

Quarterly Data

(Unaudited) (Dollars in millions except per share amounts)	2001				2000			
	Q4	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Revenues								
Aircraft	\$1,391	\$1,064	\$1,223	\$ 986	\$1,251	\$1,171	\$1,013	\$ 959
Automotive	629	579	716	677	671	654	761	838
Fastening Systems	373	389	451	466	450	469	529	548
Industrial Products	594	600	734	740	755	730	804	796
Finance	196	178	164	171	185	184	170	152
Total revenues	\$3,183	\$2,810	\$3,288	\$3,040	\$3,312	\$3,208	\$3,277	\$3,293
Segment profit (loss)								
Aircraft	\$ 132*	\$ (31)*	\$ 112	\$ 98	\$ 139	\$ 127	\$ 107	\$ 78
Automotive	23	14	61	60	54	40	69	81
Fastening Systems	(23)	1	30	38	37	46	49	43
Industrial Products	(11)	(16)	76	71	83	71	103	93
Finance	59	48	40	46	56	49	44	41
Total segment profit	180	16	319	313	369	333	372	336
Special charges, net	(22)	(338)	(35)	(42)	(483)	-	-	-
Total segment operating income (loss)	158	(322)	284	271	(114)	333	372	336
Gains on sale of divisions	339	3	-	-	-	-	-	-
Corporate expenses and other, net	(38)	(33)	(39)	(42)	(43)	(34)	(41)	(46)
Interest expense, net	(37)	(41)	(40)	(44)	(36)	(42)	(41)	(33)
Benefit (provision) for income taxes	(158)	69	(72)	(66)	(18)	(93)	(104)	(93)
Distribution on preferred securities of manufacturing subsidiary trust, net of income taxes	(7)	(6)	(7)	(6)	(7)	(6)	(7)	(6)
Income (loss) from operations before cumulative effect of change in accounting principle	257	(330)	126	113	(218)	158	179	158
Cumulative effect of change in accounting principle, net of income taxes	-	-	-	-	-	-	-	(59)
Net income (loss)	\$ 257	\$ (330)	\$ 126	\$ 113	\$ (218)	\$ 158	\$ 179	\$ 99
Earnings per common share								
Basic:								
Income (loss) from operations	\$ 1.82	\$ (2.34)	\$.89	\$.80	\$ (1.53)	\$ 1.10	\$ 1.25	\$ 1.08
Cumulative effect of change in accounting principle, net of income taxes	-	-	-	-	-	-	-	(.41)
Net income (loss)	\$ 1.82	\$ (2.34)	\$.89	\$.80	\$ (1.53)	\$ 1.10	\$ 1.25	\$.67
Average shares outstanding (in thousands)	141,256	141,196	141,055	140,733	141,969	143,185	143,981	146,281
Diluted:								
Income (loss) from operations	\$ 1.81	\$ (2.34)	\$.88	\$.79	\$ (1.53)	\$ 1.08	\$ 1.23	\$ 1.06
Cumulative effect of change in accounting principle, net of income taxes	-	-	-	-	-	-	-	(.40)
Net income (loss)	\$ 1.81	\$ (2.34)	\$.88	\$.79	\$ (1.53)	\$ 1.08	\$ 1.23	\$.66
Average shares outstanding (in thousands)**	142,460	141,196	143,411	142,752	141,969	145,325	146,304	148,818
Segment profit margins								
Aircraft	9.5%	(2.9)%	9.2%	9.9%	11.1%	10.8%	10.6%	8.1%
Automotive	3.7	2.4	8.5	8.9	8.0	6.1	9.1	9.7
Fastening Systems	(6.2)	0.3	6.7	8.2	8.2	9.8	9.3	7.8
Industrial Products	(1.9)	(2.7)	10.4	9.6	11.0	9.7	12.8	11.7
Finance	30.1	27.0	24.4	26.9	30.3	26.6	25.9	27.0
Segment profit margin	5.7	0.6	9.7	10.3	11.1	10.4	11.4	10.2
Common stock information								
Price range: High	\$42.40	\$56.90	\$59.89	\$59.26	\$55.38	\$60.38	\$65.56	\$74.94
Low	\$31.65	\$32.80	\$52.95	\$45.94	\$41.44	\$44.88	\$53.94	\$51.50
Dividends per share	\$.325	\$.325	\$.325	\$.325	\$.325	\$.325	\$.325	\$.325

*See Management's Discussion and Analysis for Bell Helicopter on page 21.

**Assumes full conversion of outstanding preferred stock and exercise of options. The average share base for the third quarter 2001 and fourth quarter 2000 excludes potentially dilutive common shares (convertible preferred stock and stock options). These shares are excluded due to their antidilutive effect resulting from the loss from operations.