. The museum is open to the public seven days a week during the peak season and is consistently rated among the top tourist destinations in the U.S.





OUR CORE MISSION—EDUCATION

While the National Museum of World War II Aviation is a world-class history museum, its primary mission is aviation education. The guiding principle of the museum's education program is to capture the imagination of students early-on in the learning process and open pathways for them to explore the possibilities of a career in aviation. Each phase of the expansion project is designed to enhance the museum's education efforts and facilitate partnerships with like-minded education organizations.

K-12 EDUCATION PROGRAM

The starting point for most students is the museum's K-12 Education Program, a unique learning experience that teaches STEM and Social Studies concepts within the historical context of World War II aviation. The K-12 Education Program offers eight modules, each designed for a specific age group. Teachers are trained to deliver the modules in the classroom over a two-week period leading up to a capstone experience at the museum where the lessons are reinforced through hands-on, interactive activities and a tour of the museum.

The effectiveness of this unique approach to education is well documented, and the reactions of both students and teachers alike have been overwhelmingly positive. Program results are carefully tracked by the museum's education team and are documented in an annual report to the Board of Directors.

This highly successful program has served more than 28,000 students since its inception. It is fully funded by the museum and is offered at no cost to students or their schools.



HIGH SCHOOL AND BEYOND

Building on its successful K-12 Education Program, the National Museum of World War II Aviation is developing public and private-sector partnerships to create advanced learning opportunities for secondary and post-secondary students interested in aviation. These programs are available for both college-bound students and those who are focused on a technical training track.

In one such program, the National Museum of World War II Aviation works closely with the University of Colorado Colorado Springs (UCCS) in support of its Senior Design Project. Engineering students in the last semester of their senior year at UCCS form teams that work with the museum on mechanical and electrical engineering projects of their own design. This program gives the students “real world” project management experience and provides a valuable engineering resource for the museum.

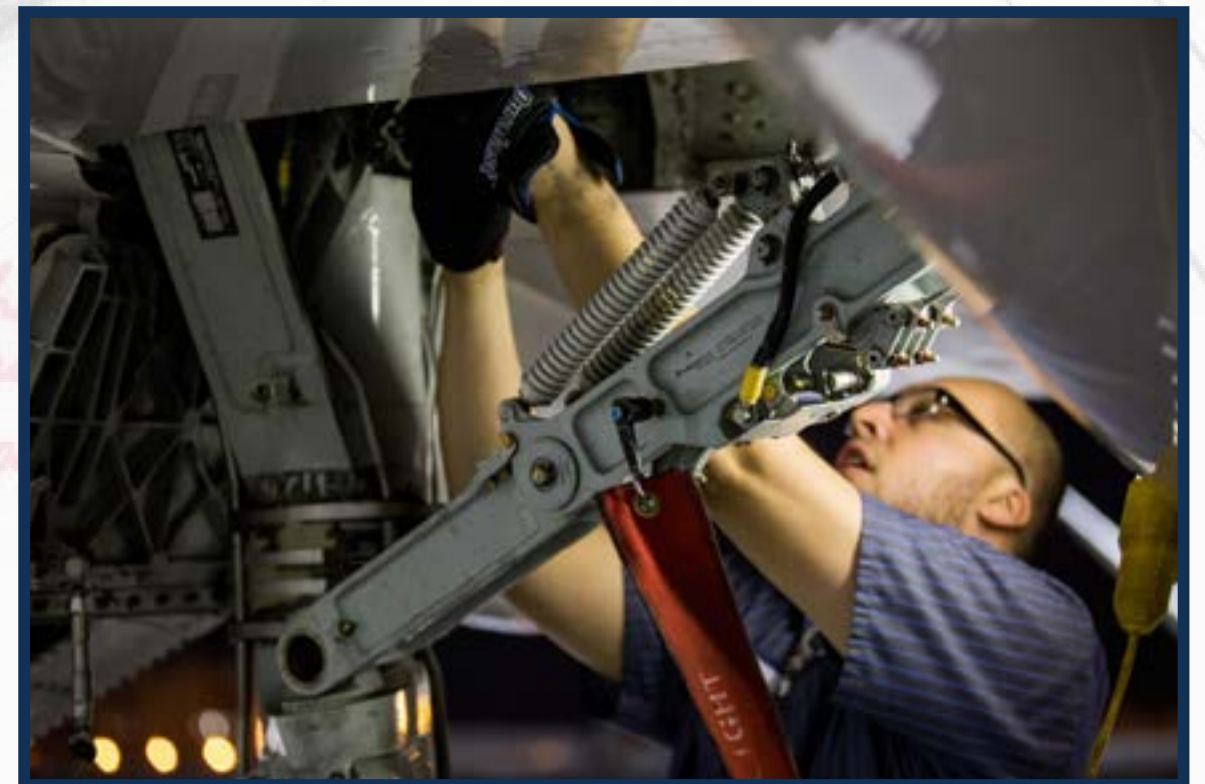
On the technical training side, the museum is working with Spartan College of Aeronautics and Technology and secondary schools throughout Colorado to develop career paths for high school students interested in obtaining an Airframe and Powerplant (A&P) license. Students in the program will attend A&P classes at their schools and then get hands-on experience in the museum’s aircraft restoration facility. Students completing the program will not only earn credit toward high school graduation but will be exempted from introductory courses at Spartan College of Aeronautics and Technology and other accredited A&P programs.

