



Lockheed Martin Management Association Retirees

Newsletter

Looking Forward Towards A Wonderful Retiree Future!

JANUARY 2014

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Needed: Staff Help

LMMAR needs volunteers to help keep LMMAR going. We particularly need a secretary and a newsletter editor.

If you think you can help please contact:

Norm Dhom, Membership Chair – (408) 732-2742

Jerry Vaughan, Treasurer – (408) 985-2708

LMMAR Bridge

Dec 3 – Individual Duplicate -1st Place - (tie) Roger Abegg and Doug Gordon and 3rd Place (tie) Dave Himmelblau and Chuck Schmidt.

Dec 5 - Pairs Duplicate - 1st Place – Chet Hayes & Ted Hinshaw and 2nd Place - Gary Bea & Chuck Schmidt.

Dec 10 – Individual Duplicate - 1st Place – (tie) Doug Gordon and Alex Fucile and 3rd Place – (tie) Dave Himmelblau, Dan Sloan, Dave Topka, and Bob Vigeant.

Dec 12 – Pairs Duplicate – 1st Place – Chet Hayes & Ted Hinshaw and 2nd Place - Angie Schynert & Bob Vigeant

Dec 17 – Individual Duplicate - 1st Place –Chuck Schmidt, 2nd Place – (tie) Doug Gordon and Ted Hinshaw, and 4th Place (tie) Angie Schynert, Bob Vigeant, Dan Sloan, and Roger Abegg.

Dec 19 - Pairs Duplicate – 1st Place – (tie) Angie Schynert & Bob Vigeant and Roger Abegg & Doug Gordon.

Larry Kitchen Dies

From L.A. Times

By Ralph Vartabedian

December 18, 2013, 8:46 p.m.

Lawrence O. Kitchen, the business-savvy ex-Marine who ran Lockheed Corp. in an era when the aerospace industry was dominated by scientists and engineers, died Sunday in Woodland Hills of neurological complications. He was 90.

Kitchen is credited with turning around Lockheed's troubled operation in Georgia as a young executive, saving the C-5 Galaxy cargo jet program. Years later, he outmaneuvered competitors by persuading the Reagan administration to buy 100 more of the planes, a task that kept him personally lobbying Congress for a stretch of seven months.

Although he lacked a high level scientific background and never graduated from a four-year college, Kitchen had an instinct for investing in the right technology. He put company money

into stealth programs, leading to the then-secret contract to build the F-117 stealth attack jet in Burbank.

Kitchen made bold business moves, including an early start on consolidation in the aerospace industry when he purchased Sanders Associates, a New Hampshire-based defense electronics company.

But most of all Kitchen was known for blunt talking, challenging his executives in tough terms but also publicly standing up to the Defense Department's sometimes radical demands during the 1980s political controversies.

"He was forthright," recalled Daniel Tellep, who succeeded Kitchen as Lockheed's chief executive. "Once people got to know him, they liked that. There was not much ambiguity about how he felt."

One of Kitchen's biggest peeves was the allegation that the company had charged the Pentagon \$640.99 for spare toilet seats for its P-3 Orion sub-

marine hunting aircraft.

Kitchen was annoyed, because the price included Lockheed's standard overhead charges that were a normal part of every deal. He agreed to reduce the price and then later ordered his subordinates to give away free spare parts to avoid further allegations.

"We have actually given away parts just to keep from screwing around with the paperwork," Kitchen told *The Times* in 1984. "We just bundle it up and ship it.... We are doing that to avoid these horror" stories.

And when Lockheed was accused by spute any claim the Air Force may assert and is confident that it will prevail." In the end, Kitchen was right.

While he attempted to protect his company from outside critics, he also was faced with a bloated corporate structure that he was forced to trim back. As the end of the Cold War approached, Kitchen consolidated research operations at three of the company's far-flung aeronautics units and set up the process for even greater cutbacks.

