



Lockheed Martin Management Association Retirees Newsletter

Looking Forward Towards A Wonderful Retiree Future!

DECEMBER 2012

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EDITOR'S CORNER

As many of you know, this will be my last issue as editor of the LMMAR newsletter. It has been more than six years since I took over from Bob Spitzer and Ralph Tamm.

I would like to thank all the participants for their assistance in getting the newsletter out during that period of time. It begins with the chairpersons providing their inputs in a timely manner, the printer for always having the newsletters ready, and the team that labels and distributes the newsletter. A special thanks to Ken Koga for his design of the current banner and logo and his inputs during his tenure as President.

The newsletter has grown over the years, both in terms of size and content. The addition of Bill Hammerlund's photos was a touch that I think

many of you appreciate. When Ken and I were changing the format of the newsletter, we received a lot of assistance from the printer, Jim Hall of The Robots. Mr. Hall's input allowed us to print one color, although we did not have funds for color printing.

LMMAR is still in search of a replacement editor. If anyone is interested, please contact your Board. In the interval, the Board will assume the duties of the editor.

Carl Roberts
Ed.

MEMBERS

New Members:

THOMAS McGRATH
611 PEACHTREE CT
CAMPBELL, CA 95008
Ph: (408) 242-0868

JAMES W. REID
631 PEACHTREE CT
CAMPBELL, CA 95008
Spr: CHRISTINE
Ph: (408) 374-5090

Changes:

Jerald Cope
Ph: (740) 363-6105

Con J. Gallagher
11411 N. 91st Ave Lot 123
Peoria, AZ 85345-5629
Ph: (623) 874-6086

Kenneth E. Otwell
Ph: (530) 253-1238

Shirley A. Rittgers
3388 Ball Road #410
Auburn, CA 95603-9242
Ph: (530) 885-3215

Point Of Contact For Address Changes And Other Member Concerns:

LMMAR
O/27-6A B/163
P.O. Box 3504
Sunnyvale, CA 94088-3504

Norm_Dhom@Earthlink.Net

Norm Dhom,
Membership Chairman

TIPS FOR DRIVING IN THE RAINING SITUATION

Ronald Bernando

In some regions, the rainy session will start from December to March. Driving in rain required some technique. It is difficult to see out of the window, and the other car's lights seems to make it worse.

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Welcome to the rainy season, people! Some people might find it so hard to drive while they are being trapped in the heavy rain, what should people do then? Okay now what should people do when driving in the middle of the heavy rain. The first tip is hold your horses! That's a very classical idiom about being patient. Hold your horses means that you have to be patient while driving in the middle of the rain. If the rain is hard then the road would be so crowded with many vehicles, the vision would be blurred and thus you can't see perfectly in the middle of the heavy rain, what you have to do is keep your acceleration as minimum as possible, drive slowly and respect other drivers.

The first about keep your acceleration as minimum as possible means that you don't change your acceleration if it's possible. Accept the fact that when you are in the middle of the rain, you can't do anything, you can't drive fast, you can't skip other vehicles and et cetera. It would be better to drive slowly and keep the acceleration stable. If you force or insist to drive faster and then the road is so crowded then you would end up hitting the brakes over and over again. It's not just distressful but also dangerous. Rather than doing that, end up miserable, then it is better that you are following the first tips, drive slowly.

Some research suggests that you keep the minimum number of the speed like not up to 15 MPH, it would be better. The second tips to justify

the first tips also, don't do too much maneuvers when you are driving in the middle of the rain. People could be speed racers, really, they are being careless when they are driving and this is dangerous when you drive in the raining condition. The road is terrible slippery, lets repeat the statement again, the road is terribly slippery, and one careless move and you are in the dangerous position. There are many cases of car or motorcycle accidents because of the people driving carelessly in the heavy rain situation. You keep yourself safe by following the first and the second tips. Come to the third tips is about the lamp.

If the rain is so hard the please turn your lights on even if it's still in the morning. The lamps would help to make the first, better view of the road and the second is about helping other drivers to see you. It would reduce the possibility of car crash or motorcycle crash. The last but not least is about the flood. The rain often causes flood, it would be easy if the flood is not too high but if the flood is high then it is better to save your corolla at home and use the SUV car because the low machine of the sedan would be a disaster if the water gets into the machine which it is most likely be happened in the case of heavy rain.