The National Museum of World War II Aviation is also in discussions with potential partners to establish a fully certified Airframe and Powerplant School on the museum campus. This program will provide an aviation career pathway for students and veterans interested in pursuing a career in aircraft maintenance or production.

Ultimately, the museum will expand its education partnerships to include other secondary and post-secondary aviation programs, including aviation electronics, avionics, pilot training, and UAV operations.

THE NATIONAL AEROSPACE EDUCATION CENTER

Looking to the future, the National Museum of World War II Aviation has initiated a multiyear effort to create the National Aerospace Education Center (NAEC), a non-profit organization dedicated to the development and support of aviation education programs throughout the nation. The NAEC will serve as an incubator for aviation education at all levels—with an emphasis on programs that promote early awareness of aviation in our nation’s schools and create pathways for students who are interested in pursuing aviation as a career.



THE CAPITAL CAMPAIGN

In early 2017, the National Museum of World War II Aviation announced a major expansion project that would more than double the size of its Colorado Springs campus. With an initial \$1 million grant from the Slattery Family Foundation, the museum contracted with GE Johnson construction and CSNA Architects to develop a concept plan for the overall project. Gallagher and Associates, a world-renowned museum design firm, was tasked with developing the concept plan and schematic design for the museum’s exhibit galleries.

The expansion plan is being carried out in three phases:

PHASE I - COMPLETED 2019

To house its fast-growing collection, the museum’s highest priority is to build new aircraft display hangar space. While the ultimate need is 80,000 square feet, the museum split the hangar project into two 40,000 square foot phases to expedite construction. Phase I was completed on time and on budget in October 2019. It will serve as the museum’s primary exhibit and activity center until the remaining phases of the expansion program are completed.

PHASE II

The second phase of the project will expand the aircraft display hangar to 80,000 square feet, making it the largest hangar at the Colorado Springs Airport. Phase II will provide space for several new aircraft and exhibits that will expand the story line of the museum into new areas. This phase is currently under design with construction planned to begin in 2025.