When Kitchen was promoted to president of the company in 1976, he jumped into an oven. The company was battling allegations that its previous management had bribed foreign officials, a scandal that led to the fall of Japanese Prime Minister Kakuei Tanaka. And within months, the company was accused of losing 1,400 secret documents, forcing Kitchen to admit in a congressional hearing that the company's practices had been "inexcusable." But Kitchen and his boss, Roy Anderson, were credited with stabilizing the company and bringing a new emphasis on integrity. In 1986, Kitchen was named chairman and chief executive officer. He retired in 1988.

Brenda Kitchen, his wife of 35 years, described him as an honest and gentle person under a façade of corporate

gruffness. "He was as good and smart and kind a person as you will find," she said. In his retirement in Ventura County, Kitchen became devoted to animal rights.

"He would sing to his cats from the shower," she said.

He did not rise through the ranks as most executives. Kitchen was born June 8, 1923, to a poor family in a small textile town in South Carolina, sharing a two-room house with his parents and five siblings. He left when he joined the Marine Corps in 1942 after the attack on Pearl Harbor. He was assigned to aviation technical school and ended up on a ground crew in the South Pacific, where he said he got aviation into his blood.

After the war, he went to Washington, D.C., and landed a civilian job at the Navy as a clerk typist. He attended night school, being promoted to a staff assistant at the service's aeronautics bureau and, after 12 years of night study, was designated an aeronautical engineer by the civil service, he told *The Times* in an interview. He decided to flee Washington in 1958 after a snowstorm stranded him on the George Washington Parkway.

"I abandoned my car, walked home, got home about 9:30 and said, 'Who needs this?' " he recalled. Not long after, he moved to Sunnyvale in Northern California and began working at Lockheed's missile plant.

Kitchen is survived by his wife Brenda, two sisters, three children, six grandchildren and two great-grandsons.

WASPS

By Hailey Branson-Potts

December 22, 2013, 5:53 p.m.

For so many years, their service was largely forgotten.

In the midst of World War II, with legions of male pilots overseas, the 1,102 young women comprising the Women Airforce Service Pilots flew more than 60 million miles domestically, test-flew repaired military air-

craft and ferried non-flying male military officers around the country.

But as the war neared its end and the men returned, their program was disbanded.

Nearly 70 years later, with millions of people watching, their service will be celebrated in grand style with a float in the 125th Rose Parade on Jan. 1.



WASPs from across the country have been raising money for the float and the trip to Pasadena for the reunion of a lifetime.

"They're all about 90 years old, but they're coming and they're saying, 'Give me a blanket and hot coffee, and we'll be fine,' " said Kate Landdeck, vice president of the nonprofit Wingtip-to-Wingtip Assn., which is sponsoring the float.

Flora Belle Reece, 89, will be one of eight WASPs to ride atop the float, titled "Our Eyes Are on the Stars" and built by Fiesta Parade Floats.

The theme of this year's parade is "Dreams Come True" — fitting for Reece, who had wanted to fly since childhood.

"I lived on a farm and watched the birds soar, and everything that had to do with planes I wanted to go see," she said.

When Reece told her father she wanted to be a pilot, he told her gently, "That's not something women usually do, Flora Belle. But if you can figure out how, more power to you." Her teachers chided her, saying she needed to find a "practical solution" to what she wanted to be when she grew up.

The WASP program gave her an oppor-

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tunity.

Reece, who now lives in Lancaster, was 19 when she joined a group of women at Avenger Field in Sweetwater, Texas, in November 1943 for her training.



Back then, she was Flora Belle Smith — or "Smitty the Kid" to her friends, who were amused she had never left Oklahoma before the program. The women, she said, were assigned housing by last name, and it was in the barracks that she met Alyce Stevens Rohrer from Provo, Utah.

Rohrer too will be atop the Rose Parade float. She was 18 when she joined the WASPs.

"I could fly a plane before I could drive a car," she said, laughing.

On a recent afternoon, Reece and Rohrer, whose friendship has spanned more than half a century, laughed over stories of their WASP days in Rohrer's Pasadena home, where photos of both she and her husband in uniform hang on the walls.