BRIDGE

November 1, 2012 - Pairs Duplicate
1st Place (Tie) - Doug Gordon and Ken Christie & Ted Hinshaw and Chet

Hayes, 3rd Place - Dave Himmelblau and Dave Topka

November 5, 2012 - Individual Duplicate

1st Place - Dave Topka, 2nd Place (Tie) - Dave Himmelblau & Ken Christie

November 8, 2012 - Pairs Duplicate

1st Place - Ted Hinshaw and Chet Hayes, 2nd Place - John and Peggy Parker, 3rd Place - Roger Abegg and Jimmy Woo

November 13, 2012 - Individual Duplicate

1st Place: Three-way Tie - Dave Topka, Ken Christie, and Roger Abegg

November 15, 2012 - Pairs Duplicate

1st Place - Jerry Vaughan and Tom Counihan, 2nd Place - Ted Hinshaw and Chet Hayes, 3rd Place - Ken Christie and Doug Gordon

November 20, 2012 No Game

November 22, 2012 No Game

November 27, 2012 - Pairs Duplicate

1st Place - Ken Christie and Doug Gordon, 2nd Place - Gary Bea and Ted Hinshaw, 3rd Place - Bob Vigeant and Angie Schynert

November 29, 2012 - Pairs Duplicate

1st Place - Ted Hinshaw and Chet Hayes, 2nd Place - Roger Abegg and Jimmy Woo, 3rd Place - Dave Topka and Dave Himmelblau

Note: No games on December 25, December 27, and January 1.. Games resume on Thursday, January 3, 2013.

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PRESS RELEASE

LOCKHEED MARTIN COMPLETES CRITICAL ENVIRONMENTAL TEST ON GPS III PATHFINDER

DENVER, November 19, 2012 – The Lockheed Martin [NYSE: LMT] team developing the U.S. Air Force’s next generation Global Positioning System III satellites has completed thermal vacuum testing for the Navigation Payload Element (NPE) of the GPS III Non-Flight Satellite Testbed (GNST). The milestone is one of several environmental tests verifying the navigation payload’s quality of workmanship and increased performance compared to the current generation of satellites.

The GPS III program will affordably replace aging GPS satellites, while improving capability to meet the evolving demands of military, commercial and civilian users. GPS III satellites will deliver better accuracy and improved anti-jamming power while enhancing the spacecraft’s design life and adding a new civil signal designed to be interoperable with international global navigation satellite systems.

“GPS III satellites have the most advanced navigation payloads ever manufactured. This milestone is a key indicator that we have a solid design and are on track to provide unprecedented position, navigation, and timing capability for GPS users worldwide,” said Lt Col Todd Caldwell, the U.S. Air Force’s GPS III program manager.

During thermal vacuum testing, the navigation payload’s performance was proven in a vacuum environment at the extreme hot and cold tempera-

tures it will experience on orbit to ensure it will operate as planned once in space. Following the test, the NPE will now be integrated with the GNST for final satellite level testing.

The GNST is a full-sized prototype of a GPS III satellite used to identify and solve development issues prior to integration and test of the first space vehicle. The approach significantly reduces risk, improves production predictability, increases mission assurance and lowers overall program costs. Following integration and test at Lockheed Martin’s GPS Processing Facility (GPF) near Denver, the GNST will be shipped to Cape Canaveral Air Force Station, Fla., for risk reduction activities at the launch site.

“The completion of thermal vacuum testing on our first navigation payload is a critical milestone for our program that demonstrates we are on a solid path to meet our commitments,” said Keoki Jackson, vice president of Lockheed Martin’s Navigation Systems mission area. “The Air Force’s early investment in our GPS III pathfinder is now paying off and will enable highly efficient and affordable satellite production going forward.”

Lockheed Martin is on contract to deliver the first four GPS III satellites for launch. The Air Force plans to purchase up to 32 GPS III satellites.

The GPS III team is led by the Global Positioning Systems Directorate at the U.S. Air Force Space and Missile Systems Center. Lockheed Martin is the GPS III prime contractor with teammates ITT Exelis, General Dynamics, Infinity Systems Engineering,

Honeywell, ATK and other subcontractors. Air Force Space Command’s 2nd Space Operations Squadron (2SOPS), based at Schriever Air Force Base, Colo., manages and operates the GPS constellation for both civil and military users.