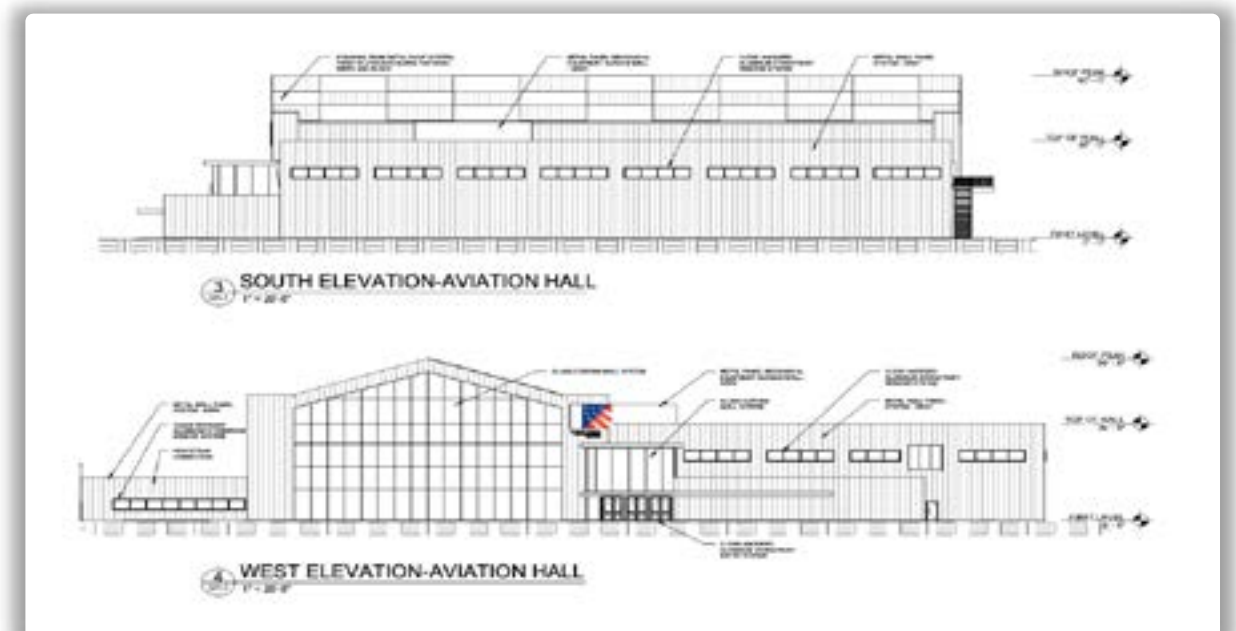
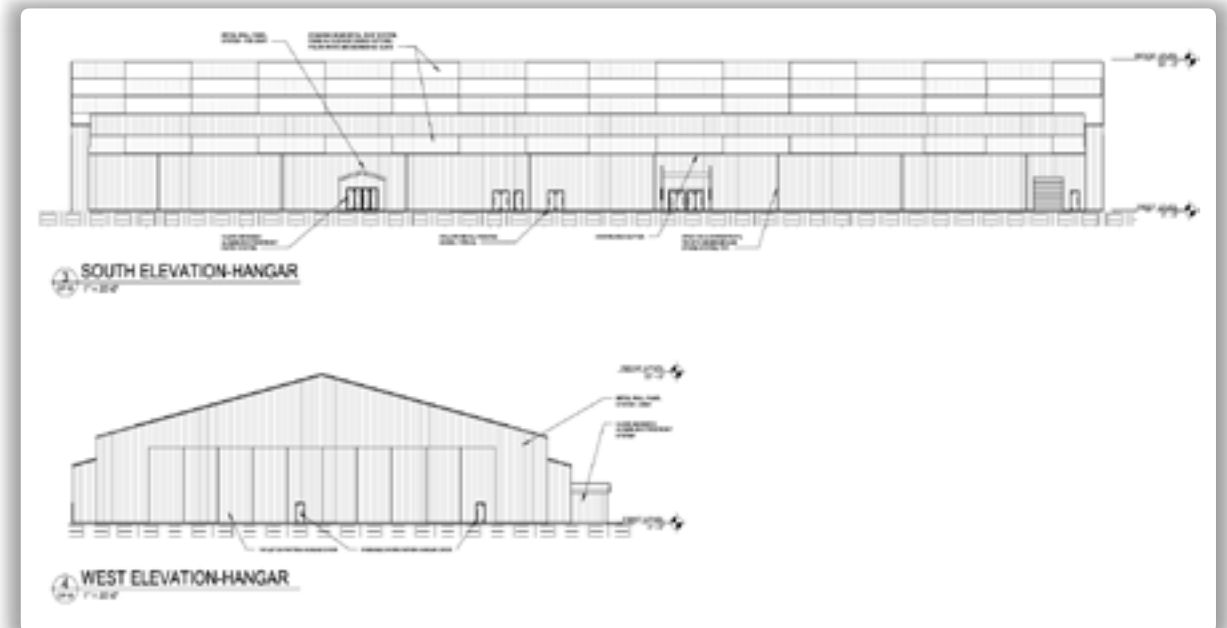
PHASE III

The final phase of the expansion project involves the development and construction of Aviation Hall, an 86,000 square foot facility that will become the museum’s primary exhibit hall and education center. The central focus of Aviation Hall will be a 20,000 square foot hangar bay that will house visiting aircraft and traveling exhibits. This unique hangar facility will be designed to accommodate a wide range of activities related to the museum’s education mission and its efforts to increase public awareness of the role that aviation plays in our nation’s economy. See “A Closer Look at Aviation Hall” for details.

EXPECTED OUTCOMES

This project will elevate the National Museum of World War II Aviation to a level of national significance that only a handful of museums have achieved. It will be a place that inspires, educates and entertains visitors as they come to understand the vital role that aviation played at a critical turning point in our nation’s history.

When fully developed, the National Museum of World War II Aviation will join the U.S. Olympic and Paralympic Museum and the U.S. Air Force Academy Visitor Center to create a world class destination for heritage tourism and historical research in Colorado Springs.





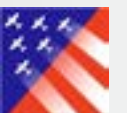
ORIGINAL HANGARS
2005

WESTPAC AIRCRAFT
RESTORATION
FACILITY
2008

PHASE I
COMPLETED 2019

PHASE II
PLANNED
COMPLETION
2026

PHASE III
PLANNED
COMPLETION
SPRING 2030





OUR REQUEST

Over the past 10 years, the National Museum of World War II Aviation has grown from a small hangar, a few planes, and a dream, into a nationally recognized aviation museum. Completion of the museum's capital development program will take the museum to an even higher level—a world class destination where visitors can experience history and learn about the extraordinary story of American aviation during the Second World War.

The National Museum of World War II Aviation needs your help to make this project a reality. We are currently raising \$10 million for design and construction of Phase II of the project. Once that is completed, we will move forward with fund-raising for Phase III. The funding needs for each phase of the project are shown below:

Phase I Aircraft Display Hangar—Completed in 2019

Completion Cost \$8.2 million

Phase II Aircraft Display Hangar—2026 Completion

Projected Cost \$10 million

Phase III Aviation Hall—Spring 2030 Completion

Projected Cost \$40.5 million

The museum is currently seeking major gift donors and sponsorships for Phase II with planned construction beginning in 2025. Once funding is secured for Phase II, the museum will move forward with fund raising for Phase III and completion of the overall project.