Rohrer, 90, smiled at a photo of herself in a flight suit with wide legs and a cinched waist hitched as high as it could go. The ladies wore men's gear,

she said, and it dwarfed them. A colonel at their base made them wear turbans — which she hated — because he worried their long hair would get in their eyes.

Rohrer took on a high-risk assignment, testing problem planes after they were repaired to see if they were air-worthy. The planes were those used to train cadets preparing for combat.

"People ask me all the time, 'Why did you do it if it was so dangerous?'" she said. "My only answer was, yes, but it wasn't anywhere near as dangerous as my brother going on the beach in Normandy.... I don't even think I thought of the danger. I just enjoyed flying."

Rohrer flew AT-6 and BT-13 aircraft. Reece, who also test-flew repaired planes, flew AT-6 and B-26 aircraft, she said. She is thrilled that the Rose Parade float features a replica AT-6 plane.

Mars One Colony Plan

By David Todd on 11 December, 2013 in exploration, Personal space-flight, Satellites, Space tourism, Technology

The plan to start a colony on the planet Mars, funded by reality television, had a filip in December when the Mars One not-for-profit organization involved announced that it had signed design contracts with two major space companies. A \$250,000 mission concept study contract has been awarded to Lockheed Martin for an unmanned lander. The mission would extract Martian soil and examine whether there was enough moisture to extract water from it. The second design concept study contract worth the (sic) the Euro equivalent of \$80,000 has been awarded to the European small spacecraft firm Surrey Satellite Technology Limited (SSTL) — a small spacecraft design subsidiary of EADS Astrium (recently renamed Airbus) for the design of a broadband telecommunications relay spacecraft designed to

orbit Mars.

Lockheed Martin Looks to Grow Health Care Role

By Natalie Sherman, The Baltimore Sun
7:58 p.m. EST, December 4, 2013

Lockheed Martin, a government contractor best known for its fighter jets, formally opened a health care center in Baltimore County Wednesday, part of a bid to expand the company's role in the medical sector.

While health care services still represent a small portion of Lockheed's business, company representatives said they see the opportunity to apply Lockheed's technology and security background to the rapidly increasing amount of data entering the medical field.

"We've done really large information systems in other domains, like defense intelligence ... and health care is, I don't want to say just another domain, but it's going through the same pains and revolutions that we've seen in our other businesses," said chief scientist Michael Hultner. Related

Lockheed, one of the largest private employers in Maryland, has been hit in recent years by cutbacks in military spending, as the federal government has increased its role in health care through health care reform. Since 2008, Lockheed's workforce has shrunk from 146,000 to 116,000, and on Nov. 14, executives announced plans to cut 4,000 additional positions and consolidate operations.

About 2,000 of the company's 116,000 employees work in health care in roles that range from providing software support to performing medical evaluations, said Karoom Brown, a Lockheed executive director of strategy and business development. In the Baltimore area, Lockheed's health and life sciences division occupies six buildings and employs about 500 people, some of whom are based offsite.

"Over the last five years Lockheed's made a conscious decision to increase

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our focus and investments in health care," Brown said. Health care generates almost \$1 billion in revenue per year for the company, he said.

The new center for health innovation is a glass-filled showroom with ergonomic chairs and portable touch screens located on the first floor of an office park on Lord Baltimore Drive near Milford Mill. The facility, which Lockheed formally opened Wednesday but has been in operation for about a year, includes a wellness center, where Lockheed employees can go for treatment and "tele-medicine."

The center will act as a hub where Lockheed can meet with clients and connect them to the company's technologies, which include developing the data processing systems and analysis that many believe will be critical to future advances in medicine.

"It's a good place where you can see all of Lockheed's technologies in one place; customers can touch and demo it," said Brown, noting that the location capitalizes on proximity to the Social Security Administration and Centers for Medicare & Medicaid Services, which use Lockheed for similar services, as well as other institutions, such as Johns Hopkins.

Lockheed's health care projects include efforts to design systems to sift and compress the hundreds of gigabytes generated by a single sequenced genome, streamlining the data into information that a doctor could use during an appointment with a patient, Hultner said.