Headquartered in Bethesda, Md., Lockheed Martin is a global security and aerospace company that employs about 120,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The corporation’s net sales for 2011 were \$46.5 billion.



Lockheed Martin engineers work on the full-sized prototype of the GPS III satellite in the company’s GPS Processing Facility (GPF) near Denver.

Media Contact:
 Michael Friedman
 303-971-7255
 michael.1.friedman@lmco.com

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Grand Canyon by Airplane is Your Best Option!

Justine Moriarity

Experiencing the Grand Canyon from Las Vegas, Nevada, is a thing everyone should do. There are a number of ways to get to the National Park, but the most satisfying is by airplane. This write-up explains.

Because of the distances involved, you might not think Las Vegas would be a great starting place for a South Rim tour. It's true the West Rim is a lot closer to Las Vegas and since it is only a distance of 120 miles, you can fly there by plane in thirty minutes. Going by helicopter takes about sixty minutes. Since it is so much closer, most people choose the West Rim when they depart from Las Vegas. But most travelers don't realize that the West Rim is actually on the Hualapai Indian Reservation, adjacent to the National Park. Both rims are worth visiting, but many people consider the official Grand Canyon to be the region of the South Rim because it is especially beautiful.

So if you want to visit the South Rim from Vegas, you are in luck because you can choose a bus or airplane tour. In addition to being fun, South Rim plane flights are a better value and a lot more convenient than bus tours, in my opinion anyway.

From the air, you will have a magnificent view of the National Park below, something that is not possible when traveling by ground. To my mind,

when you're coming from Vegas, South Rim airplane tours are really the only way to go. It's because the South Rim is over 275 miles away. It is so far that helicopters leaving from Vegas can't make it there and back. You could opt for a bus tour to the South Rim, but be prepared for a long ride as it takes 5 hours to get to the main gate at Tusayan, Arizona from Las Vegas. From start to finish, a South Rim bus tour from Vegas lasts 15 hours. You will need to devote an entire day and evening to your trip. But Las Vegas airplane tours make the same trip in less than 60 minutes. That's a huge difference. You'll arrive rested, relaxed and eager to go instead of tired from a 5-hour bus ride. You can take a plane tour at different times of day but if you choose the bus tour you have to depart at 7:00 a.m.

South Rim airplane tours fly out of different Las Vegas-area airfields, but flights starting in Boulder City or Henderson will be a little cheaper. From the air you will get to see the immense Hoover Dam and Lake Mead, which is the biggest manmade reservoir in the country. Your plane will then follow the Colorado River until you get to Tusayan, elevation 6,000 feet. Tuscan's a tiny place, but it's just outside the Park's main gates and it's the location of Grand Canyon National Park Airport.

Along the way you'll see some spectacular sights. You will actually fly over part of the canyon before you even land at the airport in Tusayan. Once you arrive, you'll hop on a 2 1/2-hour bus tour of the Park. You will

get to see Mather Point, Yavapai Point, and Grand Canyon Village. You can even add on an exhilarating rim-to-rim chopper ride. I highly recommend taking this version. In addition to the dramatic Dragoon Corridor (the widest, deepest section of the Canyon), you'll see the North Rim and fly over the Kaibab National Forest. You will fly above Grand Canyon Village and there will plenty of spectacular scenery to take aerial photographs of to show friends back home. Naturally, the bus tour is included too.

Returning to Vegas by plane is so much better than sitting through a five-hour bus ride. The flight will be relaxing and quick. Overall, this particular Las Vegas airplane tour takes 9 hours. Included is a complimentary lunch, professional guide service, and free pickup and return to your hotel on the Strip.

Taking an airplane tour out of Las Vegas is a fun and memorable experience. You certainly get your money's worth.

PRESS RELEASE

Lockheed Martin Delivers Three F-35Bs To The U.S. Marine Corps

FORT WORTH, Texas, Nov. 20, 2012 – Three Lockheed Martin [NYSE: LMT] F-35B short takeoff/vertical landing (STOVL) aircraft were officially delivered to the U.S. Marine Corps during ceremonies at Marine Corps Air Station Yuma, Ariz., today. The three jets are assigned

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to Marine Fighter Attack Squadron 121 residing with the host Marine Aircraft Group 13.