Recognition of those who provide major support is important to us. We invite you to leave a lasting legacy through Phase II of our capital campaign by securing a prominent naming opportunity. Your generous contribution will not only directly support the transformative projects outlined in this brochure, but also provide enduring recognition of your commitment to our mission. Opportunities range from exhibits and galleries to full naming rights for the new building. Join us in building a brighter future.

For additional information contact: Bill Klaers—President and CEO
National Museum of World War II Aviation
bill@worldwariiaviation.org

★ **Board of Directors** ★

Tom Perkins— Chairman
Bill Klaers— President and CEO
Kurt Peterson— Secretary/Treasurer
Mark Earle— Director

★ **Advisory Board** ★

Gen. Ronald Fogelman, USAF (Ret.)
Col. James M. Stewart, USAF (Ret.)
James Slattery
Jim Johnson
John Dibbs



A Closer Look at Aviation Hall



INSIDE AVIATION HALL

Once completed, Aviation Hall will become the heart of the National Museum of World War II Aviation campus. As visitors approach the building through a memorial plaza, they will see a B-25 Mitchell bomber suspended from the ceiling inside the building behind a 50-foot glass curtain wall. The B-25 will appear as if it just departed from the deck of an aircraft carrier on its way to Tokyo as part of the famed 1942 Doolittle Raid.

From the lobby of the building, visitors will enter the 21,000 square foot main exhibit gallery where the incredible story of World War II Aviation will come to life through the museum’s extensive collection of artifacts, exhibits and state-of-the art displays. Next, they’ll walk through a 20,000 square foot hangar bay where an ever-changing mix of visiting aircraft and traveling exhibits will be on display. Then, through a connecting hallway, visitors will enter the main aircraft display hangar, an 80,000 square foot facility that houses the museum’s collection of flying World War II aircraft. And finally, visitors will go behind the scenes for a guided tour of the Westpac Aviation Services restoration facility and the museum’s volunteer workshops.

While Aviation Hall will primarily serve as an aircraft display hangar and aviation museum, its design will accommodate a wide range of museum-related activities. The second-floor education center will include classrooms, conference facilities and an auditorium that will host aviation programs, seminars, and events. For larger gatherings, the hangar bay will have the capacity to handle up to 800 people at a seated event or 1200 people at a reception. And all events will have the option to explore the museum’s 80,000 square foot aircraft display hangar, where guests will enjoy exclusive access to the museum’s world class aircraft collection.