David Seo, chief medical information officer and associate professor of medicine at the University of Miami, is working with Lockheed to develop computer programs that will use patients' medical data to ask and answer the questions the doctors want. He said the partnership is critical so that doctors can use data to help them prevent problems, instead of simply treating them when they arise.

"Most hospital systems — and even most university medical centers — they don't actually have the capability to do this work," Seo said. "It's really when you combine [efforts] that you can really push the field."

Littoral Combat Ship

Before the Milwaukee Littoral Combat Ship can be christened later this month, it had to be taken from its building facility and complete a 180 degree turn on land before being moved to her launch site on the Menominee River in Marinette, Wisc.

That's easier said than done when you're dealing with a super-heavy 400 foot-long ship, of course.



Contractor Lockheed Martin has released a new time-lapse video showing the Milwaukee's on-ground turnaround completed earlier this month. The move was made using special equipment that allows it to basically slide from the shipyard to the launch site. The ship will be positioned parallel to the water and then, after christening by Sylvia Panetta, wife of former defense secretary Leon Panetta, will execute a sideways launch.

The Independence-variant LCS is being assembled in Austal USA in Mobile.

The launch and christening of LCS 5, and the recent launch of LCS 6 from the Austal USA shipyard together mark a milestone for the littoral combat ship program. These are the first two littoral combat ships built from start to finish using serial production processes. Serial production is important because it allows the Navy to reap benefits such as improved cost structure per vessel and reduced construction time.

The Navy has incorporated much of the knowledge gained in the build, test and operation of LCS 1 and LCS 2, the lead ships of the class, into follow-on ships.

Milwaukee will be 388 feet in length and equipped with four axial-flow waterjet engines, which will improve performance and move nearly half a million gallons of seawater per minute which will propel the ship to speeds in excess of 40 knots.

The first USS Milwaukee was a double-turret ironclad river monitor built for Civil War service. A St. Louis-class cruiser, the second USS Milwaukee (C-21) was lost in 1916 while attempting to free a submarine that had run aground. The third USS Milwaukee (CL-5) was an Omaha-class light cruiser, which served through World War II in the Atlantic, and the fourth USS Milwaukee (AOR 2), a Wichita-class replenishment oiler, was decommissioned in 1994.

3D Printers

From National Defense Publication
By Yasmin Tadjdeh

12/11/2013

Small, inexpensive 3D printers can create plastic toys, jewelry or other objects in a matter of hours. Now, the technology is being used by large aerospace companies.

Advanced, more expensive printers can now make parts for aircraft engines, said Hugh Evans, vice president of corporate development and ventures for 3D Systems, a Rock Hill, S.C.-based company.

"It's going into aerospace at a very fast rate because you can 3D print aircraft engine parts and take weight out," Evans said at a Dec. 11 Council on Foreign Relations meeting on 3D printing in Washington, D.C.

Three-D printing is a subset of additive manufacturing processes, which are

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shaking up the traditional methods of making goods. Manufacturing normally takes an object and subtracts from it by whittling or drilling. Three-D printing adds layers of a substance — often a plastic — to create an object. The method only requires a user to download a blueprint. Because the process utilizes fewer materials, it can save companies money, as well as allow them to create parts on the fly. Other transportation industries will soon adopt 3D printing, Evans said. Printed engine parts for cars, trains and helicopters are around the corner, he said.

"Anything that moves in transportation is going to have a 3D printing input because you can take weight out of the design," Evans said. "Weight is gold in transportation fuel savings." General Electric and Rolls Royce recently announced they will begin using 3D printing to manufacture some engine components.

Today, the 3D-printing market is worth \$3 billion, Evans said. He predicted that over the next decade, the market would increase ten-fold to \$30 billion. As 3D printers begin manufacturing more advanced parts and items, concerns that counterfeit parts could compromise supply chains have been raised. There are already a number of measures — from simple stamping of parts to advanced nanotechnology — in place to stop fraud, said Brad Pietras, vice president of technology at Lockheed Martin.

"Each individual machine can have its own individual nanotechnology stamp on each part, so you have a built-in provenance and checking system that cannot be forged," said Pietras. "I'm confident that the technologies are well in place and well utilized in today's supply chain, and will be extended to this new technology."