“For more than 50 years, it has been our mission to support the Marine Corps mission, and we’re honored to deliver the first three F-35B STOVL aircraft to Marine Fighter Attack Squadron 121,” said Bob Stevens, Lockheed Martin chairman and chief executive officer. “The F-35B is the world’s only 5th generation, supersonic, stealthy combat aircraft that can also hover, take off and land virtually anywhere Marines are in action. Through the hard work and dedication of the military and contractor team, the F-35B will define the future of Marine Corps aviation.”

Official welcoming ceremonies at Yuma marked the handover of the jets to the Marines. The delivery of the first three operational-coded 5th generation F-35B STOVL fighters marks the beginning of STOVL tactical operational training at Air Station Yuma.

These three aircraft increase the number of STOVL aircraft delivered to the Marine Corps to 16 and bring the total number of F-35s delivered in 2012 to 20. Currently, 13 Marine Corps STOVLs are assigned to the 2nd Marine Aircraft Wing's Marine Fighter/Attack Training Squadron 501 at Eglin AFB, Fla., supporting pilot and maintainer training.

The F-35 Lightning II is a 5th generation fighter, combining advanced stealth with fighter speed and agility,

fully fused sensor information, network-enabled operations and advanced sustainment. Three distinct variants of the F-35 will replace the A-10 and F-16 for the U.S. Air Force, the F/A-18 for the U.S. Navy, the F/A-18 and AV-8B Harrier for the U.S. Marine Corps, and a variety of fighters for at least nine other countries.

Lockheed Martin is developing the F-35 with its principal industrial partners, Northrop Grumman and BAE Systems.

Headquartered in Bethesda, Md., Lockheed Martin is a global security and aerospace company that employs about 120,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The corporation's net sales for 2011 were \$46.5 billion.



From the left, Commandant of the Marine Corps General James F. Amos, U.S. Senator John McCain (Az.) and Marine Fighter Attack Squadron 121 Commanding Officer Lt. Col. Jeffrey Scott stand near an F-35B at Marine Corp Air Station Yuma, Ariz. after the squadron's re-designation ceremony Nov. 20.



Commandant of the Marine Corps General James F. Amos speaks to the crowd at the F-35B re-designation ceremony at MCAS Yuma, Ariz., Nov. 20.

Media Contacts:

Mike Rein
Office: 817-763-2643
Email: michael.j.rein@lmco.com

Laura Siebert
Mobile: 817-319-6016
Email: laura.f.siebert@lmco.com

Visit Our Websites:

www.lockheedmartin.com

<http://www.f35.com>

LMMAR
P.O. Box 3504
Sunnyvale CA 94800
Phone 408 742 7506
Web Site Immar.net

December 2012

Activity Calendar

1. **LMMAR Executive Board Meeting.** First Monday of each month unless holiday conflict, then second Monday. 9:30 a.m. Bldg. 157-Front Lobby Conference Room.
2. **LMMAR Newsletter Mailing Session.** Volunteers needed. Second Thursday of each month. 9:00 a.m. Bldg. 157-Litrium. Contact Norm Dhom (408) 732-2742.
3. **LMMAR Bridge Card Players.** Join the fun! Every Tuesday and Thursday, 12:00 noon at the Willow Park Condominiums located at the NE corner of Moffet Blvd. and Middlefield Road in Mountain View. Entrance is from Moffet Blvd. Contact Dave Himmelblau, phone No. 650 968-1121.
4. **Lockheed Martin Blood Bank.** Second Wednesday of each month. 8:00 a.m.– 3:00 p.m. Bldg. 163. LMMAR Contact Norm Dhom (408) 732-2742.
5. **Lockheed Martin Toys-For-Tots.** Donations Accepted. **LM Toys-For-Tots Cookbooks are available: \$8.00 Ea. or four for \$25.00.** LMMAR Contact Patti Voshall (408) 742-7667.

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O/27-6A B/163
P.O. BOX 3504
SUNNYVALE, CA 94088-3504

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