PHASE III LOWER-LEVEL EXHIBIT HALL



PHASE III UPPER-LEVEL EDUCATION CENTER



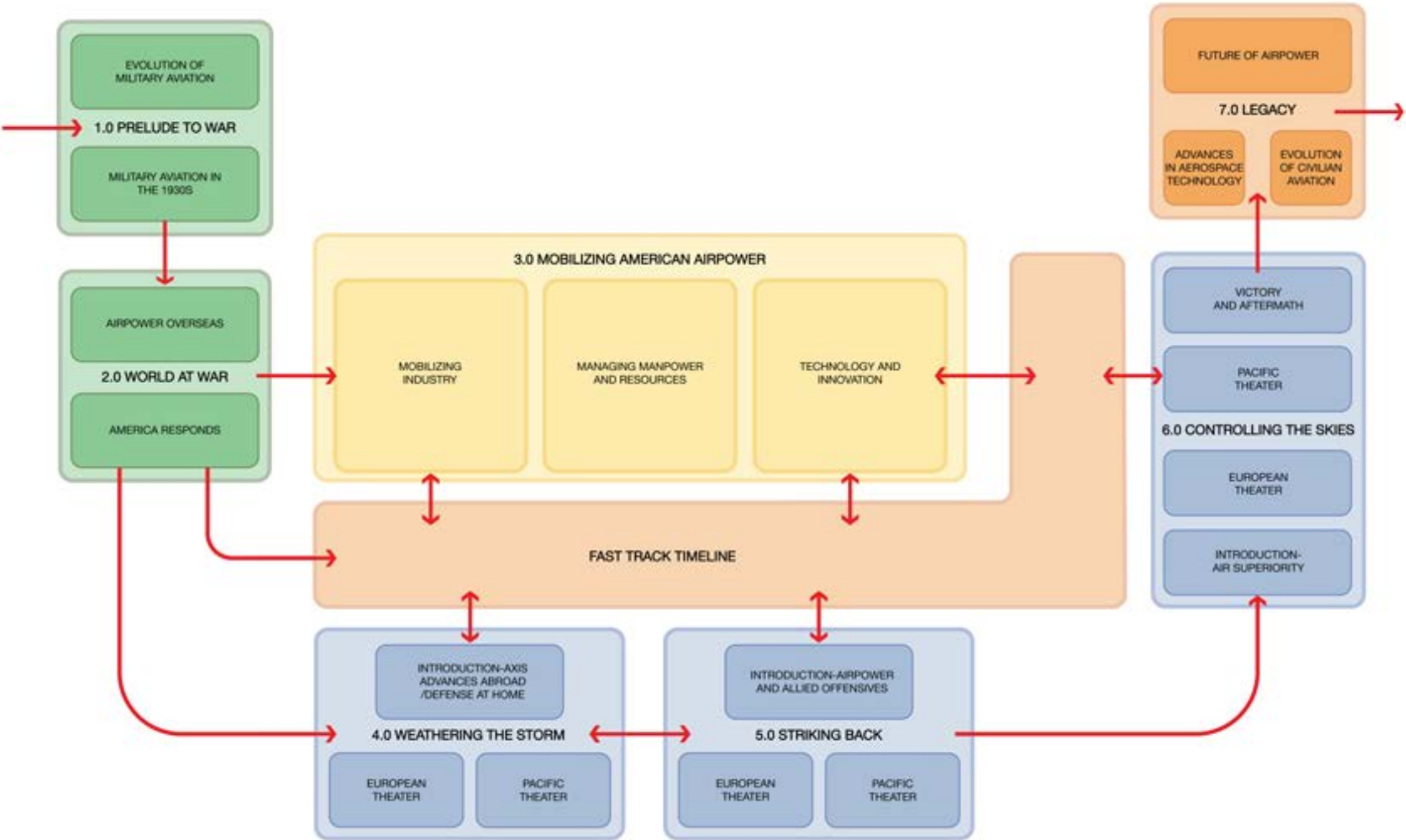


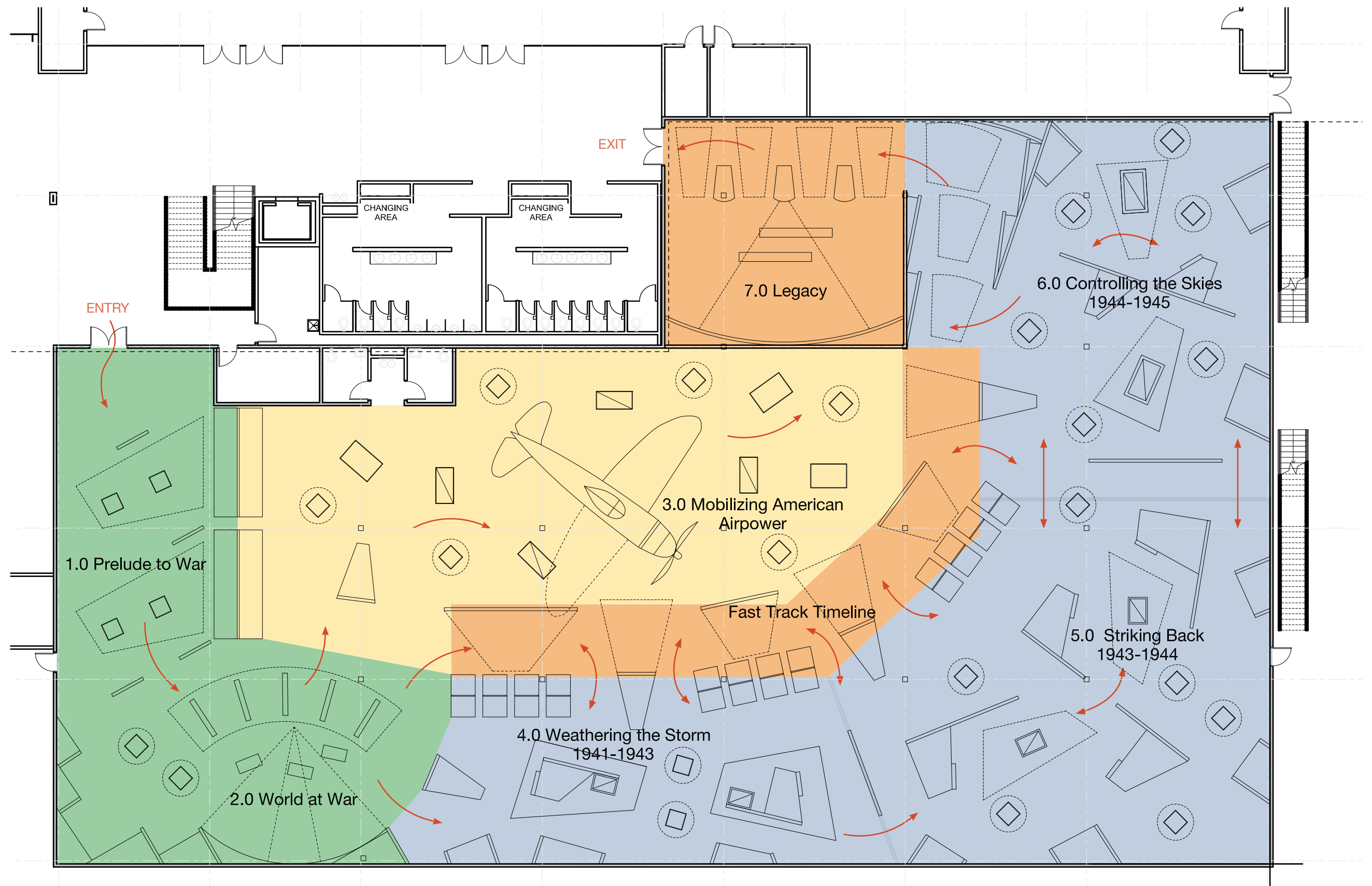
THE AVIATION HALL EXHIBIT GALLERIES

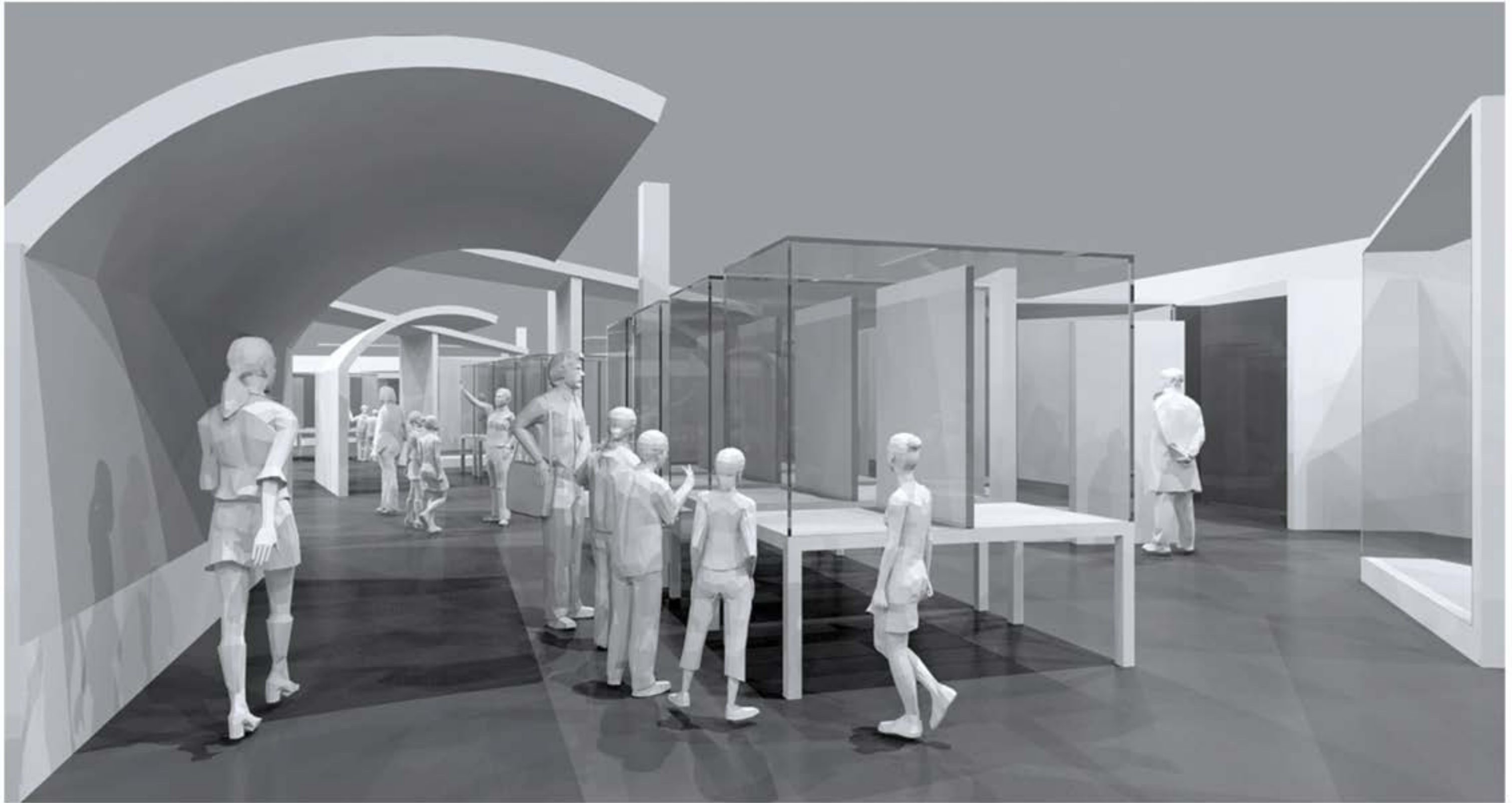
Based on a concept developed by world-renown museum design firm Gallagher and Associates, the new exhibit galleries in Aviation Hall will offer a state-of-the-art experience featuring a balanced mix of artifacts, archival material, interpretive narratives, maps, audio visual systems and interactive displays.