Creating a true counterfeit part with 3D printing is difficult, he said. Advanced parts created with a 3D printer won't work if they are not made with the exact right mix of polymers and ingredients, or the "secret sauce,"

Pietras said.

"In the aerospace industry, weight is critical — form and function are critical. So you can't just take any old material and create a part and do a one-for-one replacement," he said. "The formulas and recipes used ... to create or print the part will have a significant impact as to whether or not you can really reproduce something so easily."

Norway Approves Additional F-35s

From Information Handling Services

Gareth Jennings, London - IHS Jane's Defence Weekly

11 December 2013

Norway has authorised the procurement of a further six Lockheed Martin F-35A Lightning II Joint Strike Fighters, bringing the country's commitment up to 16 aircraft.

Parliament's approval of the additional jets, which came on 11 December, is valued at NKR7.38 billion (USD1.23 billion) and will see the aircraft delivered in 2018. The Royal Norwegian Air Force (RoNAF) has a requirement for 52 F-35s to replace its current Lockheed Martin F-16AM/BM fleet.

Joint Light Tactical Vehicle

The Lockheed Martin Joint Light Tactical Vehicle team successfully completed the government's Manufacturing Readiness Assessment, an important milestone on the path to vehicle production at the company's Camden, Ark., manufacturing complex.

The MRA, which measures manufacturing maturity and assesses technical risk, took place at Lockheed Martin's Camden Operations on Nov. 18 and 19. In October, the company announced plans to produce the JLTV at the award-winning Camden facility, where program officials expect to gain significant production efficiencies and cost reductions.

"We look forward to adding another joint U.S. Army/Marine Corps vehicle-manufacturing program to our Camden Operations," said Scott Greene,

vice president of Ground Vehicles for Lockheed Martin Missiles and Fire Control. "With proven assembly methods, a keen focus on efficiency and a highly skilled workforce, we are confident that the tremendous success we've achieved producing the HIMARS launcher for the Army and Marines will translate to an outstanding JLTV for those very same customers."

The Lockheed Martin JLTV is designed to replace many of the current Army and Marine Corps HMMWV "Humvee" vehicles, providing significant advances in survivability and capability.

Lockheed Martin's Camden Operations has received more than 60 awards over the last decade, including the 2012 Malcolm Baldrige National Quality Award and the Shingo Silver Medalion Award for Operation Excellence.



The Lockheed Martin JLTV is systems-engineered to provide the crew protection of Mine Resistant Ambush Protected (MRAP) vehicles, while returning crucial mobility, reliability and transportability to Soldiers and Marines. A patented Meritor Pro-Tec™ all-independent air-ride suspension brings unprecedented agility and off-road mobility to this class of vehicles, while the dependable Cummins turbo diesel and Allison transmission combine abundant power with exceptional fuel efficiency. Rounding out the vehicle's portfolio of capabilities are an exportable power-generation with substantial margin for future growth, and state-of-the art connectivity with other platforms.

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JANUARY, 2014

Activity Calendar

- **LMMAR Executive Board Meeting.** First Monday of each month unless holiday conflict, then second Monday. 9:30 a.m. Bldg. 157-Satellite Room (off the cafeteria).
- **LMMAR Newsletter Mailing Session.** Volunteers needed. Second Thursday of each month. 9:30 a.m. Bldg. 157-Litrium. Contact Norm Dhom (408) 732-2742.
- **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.
- **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.
- **Lockheed Martin Retirees Investment Group (LMRIG).** Meets last Thursday of each month, 1:00-2:00 p.m. in B163 at the corner of J Street and 1st Ave. (Employee Connection Building). Dues are \$2. Contact Don Kinell (650) 948-1520 or Martin Abelow (408) 253-6924. Join us for lunch in the B-157 cafeteria prior to the meeting between 11:40-12:40.

For your financial needs, please contact Star One Credit Union at www.starone.org or (866) 543-5202 toll free.

LMMAR NEWSLETTER

O/27-6A B/163

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