In the first gallery, visitors will learn about the events leading up to America’s involvement in World War II, and how those events affected an aviation industry that was in its infancy. Visitors will then have the option to follow the museum’s story line on one of two distinct tracks—one focused on the theaters of war where the battles were fought, or another focused on the home front and the technological and sociological change that was critical to America’s success in the theaters of war. Or visitors can follow a fast-track timeline that allows them to move back and forth between these interrelated story lines at their own pace.

The concept plan and schematic drawings of the Aviation Hall project can be found on the following pages.









1.0 PRELUDE

Gallery Fonts and Colors

PRELUDE TO WAR

Title Font: Benton Sans Compressed Bold

Gallantry in Action

Accent Font: Birch STD

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio temquunt qui digenis des intur, eum
et autam re nimir. Fugit dendi nus ea. Unt volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



...Would not the sight of a single enemy airplane
be enough to induce a formidable panic?

General Giulio Douhet

Production Method Reference Imagery



Historic Artifacts and Imagery





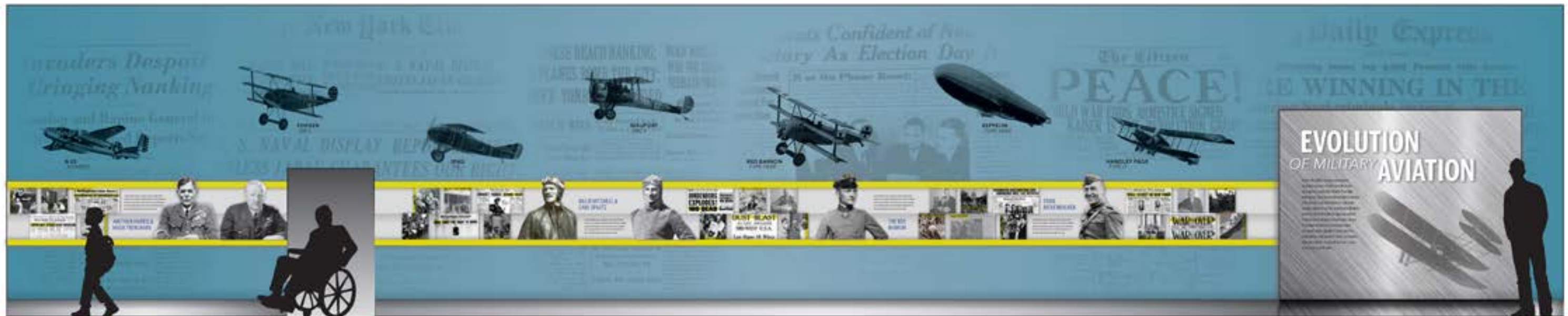
Stepped graphics and images with stories of individuals



Print on aluminum



Pin mounted title



2.0 WORLD AT WAR

Gallery Fonts and Colors

WORLD
AT WAR

Title Font: Benton Sans Compressed

Victory Garden

Accent Font: Young and Beautiful

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio temquunt qui digenis des intur, eum
et autam re nimin. Fugit dendi nus ea. Unit volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



"Splendid cooperation
between the
Government and industry
and labor."

Franklin Delano Roosevelt

Production Method Reference Imagery





3.0 MOBILIZING AMERICAN AIR POWER

Gallery Fonts and Colors

MOBILIZING AMERICAN AIRPOWER

Title Font: Avenir Oblique

ENGINE

Accent Font: Tilling Gothic

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio temquunt qui digenis des intur, eum
et autam re nimin. Fugit dendi nus ea. Unit volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



B-29 SUPERFORTRESS

Production Method Reference Imagery



Historic Artifacts and Imagery





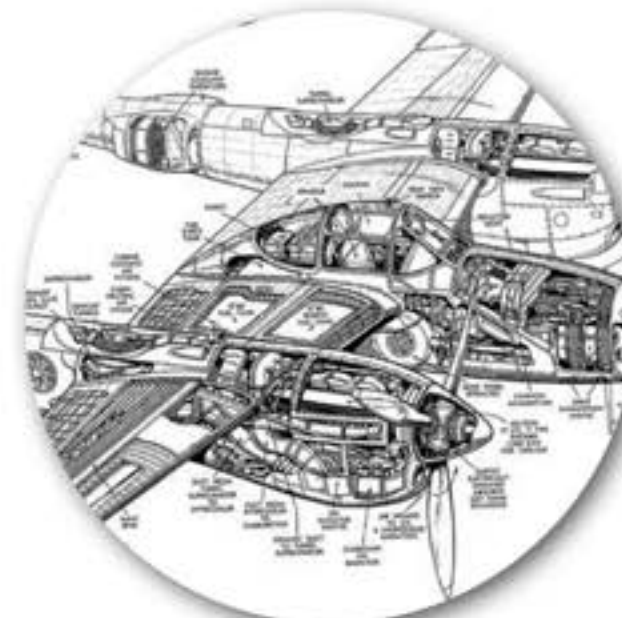
Metal beam replicas



Second surface vinyl on glass



Informational graphics on vinyl printed behind artifacts highlighting key details



Large graphics layered with technical drawings printed on vinyl inside cases.



4.0 WEATHERING THE STORM

Gallery Fonts and Colors

WEATHERING THE STORM

Title Font: Benton Sans Compressed Bold & light

OPERATION DRUMBEAT

Accent Font: Gunplay

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio ternquunt qui digenis des intur, eum
et autam re nimin. Fugit dendi nus ea. Unt volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors

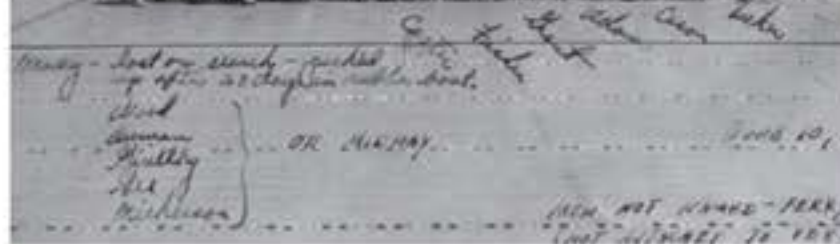


"THERE CAN BE NO APPEASEMENT
WITH RUTHLESSNESS."

Franklin Delano Roosevelt

Production Method Reference Imagery





5.0 STRIKING BACK

Gallery Fonts and Colors

STRIKING BACK

Title Font: Benton Sans Compressed Bold

Yamamoto Interception

Accent Font: Glypha Roman and Bold

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
seuos asperitio temquunt qui digenis des intur, eum
et autam re nimin. Fugit dendi nus ea. Unt volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



**" FLYING THE HUMP
WAS RISKY BUSINESS."**

Production Method Reference Imagery



Historic Artifacts and Imagery





Freestanding frosted glass panels with engraved and edge-lit quotes of personal stories or quotes from axis' and allies' aviators



Interactive station



Glass artifact case



Background imagery features aviation maps and imagery printed second-surface on glass panels



6.0 CONTROLLING THE SKIES

Gallery Fonts and Colors

CONTROLLING THE SKIES

Title Font: Helvetica Neue Condensed

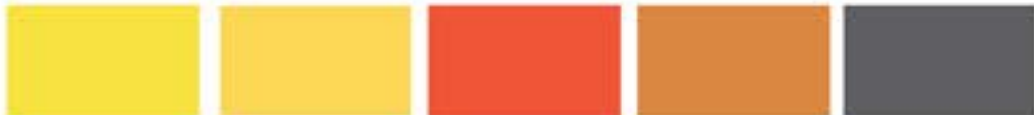
ESCAPE & EVASION

Accent Font: Avenir Book Oblique

Quid volum quam, tet alignam nimost aliae pra faqui
adipsa commolor sed quasperitae cume pa pere
nis elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio temquunt qui digenis des intur, eum
et autam re nimir. Fugit dendi nus ea. Unt volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



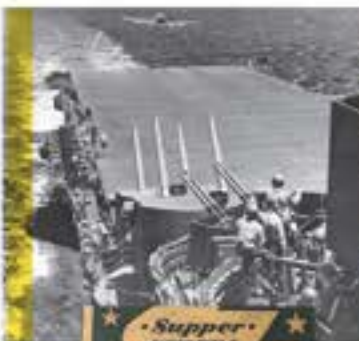
*"The raids...have caused the breakdown
of all main lines...producing a situation
which threatens to have **serious**
consequences..."*

German Air Ministry Report, 13 June 1944

Production Method Reference Imagery



Historic Artifacts and Imagery



7.0 LEGACY

Gallery Fonts and Colors

LEGACY

Title Font: Benton Sans Compressed Medium

Civilian Aviation

Accent Font: Notata

Quid volum quam, tet alignam nimost aliae pra taqui
adipsa commolor sed quasperitae cume pa pere
niş elit ommoluptio consent, omnia accum ea ped
ut perferia nonsequi id modist volore. Et in non re,
sequos asperitio temquunt qui digenis des intur, eum
et autam re nimin. Fugit dendi nus ea. Unt volupti illo
volorep ellaut etur? Cone nectur, que et alibus quas
adipit velicit rae pa d

Body Text: Benton Sans Compressed Light

Gallery Colors



JET AIRCRAFT GYROSCOPES
AEROSPACE TECHNOLOGY
RADAR WARFARE
GLOBAL AIR TRAFFIC

Production Method Reference Imagery



Historic Artifacts and Imagery





